

REGULAR COUNCIL MEETING – AGENDA

Agenda for the Regular Council Meeting scheduled for
Tuesday, April 18, 2023 at 7:00 p.m. in **Multipurpose Room at Anmore
Elementary School, 30 Elementary Road, Anmore, BC**



NOTE: Members of the public not attending in person may view our Regular Council meeting by accessing the meeting via our YouTube channel. For those who are not attending in person, questions/comments under Item 3 Public Input, or Item 17 Public Question Period may be submitted up to 4:00pm on meeting days to karen.elrick@anmore.com to be read by the Corporate Officer during the meeting.
https://www.youtube.com/channel/UCeLV-BY6qZzAVEKX5cMWcAQ?view_as=subscriber

THIS MEETING'S PROCEEDINGS WILL BE BROADCAST LIVE VIA YOUTUBE 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 4 **(a) Minutes of the Regular Council Meeting held on April 4, 2023**

Recommendation: That the Minutes of the Regular Council Meeting held April 4, 2023 be adopted, as circulated.

6. Business Arising from Minutes

7. Consent Agenda

None.

8. Items Removed from the Consent Agenda**9. Legislative Reports**

Page 11

(a) Ride Hailing and Inter-Municipal Business Licencing Bylaws

Report dated April 14, 2023 from Karen Elrick, Chief Administrative Officer, attached.

Page 32

(b) 2023 – 2027 Anmore Five Year Financial Plan

Report dated April 14, 2023 from Lena Martin, Manager of Financial Services attached.

Page 44

(c) Temporary Borrowing Bylaw Anmore Community Hub

Recommendation: That Council adopt Anmore Community Hub Temporary Borrowing Bylaw No. 677-2023

10. Unfinished Business

None.

11. New Business

Page 46

(a) Traffic Operation and Road Safety Review

Report dated April 13, 2023 from Chris Boit, Manager of Development Services, attached.

Page 59

(b) Fortis BC Nominate a Charity

Recommendation: That Council receive the request to nominate a charity in our community from Fortis BC, for information.

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

- Page 65 • DRAFT Finance Committee Meeting Minutes for meeting held on March 9, 2023
- Page 68 • Minutes of the Public Hearing held on April 4, 2023

(b) General Correspondence

- Page 71 • Metro Vancouver Board in brief for meetings held on March 31, 2023

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 of the Regular Council Meeting held on Tuesday, April 4, 2023
immediately following the Public Hearing scheduled for 7:00 p.m. in

Multipurpose Room at Anmore Elementary School, 30 Elementary Road, Anmore, BC



ELECTED OFFICIALS PRESENT

ABSENT

Mayor John McEwen

Councillor Kim Trowbridge (via telephone)

Councillor Doug Richardson

Councillor Paul Weverink*

Councillor Polly Krier**

OTHERS PRESENT

Karen Elrick, Chief Administrative Officer

Lena Martin, Manager of Financial Services

Chris Boit, Manager of Development Services

1. Call to Order

The meeting was called to order at 7:22 p.m.

2. Approval of the Agenda

It was MOVED and SECONDED:

R035/23 That the Agenda be approved as circulated.

Carried Unanimously

3. Public Input

Greg Moore, Anmore South, commented regarding Item 7.c referencing adoption of Metro 2050 and updated Regional Growth Strategy as it relates to the special study area and alignment with Metro 2050

4. Delegations

(a) **Leaders Yielding 2 New Knowledge Foundation**

Sir Darren Jacklin, Leaders Yielding 2 New Knowledge Foundation, provided a delegation regarding request for in kind support for community fundraising outdoor

hiking event at Buntzen Lake on Saturday June 24. It was suggested that the event coordinators should reach out to BC Hydro regarding parking and use and then provide an update to the Village.

5. Adoption of Minutes

(a) Minutes of the Regular Council Meeting held on March 21, 2023

It was MOVED and SECONDED:

R036/23 That the Minutes of the Regular Council Meeting held March 21, 2023 be adopted, as circulated.

Carried Unanimously

6. Business Arising from Minutes

None.

7. Consent Agenda

Item 7 b was removed for further discussion.

It was MOVED and SECONDED:

R037/23 That the Consent agenda be adopted.

Carried Unanimously

(a) 2023 Local Government Management Association Conference

That Council authorize the Chief Administrative Officer to register for the 2023 LGMA Annual Conference at a cost of \$730.

(c) Adoption of Metro 2050, the Updated Regional Growth Strategy

That Council receive communication dated March 30, 2023 from Metro Vancouver regarding Adoption of Metro 2050, the Update Regional Growth Strategy, for information.

8. Items Removed from the Consent Agenda**(b) Anmore Web Survey Summary Report**

Council requested an overview of the summary report. Ms. Elrick noted that there were 42 respondents which represent approximately 5% of Anmore households and information provided will help with the navigation and content development for the new website. Further engagement will take place on the navigation and any interested persons can contact Brooke Hovey, Communications Coordinator, to be included in the next steps.

It was MOVED and SECONDED:

R038/23 That Council receive the Anmore Web Survey Summary Report, for information.

Carried Unanimously

9. Legislative Reports**(a) Temporary Borrowing Bylaw Anmore Community Hub**

Ms. Lena Martin, Manager of Financial Services, provided an overview of the staff report outlining the proposed bylaw to facilitate temporary borrowing pending the future long-term borrowing issued for the Anmore Community Hub.

It was MOVED and SECONDED:

R039/23 That Council give first, second and third reading to Anmore Community Hub Temporary Borrowing Bylaw No. 677-2023.

Carried Unanimously

(b) 68 Elementary Zoning Amendment – Bylaw No. 665-2023

*Councillor Weverink recused himself at 7:34 p.m. for a conflict of interest as his property abuts on this property.

It was MOVED and SECONDED:

R040/23 That Council give third reading to Anmore Zoning Amendment Bylaw No. 665-2023.

Carried Unanimously

Councillor Weverink returned to the meeting at 7:35 p.m.

(c) 2519 East Road – Zoning Amendment – Bylaw No. 666-2023

**Councillor Krier recused herself at 7:36 p.m. due to conflict of interest as the back of the property abuts onto her street.

It was MOVED and SECONDED:

R041/23 That Council give third reading to Anmore Zoning Amendment Bylaw No. 666-2023.

Carried Unanimously

Councillor Krier returned to the meeting at 7:37 p.m.

(d) 2860 Sunnyside Rd Zoning Amendment – Bylaw No 667-2023

It was MOVED and SECONDED:

R042/23 That Council give third reading to Anmore Zoning Amendment Bylaw No. 667-2023.

Carried Unanimously

(e) 3060 Anmore Creek Way – Zoning Amendment – Bylaw No 668-2023

It was MOVED and SECONDED:

R043/23 That Council give third reading to Anmore Zoning Amendment Bylaw No. 668-2023.

Carried Unanimously

(f) 2192 Sunnyside Rd – Zoning Amendment – Bylaw No 669-2023

It was MOVED and SECONDED:

R044/23 That Council give third reading to Anmore Zoning Amendment Bylaw No. 669-2023.

Carried Unanimously

Clarification was requested on infrastructure requirements. It was noted that this property fronts Ludlow Lane and already had an approved budget in place for infrastructure improvements. The expectation would be that the proponent would provide a sum of money for their portion of the costs of infrastructure improvements related to the subdivision when it is completed as part of the larger project.

(g) 2023 Anmore Water Rates and Regulations Bylaw Amendment

It was MOVED and SECONDED:

R045/23 That Council adopt Anmore Water Rates and Regulations Amendment Bylaw No. 675-2023.

Carried Unanimously

(h) 2023 Anmore Solid Waste Management Bylaw Amendment

It was MOVED and SECONDED:

R046/23 That Council adopt Anmore Solid Waste Management Bylaw Amendment No. 676-2023.

Carried Unanimously

10. Unfinished Business

None.

11. New Business

None.

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

None.

13. Mayor's Report

Mayor McEwen reported that:

- The PRV at the end of Thompson at East Road is now operational and anything impeding the sidewalk will be removed and cleaned up

- Progress is being made on the Anmore Community Hub, the roof is up and construction should be complete in the fall
- Increased bus transit for Buntzen lake will be starting for the summer months with service every 30 minutes
- Garbage pick up will be Thursday this week due to Easter Weekend
- Easter Egg Hunt will be Saturday at 11 am at Anmore Elementary
- Spoke to Countryside about water metering
- He received communication regarding campfire permit and yard trimmings and wanted to reiterate that he did not recommend burning green wood or twigs and that when waste pick up of organic materials took place several years ago in the Village there was not an uptake for the program

14. Councillors Reports

Councillor Richardson reported that:

- He would like to remind residents that bears are out and containers should be washed and clean so the containers are not attractants
- Spoke to Countryside residents about water metering
- He noted other communities with Council members fighting and noted that he appreciates the cordial way that this Council conducts business even when they have difference of opinions

Councillor Trowbridge reported that:

- He encouraged residents to attend the icona open house on April 15 and he will attend, if possible to hear what icona has to say

15. Chief Administrative Officer's Report

Ms. Elrick reported that:

- Watermain flushing will continue over the coming week
- Village Hall will be closed on Friday, April 7 and Monday April 10 for Easter holiday

16. Information Items

(a) Committees, Commissions and Boards – Minutes

None.

(b) General Correspondence

None.

17. Public Question Period

Lisa Johnston, Anmore, asked about Housing Supply Act and whether Mayor McEwen met with the housing minister about this topic. Mayor McEwen reiterated that he did not and that a letter from Council was being sent to the province for clarification on the role of Anmore.

Nancy Maloney, Anmore, requested information on the traffic study being conducted. It was noted that this will be brought forward to the next Council meeting.

George Drykton, Anmore, asked about the PRV and whether it could be wrapped with a photo. Staff replied that it had been looked into but the size and shape of the box made that challenging.

Krystal, Anmore, requested general information on permit conditions and remediation options if those conditions are not followed. It was suggested that the resident contact the Village if there is concern about a specific permit or issue.

Nancy Maloney, Anmore, asked about weather and moving Easter event inside.

18. Adjournment

It was MOVED and SECONDED:

R045/23 That the meeting adjourned at 8:07 p.m.

Carried Unanimously

Karen Elrick
Corporate Officer

John McEwen
Mayor



VILLAGE OF ANMORE

REPORT TO COUNCIL

Date: April 14, 2023 File Number: 3900-30
Submitted by: Karen Elrick, Chief Administrative Officer
Subject: Ride Hailing and Inter-Municipal Business Licencing Bylaws

Purpose / Introduction

To introduce updated inter-municipal bylaws that would enable continuation of business licencing for ride hailing services in the region.

Recommended Options

That Anmore Inter-municipal TSN Business Licence Agreement Bylaw 678-2023 and Anmore Transportation Network Services Business Licence Bylaw 679-2023 be given first, second and third reading; and

That staff be directed to provide public notice of these bylaws' potential adoption at the Regular Council meeting of May 2, 2023.

Background

In the latter half of 2019, the Province introduced its legislative regime to permit ride hailing services, such as Lyft and Uber, to operate. The Provincial legislation has reduced the municipal authority to regulate Passenger Directed Vehicles (PDV) such as taxis, limousines, ride-hailing vehicles, which the Village had not done in the past. The Province now has sole authority to regulate company fleet size and operational boundaries, to set vehicle standards, and to issue driver Chauffeur Permits. While the Province's regulations surrounding PDV activities limit the role of municipalities in establishing local regulations, municipalities retain authority to:

- Issue business licences;
- Set business licence requirements; and
- Regulate business activities, such as street and curb use and pick-up and drop-off locations, through bylaws.

Report/Recommendation to Council

Ride Hailing and Inter-Municipal Business Licencing Bylaws

April 14, 2023

In late 2019, following direction from the Mayors' Council on Regional Transportation, TransLink facilitated the process to develop an expedited Inter-Municipal Business Licence (IMBL) development process with Region 1 (32 Metro Vancouver and surrounding municipalities) municipalities. In March 2020, the Village of Anmore entered into the necessary agreement and enacted bylaws to facilitate participation with 24 municipalities in an IMBL for ride sharing administered by the City of Vancouver.

Discussion

The City of Vancouver has reported that the program has been functioning effectively, and that three additional Region 1 municipalities have expressed a desire to be added to the agreement. In order to facilitate the additional municipalities, all 28 municipalities must bring forward new the new Agreement and bylaws for adoption to their respective councils.

Licensing Authority

The City of Vancouver will continue to be the licensing authority for the IMBL which means that ride-hailing companies will need to purchase the licence from the City of Vancouver. The licence will allow companies to operate in all participating Region 1 municipalities.

Licence Fee Revenue Sharing

Licence fee revenue will be shared among participating municipalities. The City of Vancouver will first retain funds sufficient to recover costs for administration of the licence program and remaining revenues will be shared based on the percent of total regional pick-ups and drop-offs that occur within each municipality. For the 2022 year, the Village of Anmore received \$388.87 in revenue.

Public Notice

Public notice of changes to business licence bylaws is typically required for local governments. Given the Village is not changing any current business licence requirements and that ride hailing is perceived as a desired service in the community, staff recommend that notice be published on the Village's website and that the sign boards be updated to allow for public comment prior to potential adoption of the two bylaws on May 2, 2023. Should Council desire more formal notice, they could direct staff to meet additional notice requirements.

Report/Recommendation to Council

Ride Hailing and Inter-Municipal Business Licencing Bylaws

April 14, 2023

Financial Implications

It is anticipated that the Village will continue to derive some revenue from ride hailing, the amount will depend on how many trips are generated in the Village. Revenue will be provided by the City of Vancouver on an annual basis.

Attachments:

1. Anmore Inter-municipal TSN Business Licence Agreement Bylaw 678-2023
2. Anmore Transportation Network Services Business Licence Bylaw 679-2023

Prepared by:



Karen Elrick
Chief Administrative Officer

VILLAGE OF ANMORE

BYLAW NO. 678-2023

A bylaw to authorize the Village to enter into an Agreement among the Participating Municipalities regarding Intermunicipal Transportation Network Services Business Licence Scheme

1. This bylaw may be cited for all purposes as “**Anmore Inter-municipal TSN Business Licence Agreement Bylaw 678-2023**”.
2. Council hereby authorizes the Village to enter into an Agreement with the Participating Municipalities in substantially the form and substance of the Agreement attached to this Bylaw as Schedule A, and also authorizes the Mayor and Chief Administrative Officer or Corporate Officer to execute the Agreement on behalf of the Village, and to deliver it to the Participating Municipalities on such terms and conditions as the Chief Administrative Officer or Corporate Officer deems fit.
3. This bylaw repeals Anmore Inter-municipal TSN Business Licence Agreement Bylaw 620-2020.
4. This bylaw is to come into force and take effect on the date of its enactment.

READ a first time the day of, 2023

READ a second time the day of , 2023

READ a third time the day of , 2023

ADOPTED the day of , 2023

MAYOR

CORPORATE OFFICER

SCHEDULE A

Inter-municipal TNS Business Licence Agreement

WHEREAS the City of Abbotsford, the Village of Anmore, the Bowen Island Municipality, the City of Burnaby, the City of Chilliwack, the City of Coquitlam, the City of Delta, the Village of Harrison Hot Springs, the District of Hope, the District of Kent, the Corporation of the City of Langley, the Corporation of the Township of Langley, the Village of Lions Bay, the City of Maple Ridge, the City of Mission, the Corporation of the City of New Westminster, the Corporation of the City of North Vancouver, the Corporation of the District of North Vancouver, the City of Pitt Meadows, the Corporation of the City of Port Coquitlam, the City of Port Moody, the City of Richmond, the District of Squamish, the City of Surrey, the City of Vancouver, the Corporation of the District of West Vancouver, the Resort Municipality of Whistler, and the Corporation of the City of White Rock (the "*Participating Municipalities*"), wish to permit transportation network services ("*TNS*") businesses to operate across their jurisdictional boundaries thereby eliminating the need to obtain a separate municipal business licence in each jurisdiction;

NOW THEREFORE the *Participating Municipalities* agree as follows:

1. The *Participating Municipalities* agree to establish an *Inter-municipal TNS Business Licence* scheme among the *Participating Municipalities*, pursuant to section 14 of the *Community Charter* and section 192.1 of the *Vancouver Charter*.
2. The *Participating Municipalities* will request their respective municipal Councils to each ratify this Agreement and enact a by-law to implement an *Inter-municipal TNS Business Licence* scheme effective June 1, 2023.
3. In this Agreement:

"*Accessible Vehicle*" means a motor vehicle designed and manufactured, or converted, for the purpose of transporting persons who use mobility aids;

"*Administrative Costs*" means the direct and indirect costs and investments attributable to administering the *Inter-municipal TNS Business Licence* scheme, including wages, materials, corporate overhead and rent;

"*Business*" has the same meaning as in the *Community Charter*;

"*Community Charter*" means the *Community Charter*, S.B.C. 2003, c. 26, as may be amended or replaced from time to time;

“Inter-municipal TNS Business” means a *TNS Business* that has been licensed to operate in the Region 1 operating area by the Passenger Transportation Board;

“Inter-municipal TNS Business Licence” means a business licence that authorizes an *Inter-municipal TNS Business* to be carried on within the jurisdictional boundaries of any or all of the *Participating Municipalities*;

“Inter-municipal TNS Business Licence By-law” means the by-law adopted by the Council of each *Participating Municipality* to implement the *Inter-municipal TNS Business Licence* scheme contemplated by this Agreement;

“Mobility Aid” has the same meaning as in the *Passenger Transportation Act*, S.B.C 2004, c. 39, as may be amended or replaced from time to time;

“Municipal Business Licence” means a licence or permit, other than an *Inter-municipal TNS Business Licence*, issued by a *Participating Municipality* that authorizes a *Business* to be carried on within the jurisdictional boundaries of that *Participating Municipality*;

“Participating Municipality” means any one of the *Participating Municipalities*;

“Premises” means one or more fixed or permanent locations where the *TNS Business* ordinarily carries on *Business*;

“TNS Business” means a person carrying on the business of providing *Transportation Network Services*;

“Transportation Network Services” has the same meaning as in the *Passenger Transportation Act*, S.B.C 2004, c. 39, as may be amended or replaced from time to time;

“Vancouver Charter” means the *Vancouver Charter*, S.B.C. 1953, c. 55, as may be amended or replaced from time to time; and

“Zero Emission Vehicle” means a motor vehicle that is exclusively propelled by electricity or hydrogen from an external source.

