



REGULAR AGENDA

For the **REGULAR MEETING** of Council to be held on Monday, May 25, 2026, taking place at 7:00 pm in the Council Chambers of City Hall, 424 – 3rd Avenue West, Prince Rupert, B.C.

1. CALL TO ORDER

2. INTRODUCTION OF LATE ITEMS

3. APPROVAL OF AGENDA

Recommendation:

THAT the Agenda for the Regular Council Meeting of May 25, 2026, be adopted as presented.

4. PUBLIC COMMENT(S) REGARDING AGENDA ITEMS

5. CONSENT AGENDA

a) Council minutes for approval

- i. Minutes of the Regular Meeting of May 11, 2026;

b) Reports for receipt

- i. Report from from Planning Re: Development Activity Report – April 2026;
- ii. Memorandum from the Manager of Communications, Engagement and Social Development Re: Indigenous Relations Committee Feedback on ANBT;

c) Correspondence for action

- i. Joint Advocacy Letter from the City of Dawson Creek Re: Improved Access to Publicly Funded Mental Health Services;

d) Correspondence for receipt

- ii. Response to Council Inquiries;
- iii. Approval Letter from Northern Development Initiative Trust Re: Prince Rupert Heritage Rail Zone Revival – Kwinitza Station;
- iv. Letter from the City of Abbotsford to Honourable Brenda Bailey, Minister of Finance Province of BC Re: Provincial Sales Tax Expansion; and,
- v. Letter from the Corporation of the District of Saanich to Premier Eby, Minister Dix, Minister Greene, Minister Boyne, and Minister Bailey Re: BC Local Government Climate Action Program (LGCAP) – Funding Continuation.

Recommendation:

THAT all items on the Consent Agenda be approved or received as requested.

6. REPORTS

a) Report from the Planning Re: Temporary Use Permit #26-01 – 171 Mish-Aw Road

Recommendation:

THAT Council proceed with the statutory notification process for Temporary Use Permit (TUP) #26-01 and include as a permit condition that the City retains a \$5000 cash bond until the temporary use is discontinued.

b) Report from the Planning Re: Development Variance Permit #26-04 – 800 2nd Ave W

Recommendation:

THAT Council proceeds with the statutory notification process for Development Variance Permit (DVP) #26-04.

7. BYLAWS

a) The City of Prince Road Closure Bylaw No. 3672, 2026

Recommendation:

THAT Council gives Third Reading to the City of Prince Road Closure Bylaw No. 3672, 2026.

b) The City of Prince Road Closure Bylaw No. 3673, 2026

Recommendation:

THAT Council gives Third Reading to the City of Prince Road Closure Bylaw No. 3673, 2026.

8. COUNCIL ROUND TABLE

9. ADJOURNMENT



MINUTES

For the **REGULAR MEETING** of Council, held on Monday, May 11, 2026, 7:00 pm in the Council Chambers of City Hall, 424 – 3rd Avenue West, Prince Rupert, B.C.

PRESENT: Councillor G. Randhawa (Acting Mayor/Chair)
Councillor T. Forster
Councillor N. Adey
Councillor R. Skelton-Morven (Remote)
Councillor W. Niesh
Councillor B. Cunningham

STAFF: R. Pucci, Chief Administrative Officer
R. Miller, Deputy Chief Administrative Officer
C. Bomben, Chief Financial Officer
J. Schmidt, Director of Operations
M. Pope, Director of Planning & Development Services
L. Kleinhans, Economic Development Officer

ABSENT: Mayor H. Pond

1. CALL TO ORDER

The Acting Mayor called the regular meeting to order at 7:00 pm.

2. INTRODUCTION OF LATE ITEMS

5.b)iii. Amended Report from the Director of Operations Re: Operations Major Project Update;

6.b) Provided Report from the Chief Financial Officer Re: 2025 Audited Financial Statements.

3. APPROVAL OF AGENDA

MOVED by Councillor Cunningham and seconded by Councillor Niesh THAT the Agenda for the Regular Council Meeting of May 11, 2026, be adopted as presented and amended.

CARRIED

4. PUBLIC COMMENT(S) REGARDING AGENDA ITEMS

5. CONSENT AGENDA

a) Council minutes for approval

- i. Minutes of the Special Meeting to Close of April 27, 2026;
- ii. Minutes of the Regular Meeting of April 27, 2026;

b) Reports for receipt

- i. Report from Planning Re: Development Activity Report – March 2026;
- ii. Report from the Fire Chief Re: Monthly Fire / Rescue Report – April 2026;
- iii. Amended Report from the Director of Operations Re: Operations Major Project Update;

c) Correspondence for action

- i. Letter from the City of Prince George Re:Co-sponsorship request of the Northern-Rural Homeowners Grant resolution to UBCM;

d) Correspondence for receipt

- ii. North Coast Regional District Re: April 2026 Board Highlights.