4. Subject to the provisions of the *Inter-municipal TNS Business Licence By-law*, each *Participating Municipality* will permit a *TNS Business* that has obtained an *Inter-municipal TNS Business Licence* to carry on the *Business* of providing *Transportation Network Services* within that *Participating Municipality* for the term authorized by the *Inter-municipal TNS Business Licence* without obtaining a *Municipal Business Licence* for the *TNS Business* in that *Participating Municipality*.

5. All *Inter-municipal TNS Business Licences* will be issued by the City of Vancouver.
6. The City of Vancouver may issue an *Inter-municipal TNS Business Licence* to a *TNS Business* if the *TNS Business* is an *Inter-municipal TNS Business* and meets the requirements of the *Inter-municipal TNS Business Licence By-law*, in addition to the requirements of the City of Vancouver's License By-law No. 4450.
7. Notwithstanding that a *TNS Business* may hold an *Inter-municipal TNS Business Licence* that would make it unnecessary to obtain a *Municipal Business Licence* for the *TNS Business* in the *Participating Municipalities*, the *TNS Business* must still comply with all orders and regulations under any municipal business licence by-law in addition to those under any other by-laws, regulations, or provincial or federal laws that may apply within any jurisdiction in which the *TNS Business* carries on *Business*.
8. Any *Participating Municipality* may require that the holder of an *Inter-municipal TNS Business Licence* also obtain a *Municipal Business Licence* for any *Premises* that are maintained by the licence holder within the jurisdiction of the *Participating Municipality*.
9. The annual *Inter-municipal TNS Business Licence* fee is \$155, plus \$150 for each vehicle operating under the authority of the *Inter-municipal TNS Business*, except that the per vehicle fee for *Zero Emission Vehicles* will be \$30, and there will be no per vehicle fee charged for *Accessible Vehicles*.
10. The fee for any additional vehicles that begin operating under the authority of an *Inter-municipal TNS Business Licence* holder after the annual licence fee is paid will be the per vehicle fee set out in section 9, pro-rated by dividing the applicable annual per vehicle fee by 12 and multiplying the resulting number by the number of months remaining in that calendar year, including any partial months which will be counted as whole months.
11. The City of Vancouver will distribute the revenue generated from *Inter-municipal TNS Business Licence* fees amongst all *Participating Municipalities* based on the City of Vancouver retaining an amount to cover its *Administrative Costs*, with the remaining fees to be distributed proportionally to the *Participating Municipalities*, including the City of Vancouver, based on the number of pick-ups and drop-offs in that *Participating Municipality*. The City of Vancouver will provide the other *Participating Municipalities* with an itemized accounting of the fees collected and disbursed, including an accounting of its *Administrative Costs*, at the time it distributes the remaining fees to those *Participating Municipalities*.
12. The revenue generated from *Inter-municipal TNS Business Licence* fees collected

from January 1 to December 31 inclusive that is to be distributed to the *Participating Municipalities* in accordance with section 11, including the fees collected for any additional vehicles under section 10, will be distributed by the City of Vancouver by February 28 of the year following the year in which fees were collected.

13. The length of term of an *Inter-municipal TNS Business Licence* is 12 months, except that the length of term of the initial *Inter-municipal TNS Business Licence* issued to an *Inter-municipal TNS Business* by the City of Vancouver may be less than 12 months in order to harmonize the expiry date of the *Inter-municipal TNS Business Licence* with the calendar year, in which case the annual fee will be pro-rated by dividing the applicable annual licence fee by 12 and multiplying the resulting number by the number of months remaining in that calendar year, including any partial months which will be counted as whole months.

14. An *Inter-municipal TNS Business Licence* will be valid within the jurisdictional boundaries of all of the *Participating Municipalities* until its term expires, unless the *Inter-municipal TNS Business Licence* is suspended or cancelled. If a *Participating Municipality* withdraws from the *Inter-municipal TNS Business Licence* scheme among the *Participating Municipalities* in accordance with the *Inter-municipal TNS Business Licence By-law*, then the *Inter-municipal TNS Business Licence* will cease to be valid within the jurisdictional boundary of that former *Participating Municipality*.

15. A *Participating Municipality* may exercise the authority of the City of Vancouver as the issuing municipality and suspend an *Inter-municipal TNS Business Licence* in relation to conduct by the holder within the *Participating Municipality* which would give rise to the power to suspend a business licence under the *Community Charter* or *Vancouver Charter* or under the business licence by-law of the *Participating Municipality*. The suspension will be in effect throughout all of the *Participating Municipalities* and it will be unlawful for the holder to carry on the *Business* authorized by the *Inter-municipal TNS Business Licence* in any *Participating Municipality* for the period of the suspension.

16. A *Participating Municipality* may exercise the authority of the City of Vancouver as the issuing municipality and cancel an *Inter-municipal TNS Business Licence* in relation to conduct by the holder within the *Participating Municipality* which would give rise to the power to cancel a business licence under the *Community Charter* or *Vancouver Charter* or the business licence by-law of the *Participating Municipality*. The cancellation will be in effect throughout all of the *Participating Municipalities*.

17. The suspension or cancellation of an *Inter-municipal TNS Business Licence* under section 15 or 16 will not affect the authority of a *Participating Municipality* to issue a *Municipal Business Licence*, other than an *Inter-municipal TNS Business Licence*, to the holder of the suspended or cancelled *Inter-municipal TNS Business Licence*.

18. Nothing in this Agreement affects the authority of a *Participating Municipality* to suspend or cancel any *Municipal Business Licence* issued by that municipality or to enact regulations in respect of any category of *Business* under section 15 of the *Community Charter* or sections 272, 273, 279A, 279A.1, 279B, and 279C of the *Vancouver Charter*.

19. A *Participating Municipality* may, by notice in writing to each of the other *Participating Municipalities*, withdraw from the *Inter-municipal TNS Business Licence* scheme among the *Participating Municipalities*, and the notice must:

- (a) set out the date on which the withdrawing municipality will no longer recognize the validity within its boundaries of *Inter-municipal TNS Business Licences*, which date must be at least 6 months from the date of the notice; and
- (b) include a certified copy of the municipal Council resolution or by-law authorizing the municipality's withdrawal from the *Inter-municipal TNS Business Licence* scheme.

20. Nothing contained or implied in this Agreement shall fetter in any way the discretion of the Councils of the *Participating Municipalities*. Further, nothing contained or implied in this Agreement shall prejudice or affect the *Participating Municipalities'* rights, powers, duties or obligations in the exercise of their functions pursuant to the *Community Charter*, *Vancouver Charter*, or the *Local Government Act*, as amended or replaced from time to time, or act to fetter or otherwise affect the *Participating Municipalities'* discretion, and the rights, powers, duties and obligations under all public and private statutes, by-laws, orders and regulations, which may be, if each *Participating Municipality* so elects, as fully and effectively exercised as if this Agreement had not been executed and delivered by the *Participating Municipalities*.

21. Despite any other provision of this Agreement, an *Inter-municipal TNS Business Licence* granted in accordance with the *Inter-municipal TNS Business Licence Bylaw* does not grant the holder a licence to operate in any jurisdiction other than within the jurisdictional boundaries of the *Participating Municipalities*. Furthermore, a business licence granted under any other inter-municipal *TNS Business* licence scheme is deemed not to exist for the purposes of this Agreement even if a *Participating Municipality* is a participating member of the other inter-municipal *TNS Business* licence scheme.

22. This Agreement may be executed in several counterparts, each of which shall be deemed to be an original, and may be delivered by email or facsimile transmission, and each such counterpart, howsoever delivered, shall be deemed to be an original. Such counterparts together shall constitute one and the same instrument, notwithstanding that all of the *Participating Municipalities* are not signatories to the original or the same counterpart.

23. This Agreement replaces and supercedes the Inter-municipal TNS Business Licence Agreement entered into by the City of Abbotsford, the Village of Anmore, the Bowen Island Municipality, the City of Burnaby, the City of Chilliwack, the City of Coquitlam, the City of Delta, the Village of Harrison Hot Springs, the Corporation of the City of Langley, the Corporation of the Township of Langley, the Village of Lions Bay, the City of Maple Ridge, the Corporation of the City of New Westminster, the Corporation of the City of North Vancouver, the Corporation of the District of North Vancouver, the City of Pitt Meadows, the Corporation of the City of Port Coquitlam, the City of Port Moody, the City of Richmond, the District of Squamish, the City of Surrey, the City of Vancouver, the Corporation of the District of West Vancouver, the Resort Municipality of Whistler, and the Corporation of the City of White Rock in 2020.

24. In the event that the municipal Council of a *Participating Municipality* other than the City of Vancouver does not ratify this Agreement, then that municipality will not be considered a *Participating Municipality* for the purposes of this Agreement, and the terms and conditions of this Agreement shall be effective as among the other *Participating Municipalities*.

Signed and delivered on behalf of the *Participating Municipalities*, the Councils of each of which have, by By-law, ratified this Agreement and authorized their signatories to sign on behalf of the respective Councils, on the dates indicated below.

The City of Abbotsford

Mayor _____

Corporate Officer _____

Date _____

Village of Anmore

Mayor _____

Corporate Officer _____

Date _____

Bowen Island Municipality

Mayor _____

Corporate Officer _____

Date _____

City of Burnaby

City Clerk _____

Date _____

City of Chilliwack

Mayor _____

Corporate Officer _____

Date _____

City of Coquitlam

Mayor _____

City Clerk _____

Date _____

City of Delta

Mayor _____

City Clerk _____

Date _____

Village of Harrison Hot Springs

Mayor _____

Corporate Officer _____

Date _____

The District of Hope

Mayor _____

Corporate Officer _____

Date _____

The District of Kent

Mayor _____

Corporate Officer _____

Date _____

The Corporation of the City of Langley

Mayor _____

Corporate Officer _____

Date _____

The Corporation of the Township of Langley

Mayor _____

Township Clerk _____

Date _____

Village of Lions Bay

Mayor _____

Corporate Officer _____

Date _____

City of Maple Ridge

Presiding Member _____

Corporate Officer _____

Date _____

The City of Mission

Mayor _____

Corporate Officer _____

Date _____

The Corporation of the City of New Westminster

Mayor _____

City Clerk _____

Date _____

The Corporation of the City of North Vancouver

Mayor _____

City Clerk _____

Date _____

The Corporation of the District of North Vancouver

Mayor _____

Municipal Clerk _____

Date _____

The City of Pitt Meadows

Mayor _____

Corporate Officer _____

Date _____

The Corporation of the City of Port Coquitlam

Mayor _____

Corporate Officer _____

Date _____

City of Port Moody

Mayor _____

Corporate Officer _____

Date _____

The City of Richmond

Chief Administrative Officer _____

General Manager _____

Corporate and Financial Services

Date _____

District of Squamish

Mayor _____

Corporate Officer _____

Date _____

City of Surrey

Mayor _____

City Clerk _____

Date _____

The City of Vancouver

Director of Legal Services _____

Date _____

The Corporation of the District of West Vancouver

Mayor _____

Corporate Officer _____

Date _____

Resort Municipality of Whistler

Mayor _____

Municipal Clerk _____

Date _____

The Corporation of the City of White Rock

Mayor _____

Director of Corporate Administration _____

Date _____

VILLAGE OF ANMORE

BYLAW NO. 679-2023

A bylaw to enter into an Intermunicipal TSN Business Licence Scheme

WHEREAS the municipalities that have entered or will enter into the Inter-municipal TNS Business Licence Agreement (the “Participating Municipalities”) wish to permit licensed transportation network services (“TNS”) businesses to operate across their jurisdictional boundaries thereby eliminating the need to obtain a separate municipal business licence in each jurisdiction;

AND WHEREAS each of the Participating Municipalities has or will adopt a similar bylaw to implement the Inter-municipal TNS Business Licence scheme;

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 Transportation Network Services Business Licence Bylaw 679-2023**”.
2. There is hereby established an Inter-municipal TNS Business Licence scheme among the Participating Municipalities, pursuant to section 14 of the Community Charter and section 192.1 of the Vancouver Charter.

3. In this Bylaw:

“**Accessible Vehicle**” means a motor vehicle designed and manufactured, or converted, for the purpose of transporting persons who use mobility aids;

“**Business**” has the same meaning as in the Community Charter;

“**Community Charter**” means the Community Charter, S.B.C. 2003, c. 26, as may be amended or replaced from time to time;

“**Inter-municipal TNS Business**” means a TNS Business that has been licensed to operate in the Region 1 operating area by the Passenger Transportation Board;

“**Inter-municipal TNS Business Licence**” means a business licence which authorizes an Inter-municipal TNS Business to be carried on within the jurisdictional boundaries of any or all of the Participating Municipalities;

“**Mobility Aid**” has the same meaning as in the Passenger Transportation Act, S.B.C. 2004, c. 39. as may be amended or replaced from time to time;

“**Municipal Business Licence**” means a licence or permit, other than an Inter-municipal TNS Business Licence, issued by a Participating Municipality that

authorizes a Business to be carried on within the jurisdictional boundaries of that Participating Municipality;

“Participating Municipality” means any one of the Participating Municipalities;

“Premises” means one or more fixed or permanent locations where the TNS Business ordinarily carries on Business;

“TNS Business” means a person carrying on the business of providing Transportation Network Services;

“Transportation Network Services” has the same meaning as in the Passenger Transportation Act, S.B.C 2004, c. 39, as may be amended or replaced from time to time;

“Vancouver Charter” means the Vancouver Charter, S.B.C. 1953, c. 55, as may be amended or replaced from time to time; and

“Zero Emission Vehicle” means a motor vehicle that is exclusively propelled by electricity or hydrogen from an external source.

4. Subject to the provisions of this Bylaw, each Participating Municipality will permit a TNS Business that has obtained an Inter-municipal TNS Business Licence to carry on the Business of providing Transportation Network Services within that Participating Municipality for the term authorized by the Inter-municipal TNS Business Licence without obtaining a Municipal Business Licence for the TNS Business in that Participating Municipality.
5. All Inter-municipal TNS Business Licences will be issued by the City of Vancouver.
6. The City of Vancouver may issue an Inter-municipal TNS Business Licence to a TNS Business if the TNS Business is an Inter-municipal TNS Business and meets the requirements of this Bylaw, in addition to the requirements of the City of Vancouver’s License By-law No. 4450.
7. Notwithstanding that a TNS Business may hold an Inter-municipal TNS Business Licence that would make it unnecessary to obtain a Municipal Business Licence for the TNS Business in the Participating Municipalities, the TNS Business must still comply with all orders and regulations under any municipal business licence bylaw in addition to those under any other bylaws, regulations, or provincial or federal laws that may apply within any jurisdiction in which the TNS Business carries on Business.
8. Any Participating Municipality may require that the holder of an Inter-municipal TNS Business Licence also obtain a Municipal Business Licence for any Premises that are maintained by the licence holder within the jurisdiction of the Participating Municipality.

9. The annual Inter-municipal TNS Business Licence fee is \$155, plus \$150 for each vehicle operating under the authority of the Inter-municipal TNS Business, except that the per vehicle fee for Zero Emission Vehicles will be \$30, and there will be no per vehicle fee charged for Accessible Vehicles.
10. The fee for any additional vehicles that begin operating under the authority of an Inter-municipal TNS Business Licence holder after the annual licence fee is paid will be the per vehicle fee set out in section 9, pro-rated by dividing the applicable annual per vehicle fee by 12 and multiplying the resulting number by the number of months remaining in that calendar year, including any partial months which will be counted as whole months.
11. The length of term of an Inter-municipal TNS Business Licence is 12 months, except that the length of term of the initial Inter-municipal TNS Business Licence issued to an Inter-municipal TNS Business by the City of Vancouver may be less than 12 months in order to harmonize the expiry date of the Inter-municipal TNS Business Licence with the calendar year, in which case the annual fee will be pro-rated by dividing the applicable annual licence fee by 12 and multiplying the resulting number by the number of months remaining in that calendar year, including any partial months which will be counted as whole months.
12. An Inter-municipal TNS Business Licence will be valid within the jurisdictional boundaries of all of the Participating Municipalities until its term expires, unless the Inter-municipal TNS Business Licence is suspended or cancelled. If a Participating Municipality withdraws from the Inter-municipal TNS Business Licence scheme among the Participating Municipalities in accordance with this Bylaw, then the Inter-municipal TNS Business Licence will cease to be valid within the jurisdictional boundary of that former Participating Municipality.
13. A Participating Municipality may exercise the authority of the City of Vancouver as the issuing municipality and suspend an Inter-municipal TNS Business Licence in relation to conduct by the holder within the Participating Municipality which would give rise to the power to suspend a business licence under the Community Charter or Vancouver Charter or under the business licence bylaw of the Participating Municipality. The suspension will be in effect throughout all of the Participating Municipalities and it will be unlawful for the holder to carry on the Business authorized by the Inter-municipal TNS Business Licence in any Participating Municipality for the period of the suspension.
14. A Participating Municipality may exercise the authority of the City of Vancouver as the issuing municipality and cancel an Inter-municipal TNS Business Licence in relation to conduct by the holder within the Participating Municipality which would give rise to the power to cancel a business licence under the Community Charter or Vancouver Charter or the business licence bylaw of the Participating Municipality. The cancellation will be in effect throughout all of the Participating Municipalities.

15. The suspension or cancellation of an Inter-municipal TNS Business Licence under section 13 or 14 will not affect the authority of a Participating Municipality to issue a Municipal Business Licence, other than an Inter-municipal TNS Business Licence, to the holder of the suspended or cancelled Inter-municipal TNS Business Licence.
16. Nothing in this Bylaw affects the authority of a Participating Municipality to suspend or cancel any Municipal Business Licence issued by that municipality or to enact regulations in respect of any category of Business under section 15 of the Community Charter or sections 272, 273, 279A, 279A.1, 279B, and 279C of the Vancouver Charter.
17. A Participating Municipality may, by notice in writing to each of the other Participating Municipalities, withdraw from the Inter-municipal TNS Business Licence scheme among the Participating Municipalities, and the notice must:
 - (a) set out the date on which the withdrawing municipality will no longer recognize the validity within its boundaries of Inter-municipal TNS Business Licences, which date must be at least 6 months from the date of the notice; and
 - (b) include a certified copy of the municipal Council resolution or bylaw authorizing the municipality's withdrawal from the Inter-municipal TNS Business Licence scheme.
18. The invalidity or unenforceability of any provision of this Bylaw shall not affect the validity or enforceability of any other provisions of this Bylaw and any such invalid or unenforceable provision shall be deemed to be severable.
19. Despite any other provision of this Bylaw, an Inter-municipal TNS Business Licence granted in accordance with this Bylaw does not grant the holder a licence to operate in any jurisdiction other than within the jurisdictional boundaries of the Participating Municipalities.
20. A business licence granted under any other inter-municipal TNS Business licence scheme is deemed not to exist for the purposes of this Bylaw, even if a Participating Municipality is a participating member of the other inter-municipal TNS Business licence scheme.
21. Council repeals Anmore Transportation Network Services Business Licence Bylaw 621-2020.
22. This Bylaw shall come into force and take effect on June 1, 2023.

READ a first time the day of , 2023

READ a second time the day of , 2023

READ a third time the day of , 2023

ADOPTED the day of , 2023

MAYOR

CORPORATE OFFICER



VILLAGE OF ANMORE

REPORT TO COUNCIL

Date: April 14, 2023

File No. 1700-02

Submitted by: Lena Martin

Subject: 2023 – 2027 Anmore Five Year Financial Plan

Purpose / Introduction

To present a bylaw to adopt the 2023 - 2027 Five-Year Financial Plan (**Attachment 1**) and a bylaw to levy rates for municipal general and capital purposes (**Attachment 2**) and for regional district purposes for the fiscal year 2023.

Recommended Option

That Council give first, second and third readings to Anmore Five-Year Financial Plan Bylaw No. 680-2023.

AND

That Council give first, second and third readings to 2023 Anmore Tax Rates Bylaw No. 681-2023.

Background

Section 165 of the *Community Charter* states that a municipality must have a financial plan that is adopted annually, by bylaw, before the annual property tax bylaw is adopted.

(3) The planning period for a financial plan is 5 years, that period being the year in which the plan is specified to come into force and the following 4 years.

(3.1) The financial plan must set out the objectives and policies of the municipality for the planning period in relation to the following:

(a) for each of the funding sources described in subsection (7), the proportion of total revenue that is proposed to come from that funding source;

(b) the distribution of property value taxes among the property classes that may be subject to the taxes;

Report/Recommendation to Council

2023 – 2027 Anmore Five Year Financial Plan

April 14, 2023

(4) The financial plan must set out the following for each year of the planning period:

- (a) the proposed expenditures by the municipality;
- (b) the proposed funding sources;
- (c) the proposed transfers to or between funds.

The DRAFT Five Year Financial Plan 2023 – 2027 worksheet was presented to the Finance Committee, on Monday, March 9, 2023, at which the following resolution was passed:

It was MOVED and SECONDED:

That the Finance Committee refers the DRAFT Five Year Financial Plan 2023 – 2027 to Council for consideration.

Discussion

The Financial Sustainability Policy provides financial management principles for staff and Council to consider when undertaking financial recommendations and decisions, to guide the Village towards a financially sustainable future.

Guiding Principles

1. Resilience – The Village shall operate in a manner that will allow it to successfully adapt to future challenges or events.
2. Flexible – Financial decisions ensure future flexibility to adapt to opportunities and changing circumstances.
3. Fairness – As far as is reasonably possible, the Village shall operate in a manner that takes into account the financial effects on future generations as well as on the distributional impact on the current population.
4. Value – The Village shall ensure that it provides value for money, that public resources are put to the best possible use and those surplus assets are disposed of.
5. Transparent – Financial strategies, plans and processes are accessible and visible.

2023 Budget notes:

- Municipal tax revenues increased by 7.635% in 2023 for Operating and 6.4% for Capital services. This includes new tax revenues for new buildings or construction (Non-Market Change) in 2023.
- The change in overall assessment values from 2022 to 2023 is 5.97%, which is made up of new construction assessments of 0.84% and 5.14% in market change.
- Consumer Price Index (CPI) for Vancouver, December to December 2022 is 6.4%.

Report/Recommendation to Council

2023 – 2027 Anmore Five Year Financial Plan

April 14, 2023

- User fees for water rates in 2023 will stay the same.
- User fees for solid waste and recycling will increase in 2023 by \$9 annually, to \$338.
- Anmore Green Estates Sewer is now connected with levies collected under Parcel Tax Bylaw for residents receiving the local area service.
- Salary increases based on (CPI) and include 1.5 FT staff that started in 2022.
- Anmore Civic Building Long Term Debt issue October 2023
- BC Assessment Property Assessment Review Panel reduced the 2022 assessment roll by \$1.645M.
- The 2023 Revised BC Assessment roll, after 2022 supplementary changes, updated the tax rate increase by 0.22%, collecting the same draft tax requisition brought to the finance committee.
- Growing Great Communities grant received of \$1.73M.
- BC Active Transportation grant received of \$500K.

General 2023 – 2027 Assumptions:

- Estimated inflationary rates applied; 5% in 2024, 4% in 2025, 3% in 2026 and 2% in 2027.
- Anmore Hub operating costs based on previous council chamber lease budget starting 2024.
- Repayment of Long-Term Loan for Anmore Community Hub starting 2024.
- Fixed Asset Levy increased by inflation annually.
- Investment interest increased for 2023 to fall over 5 years as inflation stabilizes.

Options

1. **That Council give first, second and third readings to Anmore Five-Year Financial Plan Bylaw No. 680-2023.**

AND

That Council give first, second and third readings to 2023 Anmore Tax Rates Bylaw No. 681-2023. (Recommended)

or

2. **That Council provide additional direction by requesting the following changes to the 2023-2027 Five-Year Financial Plan, _____.**

Report/Recommendation to Council

2023 – 2027 Anmore Five Year Financial Plan

April 14, 2023

Financial Implications

Municipal financial statements for a fiscal year must be prepared by the financial officer, and presented to Council for its acceptance. By May 15 in each year, a municipality must submit to the inspector its audited financial statements for the preceding year and any other financial information requested by the inspector.

Communications / Civic Engagement

The DRAFT Five Year Financial Plan 2023 – 2027 worksheet was presented to the Finance Committee, on Thursday, March 9, 2023. The Finance Committee referred the DRAFT Five Year Financial Plan 2023 – 2027 to Council for consideration.

Council Strategic Plan Objectives

To provide responsive, efficient, transparent, and engaged service to ensure long term fiscal responsibility.


Attachments

1. Anmore 2023-2027 Five-Year Financial Plan Bylaw No. 680-2023
2. Anmore 2023 Tax Rates Bylaw No. 681-2023

Report/Recommendation to Council

2023 – 2027 Anmore Five Year Financial Plan

April 14, 2023

Prepared by:
<i>Lena Martin</i> _____
Lena Martin Manager of Financial Services
Reviewed for Form and Content / Approved for Submission to Council:
Chief Administrative Officer's Comment/Concurrence <div style="text-align: right;"> _____ Chief Administrative Officer</div>

VILLAGE OF ANMORE

BYLAW NO. 680-2023

A bylaw to adopt the 2023 Five-Year Financial Plan

WHEREAS pursuant to section 165 of the *Community Charter*, requires that every municipality must have a five-year financial plan that is adopted annually, by bylaw, before the annual property tax bylaw is adopted;

AND WHEREAS the Municipal Council has caused to be prepared a Five-Year Financial Plan for the period 2023-2027 inclusive;

NOW THEREFORE the Council of the Village of Anmore enacts as follows:

1. This bylaw may be cited for all purposes as “Anmore Five-Year Financial Plan Bylaw No. 680-2023”.
2. Council hereby adopts the Five-Year Financial Plan for the years 2023-2027 inclusive, for each year of the plan, as set out in Schedules A and B, attached hereto and forming part of this bylaw.
3. If a portion of this bylaw is held invalid by a Court of competent jurisdiction, the invalid portion must be severed, and the remainder of this bylaw is deemed to have been adopted without the severed section, subsection, paragraph, subparagraph, clause or phrase.
4. That “Anmore Five-Year Financial Plan Bylaw No. 658-2022” is hereby repealed in its entirety.

READ a first time the

READ a second time the

READ a third time the

ADOPTED the

MAYOR

MANAGER OF CORPORATE SERVICES

SCHEDULE "A"

2023-2027 FINANCIAL PLAN STATEMENT OF OBJECTIVES AND POLICIES

1. In accordance with the *Community Charter*, the Village of Anmore is required to include in the Five-Year Financial Plan, objectives and policies regarding each of the following:
 - (a) The proportion of total revenue that comes from each of the funding sources described in the Community Charter;
 - (b) The distribution of property taxes among the property classes; and
 - (c) The use of permissive tax exemptions.

2. Funding Sources

Table 1, below, shows the proportion of total revenue proposed to be raised from each fund source in 2023.

Government grants provide the largest proportion of revenue in 2023 thanks to additional funds from Growing Great Communities grant of \$1.73 Million and BC Active Transportation grant of \$500 Thousand. Other grants are sourced from the Major Road Network Fund (MRN), the Small Communities Fund, remaining Investing in Canada Infrastructure grant revenues and other miscellaneous grants.

Property value tax revenues are the largest portion of planned revenues. Property Taxation provides a stable and consistent revenue source for general services that cannot be recovered from user-pay fees. It is simple to administer and easy for residents to understand.

Fees & charges provide the next largest proportion of planned revenue and are sourced from the utility fees collected for water and garbage & organic waste collection, as well as various development and permit fees.

Objectives

- Over the next five years, the Village will increase the portion of revenue received from user fees and charges to reflect service levels and changes in inflation.

Policies

- All user-fee levels will be reviewed, on an annual basis, to ensure they are adequately meeting both the respective service delivery and capital costs.
- Revenues will be recovered from user fees and charges or grants where possible, rather than general taxation, to lessen the burden on the Village's limited property tax base.

Table 1 – Sources of Revenue

REVENUE SOURCE	% OF TOTAL REVENUE	DOLLAR VALUE
Taxation	33%	2,869,296
Fees and Charges	16%	1,359,477
Grants	49%	4,301,468
Interest and Other	2%	160,000
TOTAL	100%	8,690,241

3. Distribution of Property Tax Rates

Table 2 outlines the distribution of property taxes among the property classes. The residential property class provides the largest proportion of property tax revenue. This is appropriate as this class also forms the largest portion of the assessment base and consumes most Village services.

Objectives

- Tax rates maintain tax stability in accordance with the Village's operational and capital requirements.

Policies

- Supplement, where possible, revenues from user fees and charges to help to offset the burden on the entire property tax base.
- Regularly review and compare the Village's distributions of tax burden relative to other municipalities having similar property class composition.

Table 2 – Distribution of Property Tax Rates

PROPERTY CLASS	% OF TOTAL PROPERTY TAXATION
Residential (1)	99.81%
Utilities (2)	0.00001%
Business and Other (6)	0.00045%
Rec/Non Profit (8)	0.00144%
TOTAL	100%

4. Permissive Tax Exemptions

No property in the Village of Anmore is permissively exempt. Village properties do not meet the legislated criteria.

SCHEDULE "B"

Village of Anmore						
Financial Plan						
2023 - 2027						
		2023	2024	2025	2026	2027
REVENUES						
	Property Tax	\$ 2,869,296	\$ 3,250,144	\$ 3,398,805	\$ 3,528,905	\$ 3,567,640
	Permits, Fees and Charges	\$ 1,359,477	\$ 1,413,201	\$ 1,458,329	\$ 1,493,529	\$ 1,517,700
	Grants	\$ 4,301,468	\$ 712,643	\$ 738,557	\$ 758,770	\$ 772,650
	Interest & Other	\$ 160,000	\$ 128,000	\$ 102,400	\$ 102,400	\$ 102,400
	SUBTOTAL REVENUES	\$ 8,690,241	\$ 5,503,989	\$ 5,698,092	\$ 5,883,604	\$ 5,960,389
EXPENSES						
	General Government	\$ 1,320,636	\$ 1,424,723	\$ 1,481,712	\$ 1,556,163	\$ 1,556,687
	Public Works	\$ 852,534	\$ 895,161	\$ 930,967	\$ 958,896	\$ 978,074
	Protective Services	\$ 349,129	\$ 261,585	\$ 272,049	\$ 280,210	\$ 285,815
	Planning & Development	\$ 117,900	\$ 123,795	\$ 128,746	\$ 132,609	\$ 135,261
	Water Utility	\$ 604,853	\$ 635,095	\$ 660,499	\$ 680,314	\$ 693,920
	Debt Interest	\$ 20,000	\$ 107,750	\$ 107,750	\$ 107,750	\$ 107,750
	Amortization of TCAs	\$ 1,071,135	\$ 1,241,135	\$ 1,235,864	\$ 1,235,864	\$ 1,235,864
	SUBTOTAL EXPENSES	\$ 4,336,187	\$ 4,689,245	\$ 4,817,588	\$ 4,951,807	\$ 4,993,371
SURPLUS / (DEFICIT)						
		\$ 4,354,054	\$ 814,744	\$ 880,504	\$ 931,797	\$ 967,018
INTERNAL TRANSFERS						
	Capital	\$ 10,344,759	\$ 873,960	\$ 430,594	\$ 259,099	\$ 401,506
	Transfer to (from) Reserves	\$ (2,385,970)	\$ 1,155,120	\$ 1,665,658	\$ 1,889,546	\$ 1,783,116
	Transfer to (from) Surplus	\$ (33,600)	\$ (35,280)	\$ (36,691)	\$ (37,792)	\$ (38,548)
	Debt	\$ (2,500,000)	\$ 62,079	\$ 62,079	\$ 62,079	\$ 62,079
	Investment in TCA	\$ (1,071,135)	\$ (1,241,135)	\$ (1,241,135)	\$ (1,241,135)	\$ (1,241,135)
	SUBTOTAL INTERNAL EXPENSES	\$ 4,354,054	\$ 814,744	\$ 880,504	\$ 931,797	\$ 967,018
FINANCIAL PLAN BALANCE						
		\$ -	\$ 0	\$ 0	\$ 0	\$ 0

Attachment 2

VILLAGE OF ANMORE

BYLAW NO. 681-2023

A Bylaw to levy rates for municipal general and capital purposes and
for regional district purposes for the fiscal year 2023

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. 681-2023”.
2. The following rates are hereby imposed and levied for the year 2023;
 - a. For all lawful general and debt purposes of the municipality, on the assessed value of land and improvements taxable for general municipal purposes, water and Anmore Green Estates local service area, the rates appearing in Schedule "A" column B, attached to and forming a part of this Bylaw.
 - b. For all lawful general purposes of the capital asset on the value of land and improvements for general municipal purposes rates appearing in column C of Schedule A, attached hereto and forming a part hereof.
 - c. For Metro Vancouver Regional District purposes, on the full assessed value of land and improvements taxable for hospital purposes, the rates appearing in column D of Schedule A, attached hereto and forming a part hereof.
3. The min. amount of taxation upon a parcel of real property will be one dollar (\$1. 00).
4. The rates and taxes imposed or levied pursuant to this Bylaw are due on or before July 4, 2023.