MOVED by Councillor Niesh and seconded by Councillor Forster THAT all items on the Consent Agenda be approved or received as requested.

CARRIED

6. REPORTS

a) Report from the Economic Development Officer Re: Application to NDIT Recreation Infrastructure Program

MOVED by Councillor Cunningham and seconded by Councillor Niesh THAT Council endorse Staff's application to Northern Development Initiative Trust's Recreation Infrastructure Program in support of infrastructure upgrades for the Prince Rupert arena.

CARRIED

L. Kleinhans, Economic Development Officer left the meeting at 7:17pm

b) Report from the Chief Financial Officer Re: 2025 Audited Financial Statements

MOVED by Councillor Adey and seconded by Councillor Forster THAT Council accepts the 2025 Audited Financial Statements as presented.

CARRIED

7. BYLAWS

a) Highway Road Closure Bylaw No. 3657, 2025

MOVED by Councillor Niesh and seconded by Councillor Cunningham THAT Council gives Third Reading to the Highway Road Closure Bylaw No. 3657, 2025 and direct Saff to amend the map with a larger view for better visual.

CARRIED

8. COUNCIL ROUND TABLE

9. ADJOURNMENT

MOVED by Councillor Adey and seconded by Councillor Forster THAT the meeting be adjourned at 7:35 pm.

CARRIED

Confirmed:

MAYOR

Certified Correct:

CORPORATE OFFICER



REPORT TO COUNCIL

Regular Meeting of Council

DATE: May 25th, 2026
TO: Richard Pucci, Chief Administrative Officer
FROM: Rodolfo Paras, Urban Planner

SUBJECT: DEVELOPMENT ACTIVITY REPORT APRIL 2026.

RECOMMENDATION

THAT Council Receive and File the attached Development Activity Report in Attachment 1.

REASON FOR REPORT:

This report summarizes development application activity in the City of Prince Rupert for April 2026. This report is intended to inform the Council on applications that have been received and their status to date.

Report Prepared By:

Report Reviewed By:

Rodolfo Paras,
Urban Planner

Richard Pucci,
Chief Administrative Officer

Original signature available upon request

Attachments:

1. Development Activity Report for April 2026

Development Activity Report – April 2026

Planning and Zoning

File No.	Location	Proposal Description	Date Received	Status	Date of Decision
ZBLA-24-04	100 1 st Avenue E.	Zoning amendment of property with existing building	Oct. 28, 2024	Waiting on Conditions to be met before 4 th Reading.	N/A
ZBLA-25-02	1800 8 th Ave E.	Zoning amendment to allow for Higher density (R1 to RM2)	Oct. 20, 2025	Approved	Jan, 12, 2025
DP-25-08	George Hills Way	Proposed development of a grocery store in City Core DPA	Apr. 22, 2025	Provisional Approval, Waiting on Provincial Approval	N/A
DP-26-10	170 3 rd Ave E.	Signage for existing building in City Core	Mar. 26, 2026	Approved	Apr. 15, 2026
DP-26-11	401 3 rd Ave W.	Signage for existing building in City Core	Apr. 20, 2026	Approved	Apr. 27, 2026
DP-26-12	201 2 nd Ave W	General repairs and façade improvements for existing building in City Core.	Apr. 25, 2026	Approved	May 04, 2026
DP-26-13	841 3 rd Ave W.	General repairs and façade improvements for existing building in City Core.	Apr. 28, 2026	Under Review	N/A
DVP-26-04	800 2 nd Ave W.	Parking Variance for proposed redevelopment.	Apr. 20, 2026	Under Review	N/A

Building Department Permits - Summary April 2026

Number of Building Permits approved during April:	35
Number of Housing Units Approved during the April:	0
City Core Revitalization Fee Waiver recipients during the April:	4

Building Department Permits – Annual Summary 2026

Housing Units approved in 2026	0
City Core Revitalization Fee Waiver recipients in 2026	13



MEMORANDUM

DATE: May 12th, 2026
TO: Richard Pucci, Chief Administrative Officer
FROM: Veronika Stewart, Manager of Communications, Engagement and Social Development;

SUBJECT: INDIGENOUS RELATIONS COMMITTEE FEEDBACK ON ANBT

This memo summarizes the Indigenous Relations Committee's observations, feedback, and recommended actions following the 2026 All Native Basketball Tournament, based on a request from Council for input.