5. After July 4, 2023, the Tax Collector will add to the unpaid taxes of the current year, for each parcel of land and its improvements on the property tax roll for which taxes have not been paid, 5% of the current taxes. The unpaid taxes, together with the 5% added, will be deemed to be taxes of the current year due upon those lands and improvements.

After October 1, 2023, the Tax Collector will add to the unpaid taxes of the current year, for each parcel of land and its improvements on the property tax roll for which taxes have not been paid, an additional 5% of the current taxes.

6. An owner may make an election to pay under the alternative tax collection scheme set out above or the general tax collection scheme established in the Community Charter by giving written notice of the election to the Village before July 4 of the year of which the election applies. If an owner does not make an election, the alternative municipal tax collection scheme set out above shall apply.

READ a first time the

READ a second time the

READ a third time the

ADOPTED the

MAYOR

CORPORATE OFFICER

AMENDED BY BYLAW NO. 660-2023

“SCHEDULE A”

CLASS	MUNICIPAL (B)	CAPITAL (C)	REGIONAL (D)
1	0.7232	0.6373	0.3035
2	0.7232	0.6373	1.0623
3	0.7232	0.6373	0.3035
5	0.7232	0.6373	1.0319
6	0.7232	0.6373	0.7436
7	0.7232	0.6373	0.9105
8	0.7232	0.6373	0.3035
9	0.7232	0.6373	0.3035

LAS Parcel Tax Regional Levy (average)

\$1,072

VILLAGE OF ANMORE

BYLAW NO. 677-2023

A bylaw to authorize temporary borrowing pending the future long-term borrowing issued for the Anmore Community Hub

WHEREAS it is provided by S. 181 of the *Community Charter* that the Council may, where it has adopted a loan authorization bylaw, without further assents or approvals, borrow temporarily under the conditions therein set out;

AND WHEREAS the Council has adopted Bylaw No. 663-2022, cited as “**Anmore Community Hub Loan Authorization Bylaw No. 663-2022**”, authorizing borrowing for the purpose of the estimated cost of construction for the Anmore Community Hub, in the amount of two million five hundred thousand dollars (\$2,500,000);

AND WHEREAS the long-term borrowing has been temporarily deferred;

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

1. This bylaw may be cited as “**Anmore Community Hub Temporary Borrowing Bylaw No. 677-2023**”.
2. The Council is hereby authorized and empowered to borrow an amount or amounts not exceeding the sum of two million five hundred thousand dollars (\$2,500,000), as the same may be required.
3. The form of obligation to be given as acknowledgement of the liability shall be a promissory note or notes bearing the corporate seal and signed by the Mayor and the Chief Administrative Officer.
4. The money so borrowed shall be used solely for the purposes set out in Anmore Community Hub Loan Authorization Bylaw No. 663-2022.
5. The issue of the long-term debt, or so much thereof as may be necessary, shall be used to repay the money so borrowed.

READ a first time the 4th day of April, 2023

READ a second time the 4th day of April, 2023

READ a third time the 4th day of April, 2023

ADOPTED the

MAYOR

CORPORATE OFFICER



VILLAGE OF ANMORE

REPORT TO COUNCIL

Date: April 13, 2023 File No. 5460-06
Submitted by: C. Boit, P.Eng, Manager of Development Services
Subject: Traffic Operation and Road Safety Review

Purpose / Introduction

Council requested Staff conduct a safety review of Anmore's MRN roads. ISL Engineering was retained to complete a road safety audit of Sunnyside Road and East Road.

Recommended Option

THAT Council receive the report dated April 13, 2023 entitled Traffic Operation and Road Safety Review, for information

Background

Council requested Staff conduct a safety audit of Anmore's MRN roads, due to resident concerns of throughout the corridor. Staff engaged ISL Engineering to complete a safety review and a traffic count.

Discussion

- The report identified there is speeding occurring along East Road and Sunnyside Road, especially in the School zones.
- The Village's intersections have a high level of service, i.e. low wait times
- 46 Crashes have occurred in Anmore for 2017 to 2021
- Sunnyside Road and East Road intersection has the highest number of collisions at 4.
- Recommendations to improve safety include additional enforcement (Police), introduction of street lighting, increasing school zone visibility and increase sightline visibility at intersections

Report/Recommendation to Council

Traffic Operation and Road Safety Review

April 13, 2023

Financial

Should Council wish to proceed with the recommendations contained within the report, Capital resources would be required to complete the road upgrades. At present Staff do not have a detailed cost estimate for these improvements. However, an order of magnitude in costs to complete all the works would be \$500,000.

Options

1. THAT Council receive the report for information.

OR

2. THAT Council direct staff to take steps to engage with ISL Engineering to prepare cost estimates and report back to Council for budget approval to implement the recommendations contained within the Anmore Traffic Operation and Road Safety Review prepared by ISL Engineering.

Report/Recommendation to Council

Traffic Operation and Road Safety Review

April 13, 2023

Attachments

1. ISL Memorandum – Anmore Traffic Operation and Road Safety Review, dated April 4th 2023

Prepared by:



Chris Boit, P.Eng
Manager of Development Services

Reviewed for Form and Content / Approved for Submission to Council:

Chief Administrative Officer's Comment/Concurrence



Chief Administrative Officer

To: **Village of Anmore**
 Attention: **Chris Boit**
 Cc: **Borg Chan**
 Reference: **Anmore Traffic Operation and Road Safety Review**
 From: **Kyle Li, M.Sc., E.I.T. and Alvin Tse, P.Eng.**

Date: **April 4, 2023**

Project No.: **33453**

The Village of Anmore (the Village) has retained ISL Engineering (ISL) to conduct a traffic operation and road safety review for their existing road network. This technical memorandum will provide a summary of site observations, findings of operational/safety data, identifications of potential issues, and recommendations of achievable countermeasures.

1.0 Background

Anmore is situated on the northeast shore of Burrard Inlet and bordered by Port Moody, Coquitlam, and Belcarra. The main corridors to and from Anmore are East Road and Sunnyside Road (as highlighted in blue on **Figure 1.1**), which are part of TransLink's Major Road Network, accesses to local schools, connected to Port Moody to the south. To the north, Sunnyside Road is the gateway to Buntzen Lake. Both study corridors are classified as arterials with a posted speed limit of 50 kilometres per hour (km/h), with the exception of school zones during weekdays. Below is a breakdown of the completed tasks, and the results are presented in the corresponding sections:

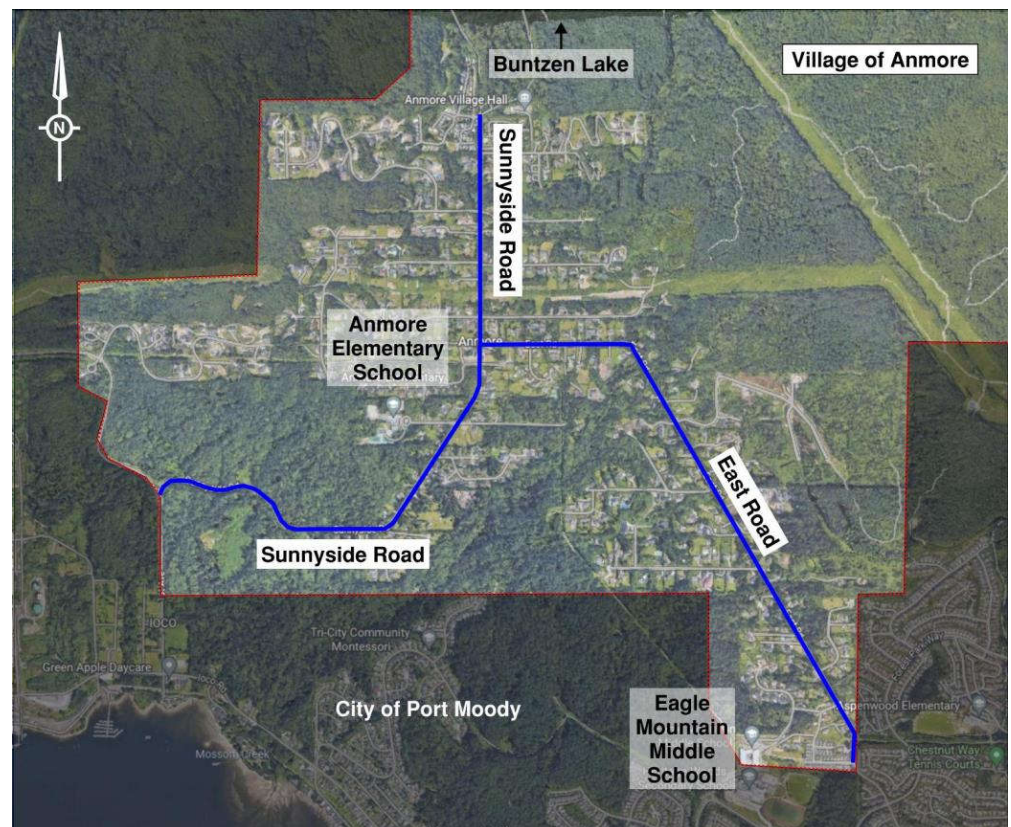


Figure 1.1 Main Corridors (blue line) in Anmore

- Undertake site observations
- Conduct traffic counts, speed surveys, and collision reviews
- Analyze traffic operations, vehicle speeds and historical collisions
- Identify traffic operation and road safety issues
- Recommend achievable mitigating measures

2.0 Traffic Control Observation

A site visit (drive-through and walk-about) along East Road and Sunnyside Road was undertaken by ISL staff in September 2022. A variety of traffic control facilities are provided along these major corridors, including signed & marked crosswalks, raised crossing, speed hump, speed reader boards, and rectangular rapid flashing beacons (RRFB). School zones, speed limit of 30 km/h from 8 AM to 5 PM, are also implemented along both corridors. The existing infrastructures are identified in **Figure 2.1**.

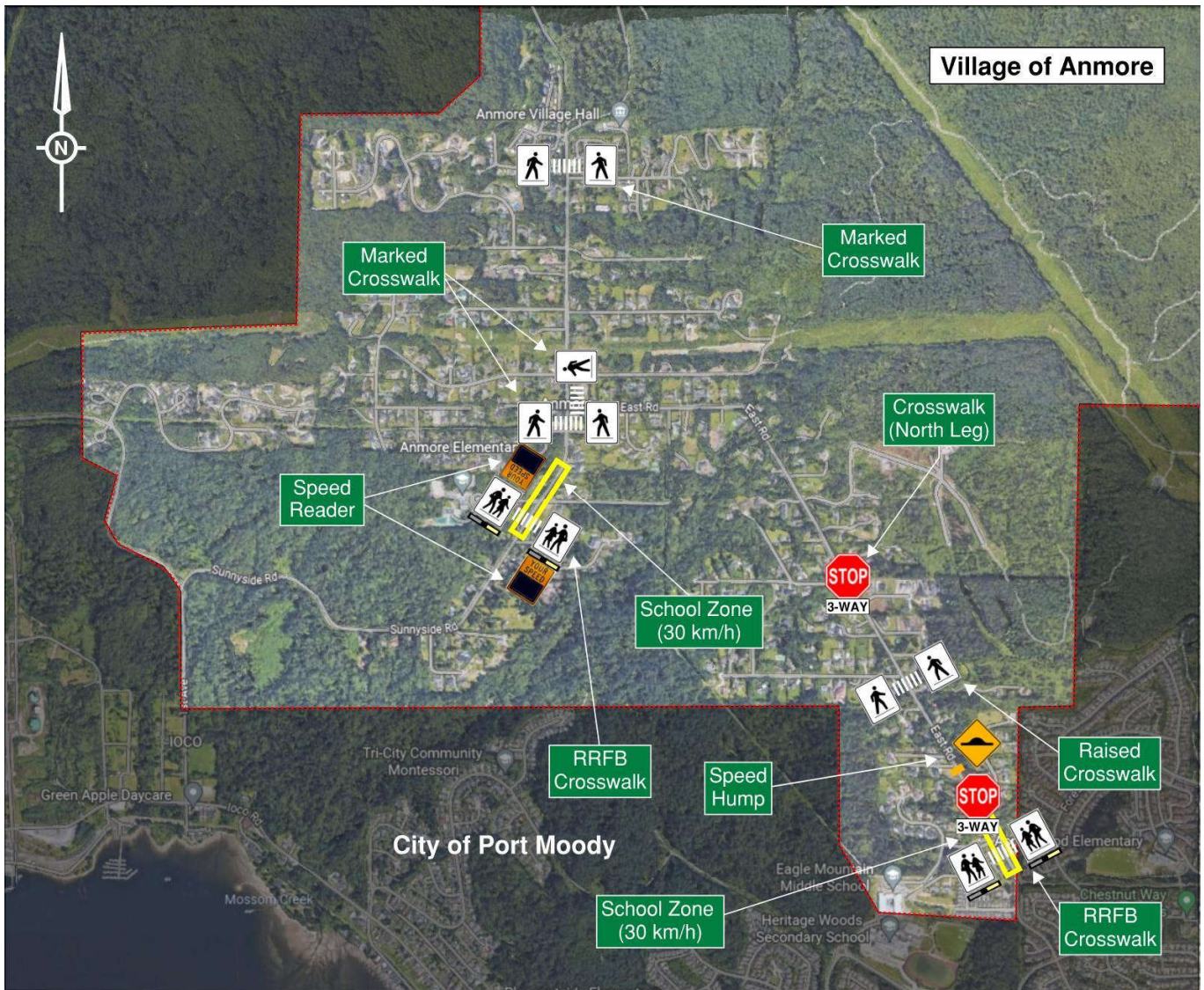


Figure 2.1 Existing Traffic Controls along East Road and Sunnyside Road

During the site visit, in addition to confirming existing transportation facilities, we observed the current traffic patterns and driving behaviour, as well as identified any existing and potential issues, which are listed later in this memorandum.

Photographs were also taken during site visit and are shown in **Figure 2.2** (next page).



**Hummingbird Drive at East Road with North Left-turn Bay
(Southbound Direction)**



**East Road RRFB School Crosswalk
(South of Hummingbird Drive)**



**Speed Reader Board prior to Anmore Elementary School
(Northbound Direction to Elementary Road)**



**RRFB School Crosswalk at Elementary Road
(Facing North)**



**East Road & Sunnyside Road Intersection
(East Leg)**



**Signed & Marked Crosswalk next to a Bus Stop/Bay
(South of East Road at Sunnyside Road)**

Figure 2.2 Site Visit Photographs (September 2022)

3.0 Traffic Operation Analysis

To acquire traffic volumes for operational analysis, turning movement counts were conducted by ISL staff at 5 key locations. Traffic data were collected during typical weekday morning (7:30 to 9:30 AM) and afternoon (2:15 to 6:15 PM) peak periods in January 2023. These study intersections are as follows:

- Hummingbird Drive & East Road | 3-legged, eastbound stop-controlled, northbound left-turn bay
- Sunnyside Road & East Road | 3-legged, westbound stop-controlled
- Elementary Road & Sunnyside Road | 4-legged, east-west stop-controlled, RRFB crosswalk
- Bedwell Bay Road / First Avenue & Sunnyside Road | 3-legged, westbound stop-controlled
- Mainland Road & Sunnyside Road | 3-legged, eastbound + southbound stop-controlled

The AM (8:30-9:30) and PM (14:45-15:45) peak hour traffic volumes are summarized in **Figure 3.1**.