The ANBT remains one of the most significant cultural and economic events in Prince Rupert, and these recommendations aim to strengthen the City's partnership with the tournament and enhance the experience for participants, visitors, and residents.

Key Takeaways & Recommendations

1. Strengthening the City's Presence

- **Annual City Information Table** - Establishing a City table at the ANBT on an ongoing basis would reinforce the City's commitment to the event and provide a consistent point of contact for visitors, residents, and participating Nations.
- **City-Sponsored Tournament Passes** - The City could explore sponsoring a limited number of tournament passes for community giveaways, supporting accessibility and community engagement.

2. Cultural Protocol & Respect

- **Blanket Distribution** - The committee affirms that the distribution of blankets was carried out for the right reasons, with the intent being to consider the comfort of elders.
- **Recognition of Local Teams** - The City should support and amplify recognition of local teams in advance of the tournament, including through social media, and other available avenues.

3. Operational Considerations

- **ANBT Communications** – Communications should be reviewed to ensure that they are not overly punitive in nature. The City newsletter can be used to share information and also highlight benefits of the ANBT, spotlight teams or volunteers.
- **Parking Regulation Consistency** - A review is recommended to ensure parking regulations are applied consistently across major community events, including ANBT, Seafest, dance competition, and others. This will help maintain fairness and clarity for residents and visitors.
- **Transportation to Facility** – With support from ANBT, consider collaborating with BC Transit or a potential shuttle option to reduce pressure on parking and ensure there are accessible options for access to the facility.

4. Facility Improvements

- **Double-Barrier Doors at the Recreation Centre** – Understanding budgetary limits at the Department, as funds are available and infrastructure improvements considered, consideration should be given to installing double-barrier or vestibule-style doors at the Recreation Centre to help retain heat during high-traffic periods. This would improve comfort for spectators and reduce energy loss.
- **Wi-Fi Capacity Enhancements** - Given the volume of visitors and media presence, boosting Wi-Fi capacity during the tournament period would support livestreaming, communications, and overall user experience. This would have additional benefits to other events that use Wifi such as the annual Craft Fair and other sporting tournaments at the facility.

5. Economic Impact Review

- **Assessment of ANBT Economic Benefits** The committee recommends conducting a structured economic impact review of the tournament. This could include:
 - Surveys of hotels, restaurants, and local businesses
 - Visitor spending estimates
 - Assessment of employment and tourism impacts This data would support future planning and strengthen the City's advocacy for the event.

6. Ongoing Engagement with ANBT Organizers

- **Strengthened Collaboration** - Continued engagement with the ANBT committee is essential to improving event logistics, cultural alignment, and community benefits. A pre-tournament planning meeting and post-event debrief should be established as annual practice, which the Recreation Department has already initiated.

Conclusion

The All Native Basketball Tournament is a cornerstone event for Prince Rupert—culturally, socially, and economically. The feedback summarized here reflects opportunities to deepen the City’s support, enhance visitor experience, and honour the Indigenous communities who make the tournament possible. The Indigenous Relations Committee looks forward to working with Council and staff to advance these recommendations.

Regards,

Veronika Stewart

Manager of Communications, Engagement and Social Development (Staff Liaison,
Indigenous Relations Committee)

Olena Moshko

From: Bettina Johnson <bjohnson@nclga.ca>
Sent: Tuesday, May 12, 2026 9:42 AM
Cc: Sandra Moore; Janice Anderson; Cathy Tubb
Subject: Opportunity for Joint Advocacy participation - Request for an Independent Expert Led Review of Universal Mental Health Care in British Columbia
Attachments: Joint Advocacy Letter-Request for MH Review-Dawson Creek.docx

Some people who received this message don't often get email from bjohnson@nclga.ca. [Learn why this is important](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To NCLGA Members and Accord Signatories,

In addition to the co-sponsorship opportunity for NCLGA Resolution R12: Improved Access to Publicly Funded Mental Health Services, the City of Dawson Creek has circulated a joint advocacy letter for immediate consideration and endorsement by all Accord Signatories and NCLGA members.

The attached letter, titled *Request for an Independent Expert-Led Review of Universal Mental Health Care in British Columbia*, calls for a review to examine the feasibility and design of universal, publicly funded mental health care in British Columbia.

While Resolution R12 focuses on improving access to publicly funded mental health services, the advocacy letter seeks to advance broader discussion and analysis regarding a universal mental health care model in BC.

At the Accord Signatory meeting held on April 23, 2026, participants recommended that the letter be endorsed by all Accord Signatories and circulated to the broader NCLGA membership for consideration.

- Organizations wishing to endorse the joint advocacy letter are asked to *please contact Cathy Tubb at the City of Dawson Creek by June 12, 2026, at ctubb@dawsoncreek.ca*. Confirmation of support may be provided by email or certified letter submitted electronically.

Kind regards,

Bettina Johnson

Communications Support
North Central Local Government Association



www.nclga.ca
ph 250-299-7220



Staff recommend that Council support the joint advocacy request for an independent, expert-led review of universal mental health care in British Columbia.

[Date]

Honourable [Name]
Minister of Health
Government of British Columbia
[Address]

Re: Request for an Independent Expert Led Review of Universal Mental Health Care in British Columbia

Dear Minister [Name],

This request is being brought forward in the wake of the February 10, 2026 tragedy in Tumbler Ridge, where nine lives were lost and several others were injured in one of the deadliest school shootings in Canadian history.

This devastating event has prompted renewed reflection on mental health supports, early intervention pathways, and system coordination across British Columbia.

As communities grieve, we also share a responsibility to strengthen preventive mental health systems to help reduce the likelihood of future tragedies.

In light of these concerns, we respectfully request that the Province initiate an independent, expert led review to examine the feasibility and design of universal, publicly funded mental health care in British Columbia.

Communities across British Columbia continue to face substantial barriers to accessing timely mental health care, including limited clinical capacity, long wait times, fragmented service pathways, and reliance on private insurance or out of pocket payment for counselling and psychological services. These barriers delay early intervention and create inequities in care.

When accessible mental health supports are unavailable, pressures shift downstream to emergency services, policing, community safety systems, homelessness response, and other municipal services. Local governments throughout the province are increasingly managing the visible impacts of upstream health system gaps.

Such a review would provide:

- Clear, evidence based options for implementing universal mental health care administered through the public health system, including access to counselling and psychological services without eligibility barriers or session limits.
- An examination of implementation considerations, including affordability and long term sustainability.



- Targeted analysis of rural, remote, and northern communities, alongside consideration of system pressures in urban centres across the province.
- Recommendations for integrating Indigenous led healing approaches and culturally safe care within a universal framework.

This request is not a proposal for immediate program implementation or a predetermined funding commitment. Rather, it seeks an independent, evidence informed review to support thoughtful provincial discussion and future policy consideration.

We believe that undertaking such a review would contribute meaningfully to long term system sustainability and equitable access for all British Columbians, regardless of geography or socioeconomic status.

We affirm our willingness to participate constructively by offering community context, local insights, and collaborative support throughout the review process.

Thank you for your attention to this important matter. We look forward to continued dialogue and would welcome the opportunity to meet with you to discuss next steps.

Sincerely,

<Participating Accord signatories and NCLGA members>



REPORT TO COUNCIL

Regular Meeting of Council

DATE: May 25th, 2026
TO: Mayor & Council
FROM: Richard Pucci, Chief Administrative Officer

SUBJECT: FOLLOW-UP TO COUNCIL INQUIRIES – CONSENT AGENDA

RECOMMENDATION:

THAT Council receives this Report for information purposes.

INQUIRIES:

- ***How much has the City spent on Applewaite?***

The exact cost of Applewaite is extremely hard to tease out, as this street overlapped several projects. The cost to date is approximately \$4M; however, it again includes overlap into water chamber restoration work, Crestview tie-in, and Frederick Street tie-in. Applewaite is an extremely important and costly section, as it connects to several streets, the Frederick Street Booster Station, and the reservoir via a high-pressure pipe. This section also includes a gravity storm and a sewer, with several of the same connections at a very steep incline.

- ***Can we start Edsvik Park?***

The Operations team have confirmed that the City has \$216,000 of the \$500,000 to complete the Project. They have said that it is not advisable to complete any work at this time, as the dollars we have would mostly go into ground prep, which would need to be completed first. So, if any work were completed now, it would not benefit the space. Staffing constraints also factor into the decision, as we are currently struggling to maintain the current workload due to staffing shortages. Further, staff believe that the City's funds have much greater value as matching funds. Now that the decision has been made to complete Mariner's Park first, staff can focus on securing additional grants for Edsvik Park.

- ***I love PR Sign – where will this be installed?***

The donated sign has been reviewed for placement; it will be installed at the Saltwater Marsh overlooking the harbour. This site was chosen because a considerable amount

of work will be completed in Mariner’s Park as part of the JCLS Project. We do not want to place it, then have to remove and move it due to construction.

- **2nd Ave Bridge Start?**

The 2nd Ave Bridge is set to start in the second week of June. Most of the materials have arrived, and the remaining items will arrive over the next 2 weeks.

- **3rd Ave Stairs Start?**

Construction of the 3rd/4th Ave Stairs has commenced.