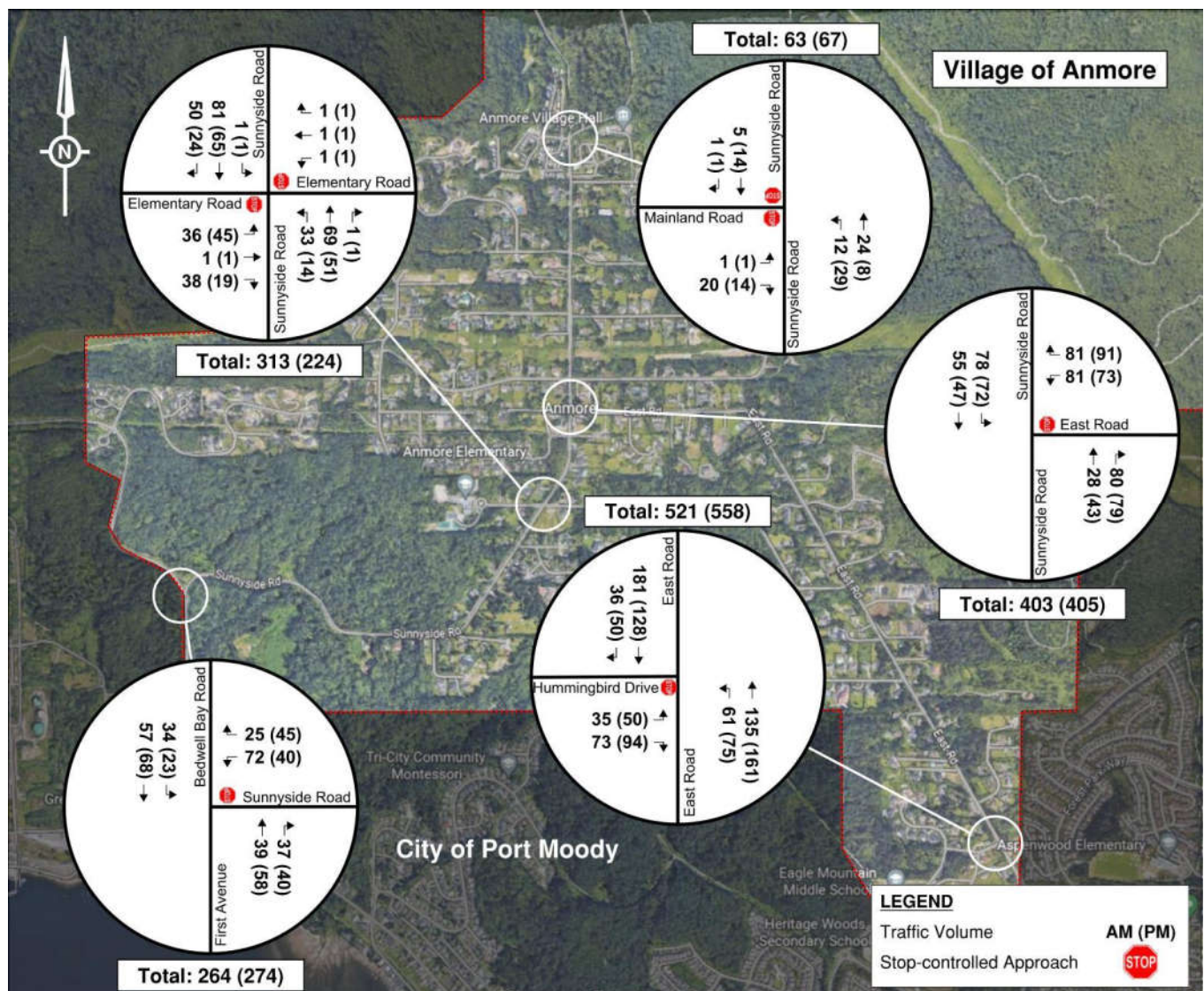


Figure 3.1 2023 Peak Hour Intersection Traffic Volumes

The traffic operation performance of the study intersections were analyzed using Synchro software (version 11), which is based on the standard methods of the *Highway Capacity Manual* (HCM). In HCM, control delay (second per vehicle) and level of service (LOS) are developed as measures of effectiveness. LOS is defined as the average vehicle delay, and LOS of D or better is generally considered acceptable for unsignalized (stop-control) intersections in the industry. The thresholds for unsignalized intersections can be found in **Table 3.1**.

Table 3.1 LOS Definition for Unsignalized Intersections in HCM

Traffic Control	LOS	A	B	C	D	E	F
Unsignalized	Delay (sec/veh)	0-10	10-15	15-25	25-35	35-50	> 50

All study intersections are expected to perform at LOS A overall during both peaks, which align with the local context and typical traffic volumes on weekdays. LOS B or better are seen at most of the stop-controlled approaches, except for Mainland Road (eastbound approach) at Sunnyside Road. The details of intersection performances can be found in **Figure 3.2**.

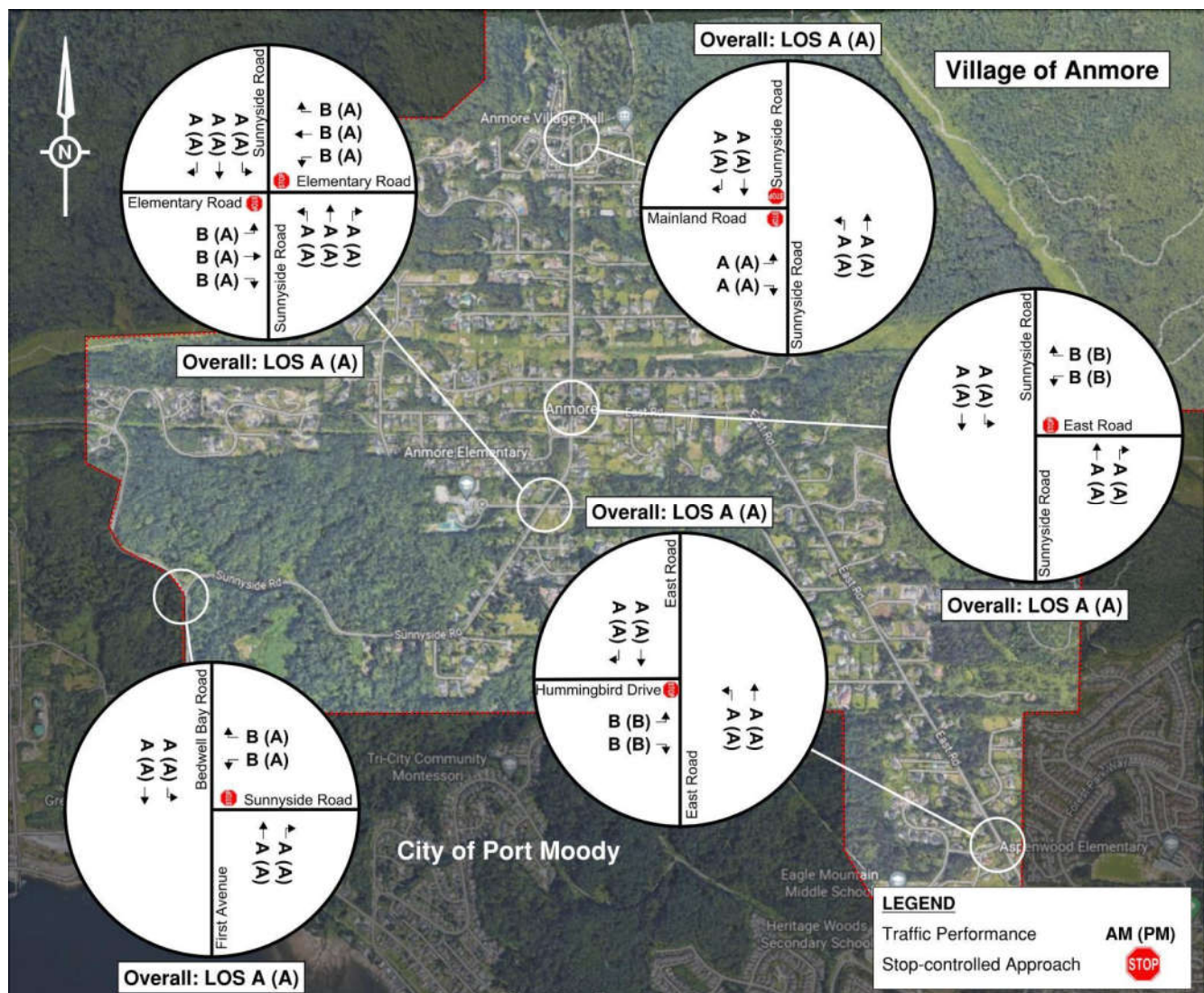


Figure 3.2 2023 Peak Hour Intersection Level of Services

4.0 Vehicle Speed Assessment

To investigate any potential vehicle speeding along the corridors, speed surveys were also undertaken in close vicinity or between the study intersections. They were all conducted from 10 AM to 12 PM (noon) on typical weekdays in January 2023. For every survey spot, a sample of 100 vehicles or more was captured per direction. The 85th percentile speed is the speed at or below which 85% of the drivers will operate with open roads and favorable conditions. The assumption underlying the 85th percentile speed is that most drivers will operate their vehicle at speeds they perceive to be safe. **Table 4.1** displays the posted speed limit compared with the 85th percentile speed from the surveys.

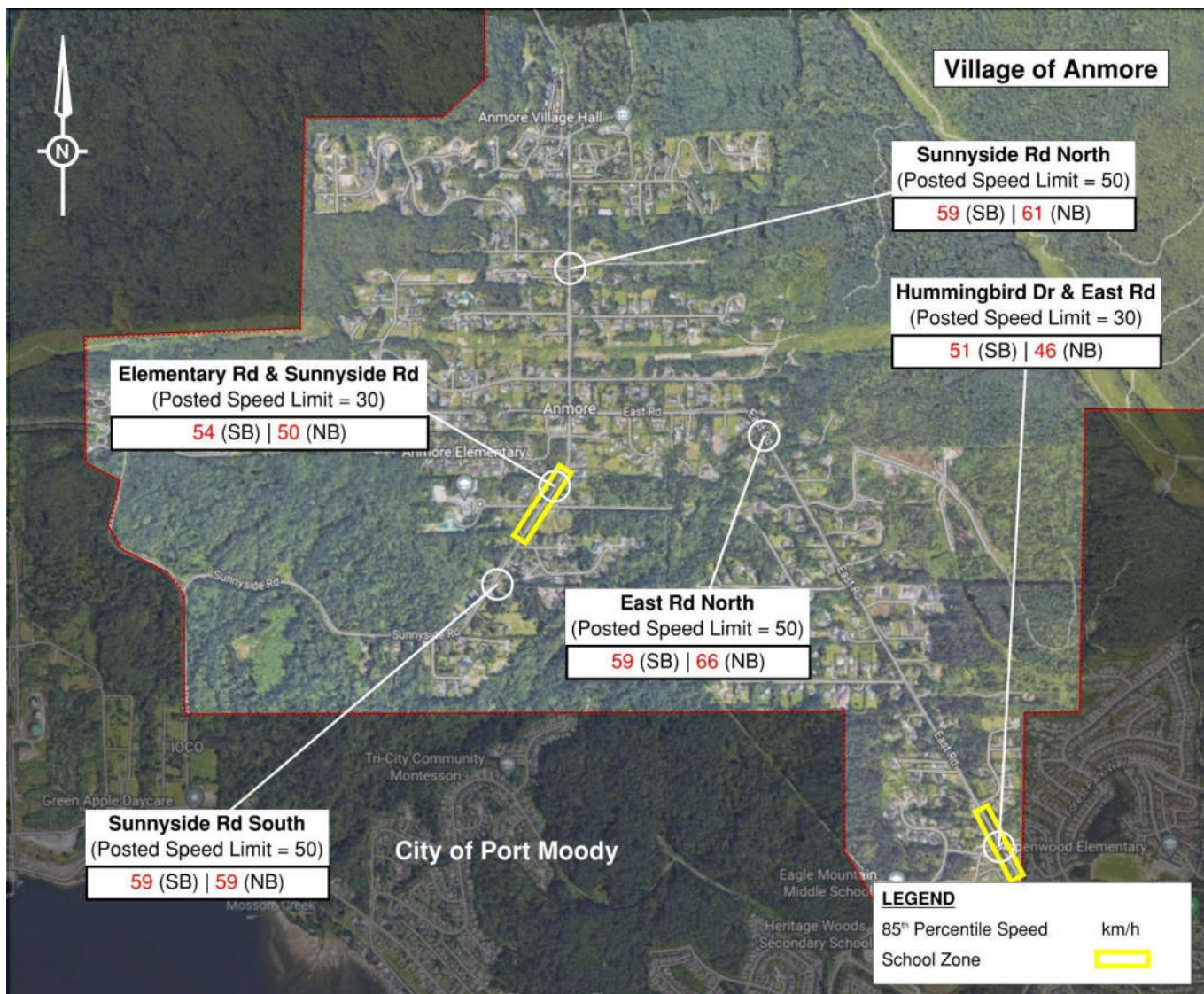


Figure 4.1 2023 Corridor Speed Survey Results

According to the results, vehicle speeding is commonly found throughout the corridors. At school zones on weekdays, where 30 km/h speed limit applies, vehicles were found to be speeding over 70-80% in southbound direction (downhill) while over about 55-60% in northbound direction. For the other sections, posted at 50 km/h, vehicles were generally going over by at least about 20% in both directions.

5.0 Collision Data Review

To identify potential road safety issues, a high-level collision review of key roadways was completed. The latest available five-year (January 2017 to December 2021) statistical data from the Insurance Corporation of British Columbia (ICBC) *Crash Map* were extracted and used. In total, 46 crashes (injury and property damage only) were reported in Anmore. Along the study corridors, 28 collisions were recorded, of which 10 incidents caused injuries. A summary of the total collisions on East Road and Sunnyside Road is shown in **Figure 5.1**.

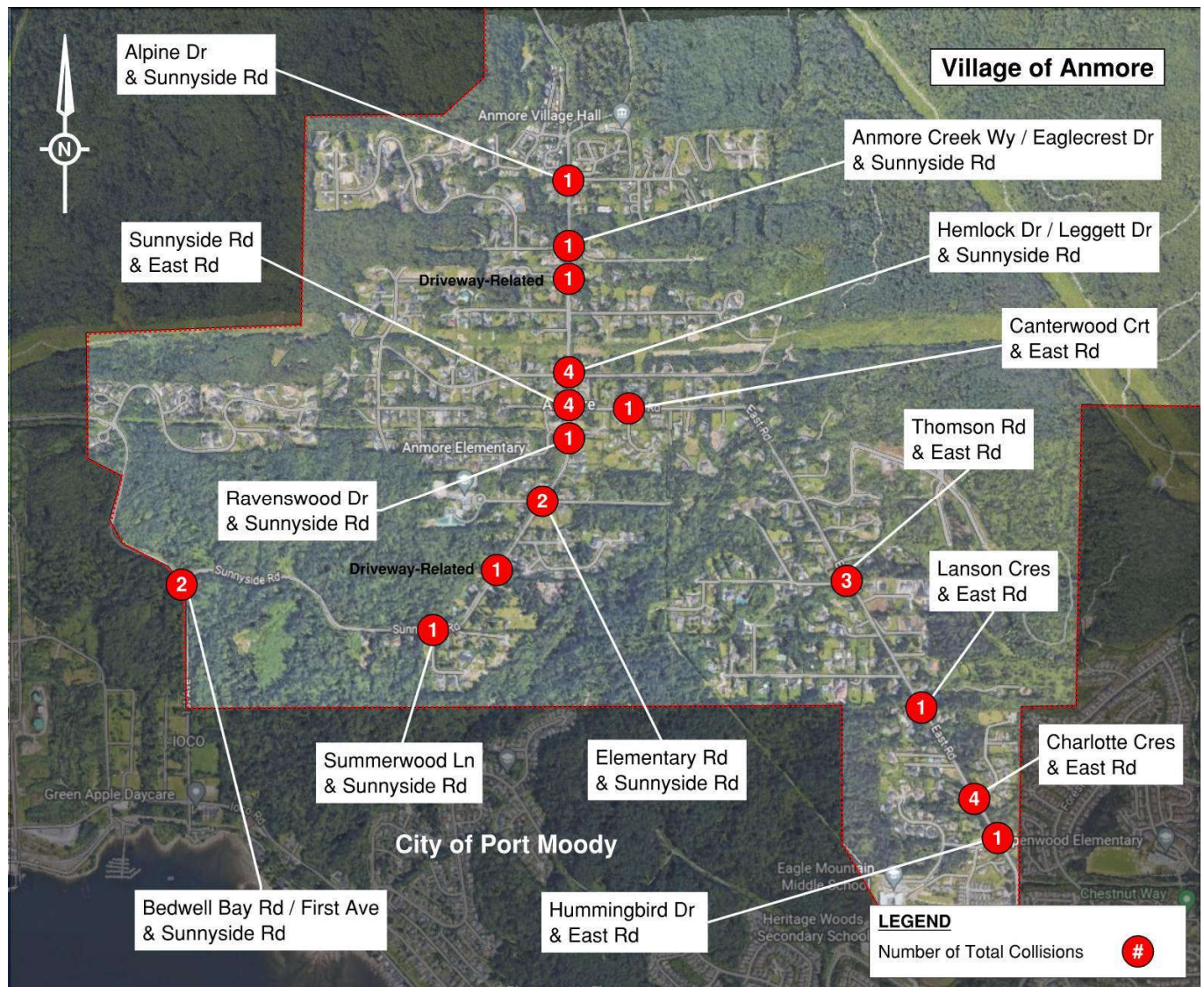


Figure 5.1 2017-2021 Total Collision along the Study Corridors

Among the study intersections, the Sunnyside Road and East Road intersection had the highest number of collisions (4). 3 to 4 collisions were also found at other intersections along the study corridors, including Hemlock Drive / Leggett Drive and Sunnyside Road, as well as East Road at Charlotte Crescent (3 injury incidents) and Thomson Road.