Report Prepared By:

Richard Pucci
Chief Administrative Officer



301 - 1268 Fifth Avenue
Prince George, BC V2L 3L2
Tel: 250-561-2525
Fax: 250-561-2563

info@northerndevelopment.bc.ca
www.northerndevelopment.bc.ca

May 8, 2026

City of Prince Rupert
424 West Third Avenue
Prince Rupert, BC V8J 1L7

Attention: Mayor Herb Pond

**Subject: Prince Rupert Heritage Rail Zone Revival – Kwinitza Station
Cultural Infrastructure Program
Northern Development Project Number IA-12802**

Northern Development Initiative Trust was created by the Province to be a catalyst for central and northern B.C. to grow a strong diversified economy by stimulating sustainable economic growth through strategic and leveraged investments.

We are pleased to advise you that the Cultural Infrastructure application from the City of Prince Rupert for the 'Prince Rupert Heritage Rail Zone Revival – Kwinitza Station' project was approved for a grant up to \$180,000 from the Northwest Regional Development Account on April 29, 2026.

This approval is open for a period of 12 months from the date of approval, during which we expect a funding agreement signed with Northern Development and the project commenced. Our staff will be in touch with you regarding the funding agreement. It is important to note that the agreement must be signed prior to starting the project and expenses incurred prior to signing the agreement will not be reimbursed. Grant funds must be used in accordance with the budget in the signed agreement. No changes in the budget or scope of the project may be made without prior written approval from Northern Development.

We wish you every success and look forward to seeing the positive impact your project has on the local economy.

Sincerely,

Northern Development Initiative Trust

c: Richard Pucci, Chief Administrative Officer, City of Prince Rupert
Leandri Kleinhans, Economic Development Officer, City of Prince Rupert

**Mayor**

Ross Siemens

Councillors

Les Barkman

Kelly Chahal

Patricia Driessen

Simon Gibson

Dave Loewen

Patricia Ross

Dave Sidhu

Mark Warkentin

May 8, 2026

File: 0530-003/0400-30

Via email - FIN.Minister@gov.bc.ca

The Honourable Brenda Bailey
Minister of Finance
Province of British Columbia

Dear Minister Bailey:

Re: Provincial Sales Tax Expansion

The City of Abbotsford has received a copy of your April 30, 2026 response to the Village of Zeballos regarding the expansion of the Provincial Sales Tax (PST). We appreciate your explanation of the Government of BC's rationale, including the goal of broadening the tax base to better reflect the modern, service-oriented economy.

On behalf of Abbotsford City Council, I am writing to respectfully reinforce concerns raised by local governments across British Columbia regarding the application of PST to professional and related services, and to request further consideration of measures that would mitigate the impacts on municipalities.

As reflected in the City of Abbotsford's proposed 2026 UBCM resolution, local governments already face substantial fiscal pressures, including infrastructure renewal, climate adaptation, and housing delivery, with limited revenue tools available. Applying PST to required professional services represents an internal cost shift within the public sector that constrains the ability of local governments to effectively deliver provincially mandated and essential community services. Professional services are crucial for municipal infrastructure delivery, regulatory compliance, and long-term capital planning.

While we acknowledge that the tax will apply to only a portion of certain service costs, the cumulative financial impact on local governments remains significant and creates upward pressure on project budgets and property taxation without improving service outcomes.

We also note the province's reference to broader tax policy alignment across jurisdictions and measures taken to reduce costs for businesses and local governments. While these measures are appreciated, they do not directly offset the specific and immediate financial impacts of the PST expansion on municipal capital and operating budgets.

Consistent with Abbotsford's UBCM resolution and the concerns raised by other communities such as the Village of Zeballos, we respectfully request that the province consider one of the following approaches:

1. Exempt local governments from the application of PST on professional and related services;
or
2. Implement a rebate or offset mechanism, similar to the GST model, to avoid intergovernmental cost downloading and mitigate impacts on affordability and infrastructure delivery.

We believe these approaches would maintain the broader tax objectives while recognizing the distinct role of local governments as public service providers operating within constrained fiscal frameworks.

The City of Abbotsford values its strong partnership with the Government of BC and remains committed to working collaboratively on solutions that support sustainable infrastructure investment, housing delivery, and community well-being. We would welcome the opportunity to engage further with you and your ministry to explore options that address these concerns.

Thank you for your consideration.

Sincerely,



Ross Siemens
Mayor

- c. Hon. Christine Boyle, Minister of Housing and Municipal Affairs
Bruce Banman, MLA Abbotsford South
Harman Bhangu, MLA Langley - Abbotsford
Reann Gasper, MLA Abbotsford-Mission
Heather Maahs, MLA Chilliwack North
Korky Neufeld, MLA Abbotsford West
Union of British Columbia Municipalities
British Columbia Regional Districts
Council members
Peter Sparanese, City Manager



VIA EMAIL
May 19, 2026

The Honourable David Eby, Premier
The Honourable Adrian Dix, Minister of Energy and Climate
The Honourable Kelly Greene, Minister of Emergency Management and Climate Readiness
The Honourable Christine Boyle, Minister of Housing and Municipal Affairs
The Honourable Brenda Bailey, Minister of Finance

Email: Premier@gov.bc.ca, ECS.Minister@gov.bc.ca, EMCR.Minister@gov.bc.ca,
HMA.Minister@gov.bc.ca, FIN.Minister@gov.bc.ca

Dear Premier Eby, Minister Dix, Minister Greene, Minister Boyle, and Minister Bailey:

RE: BC Local Government Climate Action Program (LGCAP) – Funding Continuation

On May 11, 2026, Saanich Council passed the following motion:

That Council direct the Mayor to send a letter to the Province and Local MLA's, as per the draft provided, outlining the need for continued Local Government Climate Action Program (LGCAP) funding and share this letter with the Capital Regional District Board of Directors, other BC municipal elected officials and Chief Administrative Officers.

On behalf of Saanich Council, I'm respectfully requesting your consideration for the need for the Province to continue to fund the Local Government Climate Action Program (LGCAP). In February 2026, the Provincial Government released the 2026/27–2028/29 Service Plan for the Ministry of Energy and Climate Solutions. The plan does not appear to include funding for the renewal of the LGCAP. As long-standing local government partners of the Province, we are concerned that the implications of allowing this funding to lapse may not be fully understood.

For more than 15 years, the Province has provided consistent annual climate action funding to local governments, recognizing our essential role in meeting provincial greenhouse gas (GHG) reduction targets and climate adaptation goals. LGCAP and its predecessor, the Climate Action Revenue Incentive Program (CARIP), have provided a critical and reliable source of dedicated funding that enables municipalities to resource staff capacity, support community climate initiatives, deliver key GHG reduction and adaptation programs, and leverage other utility funding and provincial and federal grants. Many of these initiatives directly support the goals of the CleanBC Roadmap and the Climate Preparedness & Adaptation Strategy.

This funding arrangement and the projects and programs enabled have led to a nearly 50% reduction in Saanich's corporate GHG emissions and a nearly 20% reduction in Saanich's community-wide GHG emissions from our 2007 baseline. We have realized significant transportation mode shifts, from 17% of trips taken by transit and active transportation in 2011, to 26% today; we have seen over 2,300 Saanich households replace their fossil fuel heating systems with heat pumps to deliver efficient heating and protective cooling; we have completed

comprehensive climate risk assessments of Saanich infrastructure to ensure we are planning and investing effectively for the climate changes ahead. Provincial investments in local government action have been working, but there is more to do. Local government partners have valuable insights that should inform the next iteration of this successful program.

Municipal budgets are under significant pressure to fund core services and respond to the increasingly costly impacts of accelerating climate changes, including devastating floods, wildfires, and extreme heat. Removing dedicated Provincial climate action funding will create a shortfall that cannot be replaced without significant impacts to local taxpayers. While we appreciate the various climate-related grants currently available through the Province, these programs are competitive, time-limited, and often difficult to access due to requirements for matching funds and the staff capacity needed to prepare and manage applications and implement projects. They have also been reduced in recent years. LGCAP has been the stable foundation that allows local governments to pursue these opportunities. Without it, many municipalities will be unable to apply for competitive grants or deliver community-focused climate programming that supports provincial objectives.

Over the last three years Saanich received approximately \$1.1 million from LGCAP, which staff successfully leveraged to secure approximately **\$1.0 million in additional external grant funding** (this excludes other major grants for capital projects such as corporate building retrofits and EV charging infrastructure which are in the \$multiple millions). This has contributed to a wide range of climate programs and projects that benefit Saanich residents and community including:

- Corporate and Community Climate Risk Assessments
- Community emissions inventories
- Strata Energy Advisor Program
- Top-up incentives for EV Ready Plans and retrofits in MURBs
- Climate Plan Update
- Fleet E Bike Program
- Tillicum Green Infrastructure Project
- Energy & Carbon Emissions reporting
- Gorge Coastal Flood Adaptation Strategy
- One Planet Saanich
- School climate education programs
- Rental Apartment Retrofit Accelerator
- Zero Waste initiatives
- Oil removal policy review

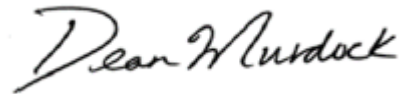
Local governments are on the front lines of planning for and responding to climate impacts and have direct or indirect influence over more than half of B.C.'s GHG emissions. The Province cannot meet its CleanBC targets, achieve its climate adaptation goals and protect BC residents from the increasing impacts of climate change without strong, resourced municipal partners.