With a small sample size of historical collisions at all locations in Anmore, no patterns or trends can be observed.

6.0 Potential Issue Identification and Mitigating Measure Recommendation

Based on the high-level site observations, traffic analyses, speed survey results, and collision data, potential traffic operation and road safety issues were identified and summarized in **Table 6.1**. Achievable mitigating measures were developed correspondingly in the table below, as well as illustrated in **Figure 6.1** (next page).

Table 6.1 Potential Issues and Mitigating Measures

Location	Identified Issue	Mitigating Measure
Hummingbird Drive & East Road	<ul style="list-style-type: none"> Highest traffic volumes Vehicles speeding in school zone Limited visibility due to foliage Steep vertical grade (north leg) Large turning radius 	<ul style="list-style-type: none"> Install speed reader boards Repaint “30 km/h School Zone” pavement markings Trim foliage Provide skid-resistant asphalt pavement Construct curb extension (school route) Enhance police speed enforcement
Sunnyside Road & East Road	<ul style="list-style-type: none"> Highest number of collisions 	<ul style="list-style-type: none"> Construct raised intersection Install street lighting
Elementary Road & Sunnyside Road	<ul style="list-style-type: none"> Limited visibility due to skewed alignment Vehicles speeding in school zone 	<ul style="list-style-type: none"> Realign side street approach Upgrade to a raised crosswalk Enhance police speed enforcement
Bedwell Bay Road / First Avenue & Sunnyside Road	<ul style="list-style-type: none"> Limited visibility due to skewed alignment, recessed stop bar, and horizontal/vertical curves (north leg) Steep vertical grade (north leg) 	<ul style="list-style-type: none"> Realign stop-controlled approach Erect intersection ahead warning signage on north leg (similar to northbound approach) Provide skid-resistant asphalt pavement
Mainland Road & Sunnyside Road	<ul style="list-style-type: none"> Crosswalk with no letdowns and sidewalk 	<ul style="list-style-type: none"> Provide appropriate pedestrian facilities
Sunnyside Road North	<ul style="list-style-type: none"> Vehicles speeding 	<ul style="list-style-type: none"> Construct speed hump Construct curb bulge Construct raised median
East Road North	<ul style="list-style-type: none"> High vehicle speeds, especially northbound (downhill) 	<ul style="list-style-type: none"> Erect “Slow Down” signage Install speed reader board (northbound)
Sunnyside Road South	<ul style="list-style-type: none"> Vehicles speeding Steep vertical grade 	<ul style="list-style-type: none"> Erect “Slow Down” signage
Hemlock Drive / Leggett Drive & Sunnyside Road	<ul style="list-style-type: none"> Highest number of collisions Limited visibility due to foliage 	<ul style="list-style-type: none"> Construct raised median Construct curb bulge Trim foliage
Charlotte Crescent & East Road	<ul style="list-style-type: none"> Highest number of total and injury collisions Steep vertical grade (east leg) Wide curb radius (northeast corner) 	<ul style="list-style-type: none"> Construct raised median Provide skid-resistant asphalt pavement Reduce curb radius
Thomson Road & East Road	<ul style="list-style-type: none"> Relatively high number of collisions 	<ul style="list-style-type: none"> Construct raised median Install stop sign flashing beacon

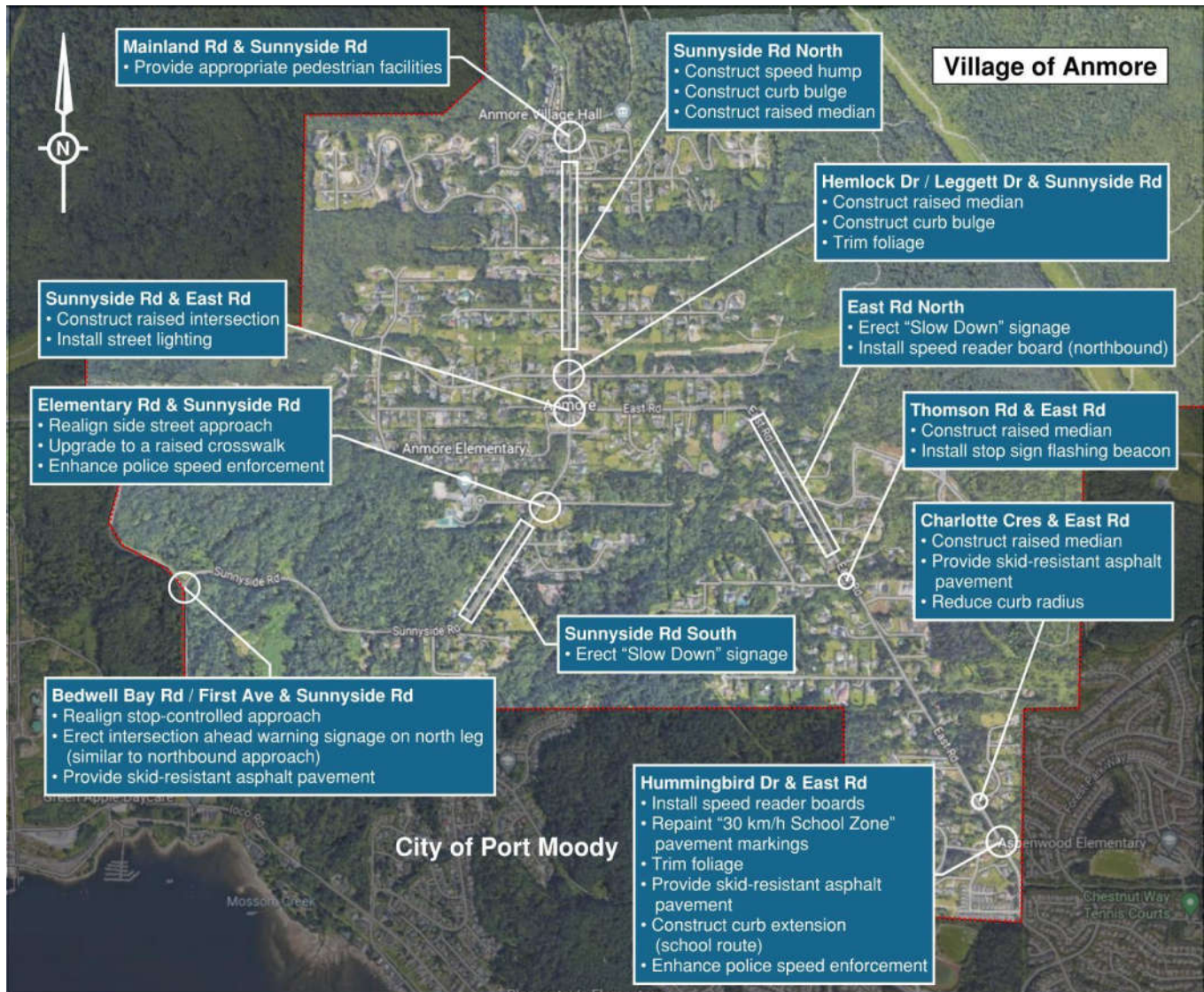


Figure 6.1 Recommended Mitigating Measures

7.0 Closure

ISL reviewed the latest traffic conditions, vehicle speeds, and high-level collisions along East Road and Sunnyside Road, then developed feasible mitigating measures to address the identified issues, which could be considered by the Village of Anmore in the next stage.

We trust this technical memorandum fulfils the Village of Anmore requirements. If there are any questions or further information is required, please do not hesitate to contact the undersigned.

Corporate Authorization

This document entitled “Anmore Traffic Operation and Road Safety Review” has been prepared by ISL Engineering and Land Services Ltd. (ISL) for the use of the Village of Anmore. The information and data provided herein represent ISL’s professional judgment at the time of preparation. ISL denies any liability whatsoever to any other parties who may obtain this report and use it, or any of its contents, without prior written consent from ISL.



Alvin Tse, P.Eng.
Traffic / Road Safety Engineer

Brooke Hovey

Subject: FW: Nominate a charity or non-profit in our community

From: FortisBC <no-reply@email.myfortisbc.com>

Date: April 11, 2023 at 11:00:11 AM PDT

To: John McEwen <John.McEwen@anmore.com>

Subject: Nominate a charity or non-profit in our community

Winners will receive \$15,000 from FortisBC




Please join us again this year in celebrating the charities and non-profits working to strengthen our communities.

Giving back to the communities where we live and work is an important part of helping to create a sustainable future for British Columbians. As we reach out once again to members of

the Union of BC Municipalities, we invite each of you to [nominate a local charity or non-profit organization](#) deserving of a **\$15,000** donation to support a project in your community. Since 2017, 20 grassroots organizations have received the award. [Read about last year's winners](#) for some nomination inspiration.

The deadline for submissions is **May 14, 2023**. Three awards of **\$15,000** will be given. Winners will be announced on **September 30**. Odds of being selected to receive funding will depend on the number of nominations received and the nominated organization's ability to meet the funding criteria set out in the [Terms and Conditions](#). Preference will be given to organizations/projects that align with one or more of the following categories: safety, education, environment, and Indigenous initiatives. [Terms and conditions](#) apply.

 The picture can't be displayed.

[Nominate a charity now](#)

Connect with us



Copyright ©2023 FortisBC. All rights reserved.

Hi, just a reminder that you're receiving this email newsletter because you have provided your email address to FortisBC. FortisBC Inc. and FortisBC Energy Inc. do business as FortisBC. The companies are indirect, wholly owned subsidiaries of Fortis Inc. FortisBC uses the FortisBC name and logo under license from Fortis Inc. (23-110.1 04/2023)

[View in a browser](#)

[Unsubscribe from this mailing list](#)

[Manage my preferences](#)

FortisBC 16705 Fraser Highway, Surrey, British Columbia V4N 0E8

Community Giving Funding Terms and Conditions – UBCM (the “Rules”)

As a long-time sponsor of the Union of British Columbia Municipalities (UBCM) Convention, FortisBC Energy Inc. and FortisBC Inc. invite attendees to nominate a charitable initiative or project to receive an award pursuant to the Community Giving Funding Program (the “**Program**”) from FortisBC. The Program is made available through FortisBC’s Community Investment Program with specific focus on projects or initiatives requiring financial support in order to launch, succeed or be completed.

1. **GENERAL:** Nominating a charitable organization to receive funding or submitting an Application (as defined below) (as the case may be) constitute participation in the Program by the nominator and potential funding recipient and constitutes full and unconditional agreement and acceptance of these Rules, which are final on all matters relating to the Program.
2. **SPONSOR:** The Program is sponsored by FortisBC Energy Inc. and FortisBC Inc. (together, “**FortisBC**”). FortisBC reserves the right to terminate, suspend, or extend the Program or to amend the Rules at any time and in any way, without prior notice.
3. **NOMINATION PERIOD:** The nomination period opens at 7:30 a.m. on April 11, 2023 and closes at 5:30pm on May 12, 2023 (the “**Nomination Period**”). All time references in these Rules refer to Pacific Standard Time.
4. **ELIGIBILITY TO NOMINATE:** Individuals who are (i) legal residents of British Columbia; (ii) who are 19 years of age or older at the time of nomination; (iii) who are elected officials who are members of UBCM and represent FortisBC’s gas and electric service territory; and (iv) who complete and submit an application form before the close of the Nomination Period, may nominate a not-for-profit organization under the Societies Act of B.C. or as a charitable organization recognized by the Canada Revenue Agency.

You do not need to be a FortisBC customer to nominate a not-for-profit organization under the Societies Act of B.C. or as a charitable organization recognized by the Canada Revenue Agency and entry is free.

5. **HOW TO NOMINATE:** To nominate a not-for-profit organization under the Societies Act of B.C. or as a charitable organization recognized by the Canada Revenue Agency, complete the application form (URL: <https://webforms.fortisbc.com/forms/view.php?id=1609358>). A link to the application form will also be provided on the [Community Giving Awards](#) page and in the attention box on the [Community investment](#) page during the Nomination

Period. Application forms must be submitted via regular mail, email or online before the close of the Nomination Period.

FortisBC is not responsible for failed, late, lost, incomplete, undeliverable, incorrect, damaged or misdirected application forms for any reason. All application forms become the property of FortisBC and will not be returned or acknowledged.

6. **FUNDING RECIPIENTS:** Potential funding recipients nominated pursuant to these Rules, may be contacted by FortisBC and be requested to submit a FortisBC community investment application (the “**Application**”) to verify and obtain specific details regarding the funding requirements. FortisBC may also request the potential funding recipients to provide proof of status as a not-for-profit organization under the Societies Act of B.C. or as a charitable organization recognized by the Canada Revenue Agency. Potential funding recipients must submit the Application and provide any additional information or documents required by FortisBC before 11:59am on May 12, 2023.
7. **NOTIFICATION:** FortisBC, in its sole and absolute discretion, will select a total of three (3) recipients to receive funding under the Program, in each instance not to exceed \$15,000 per recipient based on the evaluation criteria set out in section 8 of these Rules (each a “**Funding Recipient**”). Successful Funding Recipients will be notified by telephone and email within five (5) business days of selection, but no later than September 30, 2023, using the telephone number and email address provided by the Funding Recipient (the “**Notification**”). A response to the Notification must be received by FortisBC within five (5) days thereof, failing which any non-responsive selected Funding Recipient will be disqualified and will forfeit any applicable funding. Funding Recipients must agree to these Terms and Conditions, confirming compliance with the Rules and accepting the funding as awarded, prior to being awarded funding by FortisBC. Any selected Funding Recipient that has been disqualified shall have no recourse against FortisBC and the FortisBC shall have no liability or responsibility to disqualified Funding Recipient. If a selected Funding Recipient is disqualified or forfeits the funding, an alternate funding recipient will be selected by FortisBC.

FortisBC shall have no further obligation to the Funding Recipient other than the funding awarded. FortisBC will issue a cheque in the Funding Recipient's legal name. The cheque will be mailed to the Funding Recipient. Allow six to eight weeks for delivery. FortisBC is under no obligation to re-issue a cheque or transfer returned as, or otherwise undeliverable or to replace a stale-dated cheque

8. CRITERIA. FortisBC will select the funding recipients pursuant to the following criteria:
- a. Preference is given to organizations/projects that align with one or more of the following categories:
 - i. **Safety** - promote and/or increase community or personal safety and accident avoidance;
 - ii. **Education** - support energy literacy, trades or skill development, and/or leadership;
 - iii. **Environment** - directly benefit the local environment; and
 - iv. **Indigenous initiatives** - meet the unique needs of an Indigenous group, organization or community.
 - b. Preference will be given to projects that are expected to show significant results based on the above noted criteria or is nearing completion by August 15, 2023.
 - c. FortisBC Community Investment excludes the following:
 - i. initiatives that are normally funded through any level of government;
 - ii. churches or other religious organizations;
 - iii. fraternal or labour organizations;
 - iv. sports team or individual sports/athletic pursuits;
 - v. third-party fundraising events (e.g. golf tournaments raising money for a local charity);
 - vi. operating costs (salaries, rent, service fees, advertising costs, etc.);
 - vii. advocacy groups (e.g. religious, social, political or economic); and
 - viii. groups, programs or organizations located outside of FortisBC service area (see map).

The decisions of FortisBC in relation to the Program will be final and binding and not subject to appeal. FortisBC may provide reasons for its decisions but is under no obligation to do so.

9. By participating, all individuals nominating funding recipients, potential and selected Funding Recipients agree (i) to be bound by these Rules and the decisions of FortisBC; and (ii) to release, indemnify and hold harmless FortisBC and its affiliates, subsidiaries and independent contractors, and their respective directors, officers, shareholders, employees, agents and representatives, including advertising and promotion agencies, from any and all liability for claims/damages, including but not limited to claims/damages for personal injury (including death) or property damage, with respect to or arising from participation in the Program and acceptance, possession, use or misuse of funding, or for claims based on publicity rights, defamation, or intrusion of privacy.