LGCAP funding is essential to ensuring that local governments can continue to deliver climate action and prepare for climate impacts at the scale required.

Despite our long-standing partnership, local governments, including Saanich, were not consulted on the decision to cease funding for LGCAP. To staff's knowledge, no local government was engaged prior to the release of the Service Plan. While several months of LGCAP funding remains from the pre-payment for the 2026/27 year, many climate actions are multi-year projects, most external grants take months or years to determine, and many local governments fund staff using LGCAP, so work is already underway to prepare for the 2027-28 year and beyond based upon continued LGCAP funding. Certainty related to consistent, continuous funding is paramount.

As we collectively work to build a stronger, more sustainable Province, Council requests that the Province confirm their commitment to consistent, continuous LGCAP funding and we look forward to further collaboration on climate action and preparedness.

Sincerely,

A handwritten signature in black ink that reads "Dean Murdock". The signature is written in a cursive, flowing style.

Dean Murdock
Mayor

cc:

Hon. Nina Krieger, MLA Victoria Swan Lake <Nina.Krieger.MLA@leg.bc.ca>
Hon. Diana Gibson, MLA Oak Bay Gordon Head <Diana.Gibson.MLA@leg.bc.ca>
Hon. Lana Popham, MLA Saanich South <Lana.Popham.MLA@leg.bc.ca>
Saanich Council <council@saanich.ca>
CRD Board of Directors <crdboard@crd.bc.ca>
All BC Municipalities



REPORT TO COUNCIL

Regular Meeting of Council

DATE: May 25th, 2026
TO: Richard Pucci, Chief Administrative Officer
FROM: Rodolfo Paras, Planner

SUBJECT: TEMPORARY USE PERMIT #26-01 - 171 Mish-Aw Road

RECOMMENDATION:

THAT Council proceed with the statutory notification process for Temporary Use Permit (TUP) #26-01 and include as a permit condition that the City retains a \$5000 cash bond until the temporary use is discontinued.

REASON FOR REPORT:

An application was received for a Temporary Use Permit for the property located at 171 Mish-Aw Road.

The application involves:

1. A request to have a shipwrecking yard and to store, handle, and sell scrap material on the subject property for up to three years.

The Site Plan is included as Attachment 1.

BACKGROUND:

The applicant is seeking approval for a new Temporary Use Permit to allow the operation of a shipwrecking yard, including the storage, handling, and sale of scrap material on the subject property. The applicant currently holds a similar Temporary Use Permit for 191 Metlakatla Road (TUP 22-03, renewed in 2023), which is set to expire in October of this year (October 3rd, 2026).

On October 3, 2022, following completion of the required application and notification procedures, the City of Prince Rupert issued Temporary Use Permit 22-03, permitting the operation of a shipwrecking yard and the storage, handling, and sale of scrap material on the property for a period of up to one year. Although the permit was subsequently renewed in 2023, the applicant has advised that they were unable to secure a shipwrecking contract during the term of the permit. The applicant remains interested in pursuing future opportunities and is therefore applying for a new Temporary Use Permit for a different site.

The applicant has indicated that the Temporary Use Permit is intended to accommodate potential vessel disposal contracts that may be awarded by the Canadian Coast Guard. If awarded such a contract, vessels would be towed to the subject property using pneumatic airbags positioned beneath the vessels. Once on site, the vessels would be dismantled and cut into sections, with the resulting scrap metal transported by barge to Vancouver, BC for further processing. No permanent buildings or structures are proposed as part of the operation.

The subject property is currently zoned M3 (Waterfront Industrial Zone). While the M3 zone permits shipbuilding and ship repair uses, it does not permit shipwrecking yards or the storage, handling, and sale of scrap materials. The applicant wishes to retain the existing M3 zoning and proceed through the Temporary Use Permit process rather than pursue a rezoning application.

The draft Temporary Use Permit is included as Attachment 1.

LINK TO STRATEGIC PLAN:

By permitting this temporary land use, the City would support local economic activity and investment, consistent with Goal G of the City's Strategic Plan: "The City of Prince Rupert will foster its local economic, social, cultural, and environmental well-being so its residents and businesses have a sustainable and prosperous future."

ANALYSIS:

As the surrounding area is zoned M3 and accommodates a range of industrial land uses, including marine fuel stations, automotive body and repair shops, vehicle sales and rental businesses, and light industrial operations, staff are not aware of any significant negative impacts that may result from the proposed request. Nevertheless, members of the public have been provided the opportunity to comment during the public consultation process.