10. **PRIVACY / USE OF PERSONAL INFORMATION:** (a) By participating in the Program, each nominator, potential funding recipient and Funding Recipients: (i) grants to FortisBC the right to use his/her name, mailing address, telephone number and e-mail address (**“Personal Information”**) for the purpose of administering the Program, including but not limited to contacting and announcing the nominator, the potential funding recipient and Funding Recipients; (ii) grants to FortisBC the right to use his/her Personal Information for publicity and promotional purposes relating to the Program in any and all media without further compensation unless prohibited by law; and (iii) acknowledges that FortisBC may disclose his/her Personal Information to third-party agents and service providers of FortisBC in connection with any of the activities listed in (i) and/or (ii) above. (b) FortisBC will use the Personal Information only for identified purposes, and protect the nominator’s Personal Information.
11. **INTELLECTUAL PROPERTY:** (a) By participating in the Program, each Funding Recipient: (i) grants to FortisBC the right to use their name, trademarks, logos, tradenames, designs, website address, slogans (together the **“Intellectual Property”**) for the purpose of administering the Program; and (ii) grants to FortisBC the right to use their Intellectual Property for publicity and promotional purposes relating to the Program in any and all media without further compensation unless prohibited by law.
12. By participating in the Program, each nominator, potential funding recipient and Funding Recipients agrees: (i) that any and all disputes, claims and causes of action arising out of or connected with the Program shall be resolved in accordance with the laws of the Province of British Columbia, and (ii) to irrevocably submit to the exclusive jurisdiction of the courts of the Province of British Columbia over any claim or matter arising under or in connection with the Program or these Rules.

FINANCE COMMITTEE MEETING – MINUTES

Minutes for the Finance Committee Meeting scheduled for Thursday, March 9, 2023
at 5:00 p.m. at Multipurpose Room at Anmore Elementary School, 30 Elementary Road,
Anmore, BC

COMMITTEE MEMBERS PRESENT

Mayor John McEwen, Chair
Councillor Paul Weverink
Councillor Doug Richardson
Councillor Kim Trowbridge
David Gregory
Robert Boies

ABSENT

Councillor Polly Krier

OTHERS PRESENT

Karen Elrick, CAO
Scott Donaldson, Operations Superintendent
Joe Keno, Utility Operator
Chris Boit, Manager of Development Services
Lena Martin, Manager of Financial Services

1. CALL TO ORDER

Mayor McEwen called the meeting to order at 5:05 p.m.

2. APPROVAL OF THE AGENDA

It was MOVED and SECONDED:

That the Agenda be approved as circulated.

Carried Unanimously

3. MINUTES

(a) Minutes of the Meeting held on March 7, 2022

It was MOVED and SECONDED:

That the Minutes of the Finance Committee meeting held on
March 7, 2022 be adopted, as circulated.

Carried Unanimously

4. BUSINESS ARISING FROM THE MINUTES

None.

5. UNFINISHED BUSINESS

None.

6. NEW BUSINESS**(a) DRAFT Five Year Financial Plan 2023 - 2027**

Ms. Lena Martin, Manager of Financial Services, provided an overview of the draft financial plan included in the agenda.

Discussion points included:

- Increase in Investment interest.
- Increase in Development fee revenues with the plan checker position filled.
- Recently announced Growing Great Communities 1.73M grant announced for infrastructure, Anmore will receive a contract outlining use of the grant.
- CPI for 2023 is 6.4%
- Salaries and benefits increased by CPI
- Overall estimated budget increase of 7.41%
- Increased costs for PSAB Audit requirements
- Increased Public Works on call and Call Out updated to match current spending.
- Update requested of our Asset Management Plan and Capital Reserve allocation
- Discussions regarding various Capital Equipment requests
- Explanation of tax rate setting and BC Assessment values
- Discussions regarding types of reserves

It was MOVED and SECONDED:

That the Finance Committee refers the DRAFT Five Year Financial Plan 2023 – 2027 to Council for consideration.

Carried Unanimously

(b) HUB Loan Authorization Bylaw Next Steps

Ms. Martin provided an overview of the report and the following points of

discussion:

- Review of Long-Term Debt, Municipal Finance Authority, and municipal borrowing limits
- Option to apply for short term funding under Temporary Borrowing Bylaw for cash flow until Long-Term Borrowing is issued.
- Options discussed regarding borrowing from Anmore reserves or Municipal Finance Authority

It was MOVED and SECONDED:

That the Finance Committee recommends to council to direct staff draw partial funds for Hub loan by Temporary Borrowing Bylaw

AND

That the Finance Committee recommend to council to direct staff to draw funds through Long-Term borrowing.

Carried Unanimously

7. ADJOURNMENT

It was MOVED and SECONDED:

THAT the meeting be adjourned at 6:48 p.m.

Carried Unanimously

Karen Elrick
Corporate Officer

John McEwen
Chair

PUBLIC HEARING – MINUTES

Minutes for the Public Hearing scheduled for
Tuesday, April 4, 2023, at 7:00 p.m. in **Multipurpose Room at Anmore
Elementary School, 30 Elementary Road, Anmore, BC**



ELECTED OFFICIALS PRESENT

Mayor John McEwen
Councillor Kim Trowbridge (via telephone)
Councillor Doug Richardson
Councillor Paul Weverink*
Councillor Polly Krier**

ABSENT

OTHERS PRESENT

Karen Elrick, Chief Administrative Officer
Lena Martin, Manager of Financial Services
Chris Boit, Manager of Development Services

1. Call to Order

The public hearing was called to order at 7:07 p.m.

2. Opening Statement by Chair – Mayor John McEwen

Mayor McEwen read the public hearing statement which is included as Attachment 1 and forms part of these minutes.

The Chief Administrative Officer confirmed that legislative requirements for notice of the public hearing were met. Ms. Elrick confirmed that there was one submission received for the public hearing and that it has been provided to Council and copies are available for public viewing. The submission related to 3060 Anmore Creek Way is included as Attachment 2 and forms part of these minutes.

3. Presentation of Zoning Bylaw Amendment Bylaw No. 665-2023 (68 Elementary Road)

*Councillor Weverink recused himself from the public hearing due to conflict of interest at 7:10 p.m.

Mr. Chris Boit, Manager of Development Services provided an overview of the proposed bylaw amendment Proposed Zoning Bylaw Amendment Bylaw to rezone the property to the INF zone – infill.

Mayor McEwen called for speakers for the first time:

Speakers:

Marvin Duke, 2580 Sunnyside Road spoke regarding concerns of access to Sunnyside Road

Mayor McEwen called for speakers for the second and third time and seeing none closed the public hearing for this bylaw.

*Councillor Weverink returned to the meeting at 7:12 p.m.

4. Presentation of Zoning Bylaw Amendment Bylaw No. 666-2023 (2519 East Road)

**Councillor Krier recused herself from the meeting at 7:13 p.m.

Mr. Chris Boit, Manager of Development Services provided an overview of the proposed bylaw amendment Proposed Zoning Bylaw Amendment Bylaw to rezone the property to the INF zone – infill.

Will Crawford, Anmore, asked a question regarding density on number of lots. It was reiterated that any questions could be asked of staff and comments would be appropriate at this time and he expressed concerns about septic alarms and noise.

Mayor McEwen called for speakers for the second and third time and seeing none closed the public hearing for this bylaw.

**Councillor Krier returned to the meeting at 7:15 p.m.

5. Presentation of Zoning Bylaw Amendment Bylaw No. 667-2023 (2860 Sunnyside Road)

Mr. Chris Boit, Manager of Development Services provided an overview of the proposed bylaw amendment Proposed Zoning Bylaw Amendment Bylaw to rezone the property to the INF zone – infill.

Mayor McEwen called for speakers for a first, second and third time and seeing none closed the public hearing for this bylaw.

6. Presentation of Zoning Bylaw Amendment Bylaw No. 668-2023 (3060 Anmore Creek Way)

Mr. Chris Boit, Manager of Development Services provided an overview of the proposed bylaw amendment Proposed Zoning Bylaw Amendment Bylaw to rezone the property to the INF zone – infill.

A resident sought clarification regarding a submission and it was noted that one submission was noted at the beginning of the public hearing and it was distributed to Council and is available for viewing.

Mayor McEwen called for speakers for a first, second and third time and seeing none closed the public hearing for this bylaw.

7. Presentation of Zoning Bylaw Amendment Bylaw No. 669-2023 (2192 Sunnyside Road)

Mr. Chris Boit, Manager of Development Services provided an overview of the proposed bylaw amendment Proposed Zoning Bylaw Amendment Bylaw to rezone the property to the INF zone – infill.

Fiona Cherry, 120 Hemlock spoke regarding location on Ludlow Lane and consistency with type of road that would be required for Ma Murray Lane.

Mayor McEwen called for speakers for a second and third time and seeing none closed the public hearing for this bylaw.

8. Close of Public Hearing

Mayor McEwen declared the public hearing closed at 7:21 p.m.

Karen Elrick
Corporate Officer

John McEwen
Chair

For Metro Vancouver meetings on Friday, March 31, 2023

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:

media@metrovanancouver.org.

Metro Vancouver Regional District

E1.1 Contribution Agreement – CTS Youth Society

APPROVED

The CTS Youth Society (CTS) is a newly re-constituted non-profit charitable organization with an independent Board of Directors created to assume governance of the youth program formally known as 'Catching the Spirit' from the former Catching the Spirit 2019 Youth Society.

CTS's renewed objectives are to provide opportunities for social and personal development contributing to the self-esteem, empowerment, citizenship, and leadership capabilities of youth, and contribute to the sustainability of regional parks by engaging youth in environmental and social responsibility.

The Board approved a contribution agreement between Metro Vancouver and CTS Youth Society for a three-year term commencing on April 1, 2023 and ending December 31, 2025, with annual contributions of \$78,500 (2023), \$80,000 (2024) and \$82,500 (2025) totaling \$241,000.

E2.1 2023 Regional District Sustainability Innovation Fund Applications

APPROVED

The Board approved the allocation from the Regional District Sustainability Innovation Fund for the following projects:

- Future Carbon Storage and Greenhouse Gas Emissions at Burns Bog under Different Management and Climate Scenarios for \$184,779 over three years starting in 2023
- 1-In-50 Year Deep Energy Retrofit Project for Existing MURB's for \$970,000 over three years starting in 2023
- Prefabricated Mass-Timber Panels in Existing MURB's for \$692,000 over three years starting in 2023
- LBC for Existing Affordable Housing Projects for \$200,000 over two years starting in 2023
- Decarbonized On-Demand Domestic Hot Water System for \$370,000 over four years starting in 2023
- AirCnC: Cool 'n' Clean Air Centres for \$200,000 over two years starting in 2023
- Revving Up the Shift to Green Machines for \$240,000 over two years starting in 2023
- Extended Reality (XR) Modelling Platform for Metro Vancouver for \$800,000 over two years starting in 2023
- Metro Vancouver Events Sustainability Audit for \$80,000 in 2023

E2.2 Appointment of Assistant District Director and Enforcement Officers

APPROVED

Recent changes in staffing have resulted in a need to update enforcement officer appointments.

The Board:

- pursuant to the *GVRD Air Quality Management Bylaw 1082, 2008* and the *Environmental Management Act*:
 - appointed Metro Vancouver employee Julie Saxton as assistant district director
 - rescinded the appointments of Doreen Cheng, Manjit Dhillon, Marlene Fuhrmann, and Peter Hagens as officers
 - appointed Metro Vancouver employees Mosi Aghbolaghy, Michael Goods, Jim Penrose, Jeffery Schmidt and Joanne Tunkiewicz as officers
- pursuant to section 28 of the *Offence Act* for the purpose of serving summons for alleged violations under the *GVRD Air Quality Management Bylaw 1082, 2008*:
 - rescinded the appointments of Doreen Cheng, Manjit Dhillon, Marlene Fuhrmann, and Peter Hagens
 - appointed Metro Vancouver employees Jeffery Schmidt and Joanne Tunkiewicz

E3.1 Metro Vancouver Staff Review of Secondary Access from Ladner and BC Hydro Transmission Line Relocation

APPROVED

The Board resolved to send a letter to the Premier of British Columbia and the Minister of Transportation and Infrastructure to express support for a new River Road crossing over Highway 99 to Ladner and to support an underground option for the relocation of the BC Hydro transmission line currently in the existing George Massey Tunnel.

Furthermore, the Board directed staff to convey to BC Hydro that Metro Vancouver supports either of the underground options that BC Hydro is considering for the relocation of the transmission line provided that the options do not require any land in Deas Island Regional Park.

Additionally, the Board resolved to send a letter to the Premier of British Columbia and the Minister of Transportation and Infrastructure inquiring about the status of the connections to Highway 99 in the City of Surrey for the project and the rationale for any changes since the original plans.

E4.1 Social Equity Spatial Analysis Case Studies – Final Report

RECEIVED

The *Social Equity in Regional Growth Management Study* is a multi-year initiative focused on studying how to better integrate a consideration of social equity into land use planning work. Several case studies were a component of the third phase of the study and demonstrated how an equity lens could be applied to planning work through spatial analysis. The following four case study maps and accompanying summaries were prepared:

1. Tree Canopy Gaps and Extreme Heat – Enhancing Social Equity through Urban Forest Management (Urban Tree Planting Priority) – one regional and one specific to Surrey
2. Park Gaps – Enhancing Social Equity through Park Provision (Park Acquisition Priority) – one regional and one specific to Port Moody
3. Regional Park Access Gaps - Enhancing Equitable Park Access through Sustainable and Affordable Transportation (Large Park Transit Improvement Priority)
4. High Priority Locations for Making Walking and Cycling to School Safer and Easier (School Active Transportation Priority by School District)

A staff steering committee was formed to guide this work and peer review interviews were conducted. Given that the analysis was regional in nature, the use of the case study maps to support future local planning initiatives should include undertaking additional local analysis, including local and context-specific community engagement. Future work will include updating a portion of the Equity Indicator Maps (from Phase 2 of this project) with 2021 Census data.

The Board received the report for information.

E4.2 Natural Hazard Data Inventory

RECEIVED

This report highlights the *Natural Hazard Data Inventory*, which provides a high-level desktop analysis of available natural hazard and climate change impact data across the region. The inventory was developed to collate information pertaining to the region's available hazard data, identify gaps, and help develop a shared understanding of risk in the region. The development of the inventory is supported by policy direction in Metro 2050, Climate 2050, and other regional management plans. Information pertaining to 130 hazard datasets, ranging from the local to global scale, was reviewed and included in the inventory. The inventory has been shared with member jurisdiction planning staff and is available on our website. Building on this work, this year Metro Vancouver will use the inventory to help develop regional multi-hazard mapping that will be shared when completed later this year.

The Board received the report for information.

E4.2 Housing Needs Reports – Lessons Learned from Metro Vancouver Member Jurisdictions

APPROVED

The Board directed staff to send a letter to the Minister of Housing and relevant Ministry staff to share the recommendations contained in the report dated February 16, 2023, titled "*Housing Needs Reports – Lessons Learned from Metro Vancouver Member Jurisdictions*", and to request continued consultation with local governments and other housing sector partners to improve future iterations of the *Housing Needs Reports* program.

E5.1 National Zero Waste Council – Update on 2022 Activities & Priorities

RECEIVED

Recognizing that realizing its zero waste aspirations would require changes in policy, behaviour and design beyond the purview of a local government, Metro Vancouver, in collaboration with the Federation of Canadian Municipalities created the National Zero Waste Council in 2013. This leadership initiative represented a collaborative approach to advancing waste prevention. Since this time, the Council has a strong reputation across Canada to bring key stakeholders together to develop innovative collaborations, fund ground-breaking research, and create in-person and virtual events for knowledge-building and sharing on the importance of waste prevention and its role in the realization of a circular economy.

In 2022, the Council has focused its efforts on reducing food waste across the value chain and within households, collaborated with others to create an initiative to build circular economy knowledge and capacity among local governments, and continues to work collaboratively with the signatories and other partners of the Canada Plastic Pact. The working groups of the Council have been involved in innovative pilots involving recycled asphalt and wood waste.

The Board received the report for information.

G1.1 Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1360, 2023

APPROVED

Metro Vancouver routinely passes bylaws to officially dedicate regional park land acquired in the previous year. Work is underway to review regional park land that is not currently dedicated for inclusion in future bylaws. Included in this bylaw are five parcels totally 21 hectares of regional park land acquired in 2022 in Burnaby Lake Regional Park and Kanaka Creek Regional Park.

The Board gave first, second, and third readings to the *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1360, 2023*; then passed and finally adopted said bylaw.

G1.2 2025 Asia Pacific Cities Summit and Mayors' Forum Host City Bid

RECEIVED

The Board received for information a regarding the 2025 Asia Pacific Cities Summit and Mayors' Forum, and directed staff to forward the report and bidding information to member jurisdictions and other organizations such as, but not limited to Destination Vancouver, Vancouver Hotel Destination Association, and Invest Vancouver, for their consideration.

I 1 Committee Information Items and Delegation Summaries

The Board received information items and delegation summaries from standing committees.

Financial Plan Task Force – February 23, 2023

Information Items:

5.1 Assessing Opportunities for 5-Year Financial Plan Amendments

At its February 16, 2023 meeting, the Financial Plan Task Force requested additional information on the anticipated growth for upcoming years, construction challenges, the status and implications of DCC rates on member jurisdictions, and a list that categorizes the prioritization of the approximately 300 current projects,

Regional Parks Committee – March 8, 2023

Information Items:

5.3 Regional Parks Real-time Parking Availability Project Update

The Real-time Parking Availability Pilot Project is a Metro Vancouver Sustainability Innovation Fund initiative that will design and implement an advanced electronic parking availability system for the public for selected regional parks experiencing parking capacity issues. The primary goal of the project is to bring about a change in practice by park visitors who travel to busy regional parks by personal vehicle, by providing them with real-time information on parking availability before they leave their home or en route. This will allow the public to make better decisions about how to access the park, when to access the park, or to consider alternate destinations if parking lots are full. This report covers the project's current status, and the pilot project's implementation plan for Iona Beach and Boundary Bay regional parks during Spring 2023

5.4 təmtə́míxʷtən/Belcarra Regional Park - Belcarra Regional Park Cultural Planning and Co-operation Agreement Update

MVRD and Tsleil-Waututh Nation (TWN) entered into a cooperative relationship in 2020 with respect to the site at the time known as Belcarra Regional Park, through a Cultural Planning and Co-operation Agreement. The agreement recognizes TWN's ancestral ties to the land and the present use by its members as well as a regional park. Identifying common interests and ways to work together to protect and enhance the park for the benefit and enjoyment of present and future generations is a cornerstone of the agreement. As such, senior representatives and staff from both parties have implemented a forum for information sharing and joint project planning. Significant accomplishments include renaming the park to təmtə́míxʷtən/Belcarra Regional Park, completed 2021; the parties are also collaborating on the development and installation of a TWN welcome pole, undertaking a cultural heritage study, improving access to the park, and advancing the Guardian Program

Climate Action Committee – March 9, 2023

Delegations:

3.1 Mark Grist, President, BrightSide Solutions

Subject: Threats to Use of Renewable Natural Gas in Heavy Duty Transportation Applications (Highest and Best Use of RNG)

Information Items:

5.1 Climate 2050 Engagement and Public Education Strategy

The goal of Climate 2050 is that Metro Vancouver will be a carbon neutral and climate resilient region by 2050. To achieve this requires bold leadership and effective action during this decade. The window to reduce emissions, and meet the region's 2030 targets to reduce greenhouse gas emissions is closing and this means we need to be focused and persistent in implementing actions that will significantly reduce regional emissions. Recent catastrophic, climate change-escalated weather events in our region (drought, fire, and flooding) have also highlighted the need for resilience.

The objective of the Climate 2050 Engagement and Public Education Strategy is to build strong support from key stakeholders and the public as well as to ensure alignment in the messaging with other jurisdictions seeking to reduce greenhouse gas emissions. This strategy incorporates learnings from social science research and best practices in engagement and communications to develop a vocal constituency for climate action.

Regional Planning Committee – March 10, 2023

Delegations:

3.1 Roderick V. Louis

Subject: Metro 2050

Information Items:

5.1 Regional Planning Environment Portfolio Update

Natural spaces provide essential 'ecosystem services', including storing and sequestering carbon, absorbing and cleaning surface water, cooling cities, and protecting coastal communities. While Metro 2040 included many tools and policies to protect important ecosystems, new datasets revealed that the region is losing sensitive ecosystems. New policy actions in Metro 2050 will, if implemented, put the region in a stronger position to better protect, enhance, restore and connect ecosystems. This report outlines Metro Vancouver's relevant roles - collecting ecological data; researching best practice; and convening forums for member jurisdictions - and provides an overview of several projects underway, including updates to the *Sensitive Ecosystem Inventory*, tree canopy cover and impervious surfaces datasets, tree regulations toolkit, and the regional green infrastructure network.

5.5 Regional Green Infrastructure Network – Scope and Engagement

To support the implementation of Metro 2050, Regional Planning is initiating a project to collaboratively plan for a regional green infrastructure network, a network of habitat hubs and corridors that supports the movement of species across the landscape, maximizes ecosystem services, and moderate climate change impacts. This report presents a scope of work and engagement plan, policy context, objectives, a process overview, and anticipated timelines for network planning over the course of the project. Key work streams will include First Nations engagement, collaborative network identification / mapping, research and design, and the development of Metro 2050 implementation guidelines. Regional Planning staff will continue to work closely on the network with member jurisdictions and other Metro Vancouver departments, such as Regional Parks and Liquid Waste Services. The Regional Planning Committee and MVRD Board will receive updates at various stages during this multi-year project.

Greater Vancouver Water District

E1.1 2023 Water Sustainability Innovation Fund Applications

APPROVED

That the GVWD Board approve the allocation from the Water Sustainability Innovation Fund of \$1,700,000 for the following projects, starting in 2023:

- Reducing Oxygen Use and Increasing Resiliency at the Coquitlam Water Treatment Plant for \$150,000 over two years
- Studying the Preliminary Feasibility of Green Hydrogen Production from Hydropower at Cleveland Dam for \$250,000 over two years
- Evaluation of Biofiltration at the Seymour Capilano Filtration Plant for \$300,000 over three years
- Next Generation Snowpack Monitoring – Phase 3 for \$450,000 over three years
- Building the Next Generation of Seasonal Water Supply & Demand Planning Tools for \$550,000 over two years

E2.1 Climate Impacts on the Water Supply Areas

RECEIVED

Water Services manages a network of automated hydro-meteorological stations, and conducts several annual field sampling programs. Data collected from this monitoring program is used to actively monitor environmental conditions in the Capilano, Seymour, and Coquitlam River Watersheds. This program has become particularly important in the context of climate change, as climate variability increases and historical patterns shift.

Two recent events highlight how quickly our climate is changing: the June 2021 heatwave, and the 2022 fall drought. These extreme events are occurring more frequently, and are projected to become more normal in the near future. The impacts from these events highlight the importance of comprehensive environmental monitoring, and the need for accurate weather and water supply forecasts.

The Board received the report for information.

E2.2 Award of Contract Resulting from RFP No. 22-139 Construction of the Coquitlam Main No. 4 South Section Robson Drive to Guildford Way

APPROVED

The Board approved the award of a contract in the amount of \$97,196,248 (exclusive of taxes) to Michels Canada Company resulting from RFP No. 22-139: Construction of Coquitlam Main No. 4 South Section Robson Drive to Guildford Way, subject to final review by the Commissioner.

I 1 Committee Information Items and Delegation Summaries

The Board received an information item from a standing committee.

Water Committee – March 15, 2023

Information Items:

5.2 Drinking Water Conservation Plan Summer Support Program – 2022 Results and 2023 Update

Metro Vancouver updated the Drinking Water Conservation Plan (DWCP) in November 2021 with the goal of reducing summer water demand. The 2022 DWCP Summer Support Program was developed to assist member jurisdictions with the promotion and monitoring of regional lawn watering restrictions during implementation of the updated DWCP. Results show that targeted communication to residents about the updated lawn watering restrictions and water conservation substantially reduced non-compliant lawn watering on weekday mornings for 2022. Program findings, including observations about automatic versus manual watering and relationships between non-compliance and weather trends, may also inform the communications and logistical aspects of member jurisdictions' education and enforcement programs.

Post-program survey results show that participating member jurisdictions found the program beneficial, complementing their respective education and enforcement programs. To provide continued support in implementing the updated DWCP, Metro Vancouver will offer this program in 2023 with modifications based on 2022 program results and feedback.

Greater Vancouver Sewage and Drainage District

E1.1 2023 Liquid Waste Sustainability Innovation Fund Application

APPROVED

The Board approved the allocation from the Liquid Waste Sustainability Innovation Fund of \$625,000 over two years starting in 2023 for the Hydrogen System Integration at Lulu Island Wastewater Treatment Plant (Phase 1) project.

E2.1 Appointment of Deputy Sewage Control Manager and Enforcement Officers

APPROVED

Recent changes in staff have resulted in a need to update enforcement officer appointments.

The Board:

- pursuant to the *GVS&DD Sewer Use Bylaw* and the *Environmental Management Act*:
 - appointed Metro Vancouver employee Riley Sziklai as a deputy sewage control manager
 - rescinded the appointments of former Metro Vancouver employees Doreen Cheng, Manjit Dhillon, Marlene Fuhrmann, and Peter Hagens as officers

- appointed Metro Vancouver employees Mosi Aghbolaghy, Michael Goods, Jim Penrose, Jeffery Schmidt and Joanne Tunkiewicz as officers
- appointed City of Vancouver employee Bonny Brokenshire as an officer
- pursuant to section 28 of the *Offence Act* for the purpose of serving summons for alleged violations under the *GVS&DD Sewer Use Bylaw*:
 - rescinded the appointments of former Metro Vancouver employees Doreen Cheng, Manjit Dhillon, Marlene Fuhrmann, and Peter Hagens
 - appointed Metro Vancouver employees Jeffery Schmidt and Joanne Tunkiewicz; and
 - appointed City of Vancouver employee Bonny Brokenshire

E2.2 Award of Contract Resulting from Request for Proposal No. 22-009: Supply and Installation of North Road Trunk Sewer No. 2 - Phase 2 Lougheed Highway to Clarke Road

APPROVED

The Board approved the award of a contract for an amount of \$7,947,758.20 (exclusive of taxes) to Clearway Construction Inc., resulting from Request for Proposal No. 22-009: Supply and Installation of North Road Trunk Sewer No. 2 Phase 2 Lougheed Highway to Clarke Road, subject to final review by the Commissioner.

E2.3 Award of Phase C3, Engineering Construction Services for RFP 14-230 for Installation of Gilbert Trunk Sewer No.2 Central Section

APPROVED

The Board approved the award of Phase C3, Engineering Construction Services, for an amount up to \$2,997,555 (exclusive of taxes) to the Phase A and B consultant, AECOM Canada Ltd, for the Installation of Gilbert Trunk Sewer No.2 Central Section, subject to final review by the commissioner.

E2.4 North Shore Wastewater Treatment Plant Project Early Works Agreement Extension

APPROVED

In January 2022, Metro Vancouver terminated its contract with Acciona Wastewater Solutions LP to design, construct, finance, test, and commission the North Shore Wastewater Treatment Plant for material breach of the Project Agreement, which it failed to remedy.

Metro Vancouver has been working with a new construction manager, PCL Constructors Westcoast Inc. to develop a plan to complete the project and complete some early works construction, and a design consultant, AECOM, to complete the design, be the Engineer of Record, and provide quality assurance services post-termination. PCL and AECOM have identified significant deficiencies in Project Co's design and construction, and, in some cases, more extensive deficiencies than originally anticipated. As a result, a substantial amount of effort to-date has been focused on identifying and repairing concrete deficiencies on structures built by Project Co, with less focus on advancing new construction. Additionally, related design delays have extended the timeline for the overall completion of Phase 1.

The Board approved a change order to PCL Constructors Westcoast Inc. Pre-Construction Services and Early Works Agreements (PC21-457 and PC22-227) in an amount of up to \$85,000,000 (exclusive of taxes), subject to final review by the Commissioner.

E3.1 Appointment of Solid Waste Bylaw Enforcement Officers

APPROVED

Recent changes in staff have resulted in a need to update enforcement officer appointments.

The Board:

- Pursuant to the *GVS&DD Municipal Solid Waste and Recyclable Material Regulatory Bylaw No. 181, 1996* and the *Environmental Management Act*:
 - Rescinded the appointments of Doreen Cheng, Manjit Dhillon, Marlene Fuhrmann, and Peter Hagens as officers
 - Appointed Metro Vancouver employees Mosi Aghbolaghy, Michael Goods, Jim Penrose, Jeffery Schmidt and Joanne Tunkiewicz as officers
- Pursuant to Section 28 of the *Offence Act* for the purpose of serving summons for alleged violations under the *GVS&DD Municipal Solid Waste and Recyclable Material Regulatory Bylaw No. 181, 1996*:
 - Rescinded the appointments of Doreen Cheng, Manjit Dhillon, Marlene Fuhrmann, and Peter Hagens
 - Appointed Metro Vancouver employees Jeffery Schmidt and Joanne Tunkiewicz.

G1.1 Greater Vancouver Sewerage and Drainage District Cost Apportionment Amendment Bylaw No. 362, 2023 - Wet Weather Pricing

APPROVED

At its February 24, 2023 meeting, the Board directed staff to prepare amendments to the *GVS&DD Cost Apportionment Bylaw* to incent action on excessive inflow and infiltration through wet weather based apportionment of GVS&DD costs. Amendments to the bylaw were been prepared in accordance with the key terms presented to the Board.

The Board gave first, second and third readings to *Greater Vancouver Sewerage and Drainage District Cost Apportionment Amendment Bylaw No. 362, 2023*; then passed and finally adopted said bylaw.

I 1 Committee Information Items and Delegation Summaries

The Board received information items from standing committees.

Liquid Waste Committee – March 15, 2023

Information Items:

5.2 2022 “Our Ocean Thanks You” Campaign Results

Microfibres from laundry are one of the largest sources of microplastics pollution in the ocean, where they may be harmful to aquatic life. The 2022 “Our Ocean Thanks You” campaign ran from September 12 to October 30, asking residents to wash their laundry in cold water to reduce microfibre shedding from clothing. The campaign targeted parents with children under 18 and included social media, YouTube, digital ads, television, radio, billboards, Google AdWords, and a campaign website. The campaign generated 14 million impressions, 1 million video views, 2,800 clicks for more information, 125 engagements, 3,900 website visits, and reached 911,000 residents through television and online tactics. A post-campaign survey of parents showed that 29% of parents recalled seeing at least one campaign ad and that many were unaware of microfibre impacts prior to the campaign. The campaign will run in 2023 with similar timing and approach, and will likely include additional creative materials.

Zero Waste Committee – March 16, 2023

Information Items:

5.1 Jurisdictional Scan of Recycling Statistics and Methodologies

Metro Vancouver is a North American leader in waste reduction and recycling, and provides transparent and accessible solid waste data. Metro Vancouver conducted a jurisdictional scan of recycling statistics reporting methodology and performance data. Only one published standard for determining recycling rates was found, and it applies only to residential recycling. There are no consistently utilized standard methodologies employed by communities. Metro Vancouver's 65% recycling rate for residential, commercial/institutional and construction and demolition sectors is among the highest recycling rates in North America. Only a small number of other communities provide comparable transparency and clarity in recycling data. Many major Canadian cities report only single family recycling rates. Performance metrics will be reviewed as part of the solid waste management plan update process, to further enhance progress monitoring of waste reduction and recycling, as Metro Vancouver continues to pursue initiatives to achieve zero waste, reduce greenhouse gas emissions, and advance the circular economy. Enhancing metrics and increasing transparency aligns with organizational principles of equity, reconciliation and prosperity.

5.2 Single-Use Item Reduction Regulatory Scan

Single-use item reduction is a priority across Canada, and governments are taking action to reduce these items. Federal, provincial, and Metro Vancouver member jurisdictions have implemented regulatory measures to help reduce single-use items. The federal government will ban the distribution of certain single-use plastic items in Canada on December 20, 2023. The provincial government has added a number of single-use items to the Recycling Regulation, allowing residents to include those items for recycling collection. The provincial government is also expected to announce province-wide single-use item reduction regulations this year. Five member jurisdictions have put single-use item bylaws in place, and a number of other member jurisdictions are considering bylaws. Metro Vancouver does not have regulatory authority to regulate the sale or distribution of single-use items, but the Metro Vancouver Board approved a harmonized approach for municipal single-use item reduction bylaws in November 2021. Metro Vancouver and member jurisdictions continue to work on programs and policies to reduce single-use and move toward reuse systems.

5.3 2022 Create Memories Not Garbage Campaign Results

During the holiday season residents often dispose of more waste than they would at any other time of year. The “Create Memories, Not Garbage” campaign helped to inspire residents to reduce their waste by giving achievable low-waste gift and wrapping ideas. A region-wide, three-phased media promotion delivered relevant messages for each buying and disposing stage of the holiday season. The campaign achieved over 25.6 million impressions between digital and traditional media tactics. Online engagement continues to be strong, particularly with digital banner ads that drove 48% of website visits, and Google Search whose most clicked content was focused on low-waste gifts. On-air radio contests were used to engage residents in thinking about low-waste gift-giving through encouraging them to visit the Merry Memory Maker app (featuring over 200 ideas), and transit advertising was reintroduced this year to broaden the reach of the campaign message.