To help ensure compliance with the proposed temporary use, the draft Temporary Use Permit includes a condition allowing the City to retain the \$5,000 security bond submitted under the original permit until the temporary use has been discontinued.

Additionally, the draft Temporary Use Permit includes the following conditions:

- No hazardous materials may be brought onto or stored on the subject property.
- All hazardous materials must be removed from ships prior to being brought onto or stored on lands within the City of Prince Rupert.
- It is the responsibility of the applicant/owner(s) to obtain any permits or approvals required by other government agencies prior to commencing the temporary use.

Property owners and members of the public have had the opportunity to provide input throughout the public consultation period.

LINKS TO COUNCIL PLANS AND POLICY DIRECTION:

[Link to the Development Permit Area Guidelines for Industrial Areas](#)

The property located in an industrial area. And the proposal will need to comply with the requirements laid out on the guidelines.

Other Considerations

The applicants would be responsible for mitigating any negative impacts the development may cause up to the satisfaction of City Staff, and the property will be subject to all City Bylaws, including noise and nuisance bylaws. The permit will be contingent on these Bylaws being followed. The applicant will be required to comply with all Provincial and Federal requirements

COST:

The approval or denial of this Temporary Use Permit request will have no budgetary impacts.

CONCLUSION:

This Temporary Use Permit application is recommended to proceed to public notification.

Report Prepared By:

Report Reviewed By:

Rodolfo Paras Diaz,
Planner

Richard Pucci,
Chief Administrative Officer

Original signature available upon request

Attachment(s):

- Attachment 1: Draft Temporary Use Permit
- Attachment 2: Site Plan



TEMPORARY USE PERMIT - RENEWAL
FILE NO. TUP-26-01

PERMIT ISSUED BY: The City of Prince Rupert (the City), a municipality incorporated under the *Local Government Act*, 424 3rd Avenue, Prince Rupert, BC, V8J 1L7

PERMIT ISSUED TO OWNER(S): AMIX REAL ESTATE HOLDINGS LTD.

APPLICANT: AMIX REAL ESTATE HOLDINGS LTD.

1. This Temporary Use Permit is issued subject to compliance with all of the bylaws of the City of Prince Rupert applicable thereto, except as specifically varied or supplemented in this permit.
2. This Temporary Use Permit applies to those lands within the City of Prince Rupert that are described below and, any and all buildings, structures, and other development thereon:

LEGAL DESCRIPTION:

LOT 1 DISTRICT LOT 251 RANGE 5 COAST DISTRICT PLAN 9641

CIVIC ADDRESS(ES):

171 MISH-AW ROAD

3. Pursuant to Division 8 in Part 14 of the *Local Government Act*, this permit authorizes the owner(s) and applicant to have a shipwrecking yard and store, handle, and sell scrap material on the subject property, in accordance with the Site Plan attached as Schedule 1, for up to three years.

SUBJECT TO the following conditions to the satisfaction of the City:

- a. The City retains a \$5000 cash bond until the temporary use is discontinued.
- b. No hazardous materials are brought to, or stored on, the subject property.
- c. All hazardous materials are removed from ships before they are brought to, or stored on, lands within the City of Prince Rupert.
- d. In the event that hazardous materials are discovered on a ship after it has been brought to the property, the owner is responsible for containment, removal, and, if necessary, any remediation. In such an event, the City must be immediately notified.

- e. The applicant/owner(s) is responsible for ensuring that any required permits from other government agencies have been secured prior to commencing the temporary use.
4. The following plans and specifications are attached to and form part of this permit:
- a. Schedule 1: Site Plan

ISSUED ON THIS ___ DAY OF _____, 2026.

CITY OF PRINCE RUPERT
By an authorized signatory

Rosamaria Miller
Deputy CAO

DRAFT



50 m
200 ft





REPORT TO COUNCIL

Regular Meeting of Council

DATE: May 25th, 2026
TO: Richard Pucci, Chief Administrative Officer
FROM: Rodolfo Paras, Planner

SUBJECT: DEVELOPMENT VARIANCE PERMIT #26-04 – 800 2ND AVENUE W.

RECOMMENDATION:

THAT Council proceeds with the statutory notification process for Development Variance Permit (DVP) #26-04

REASON FOR REPORT:

An application was received for a Development Variance Permit for the property located at 800 2nd Avenue W.

The application involves:

1. A request to vary Section 10.1.2 of the City of Prince Rupert Zoning Bylaw respecting parking requirements, to permit the redevelopment of an existing building without the provision of off-street parking. The Proposed Building Drawings are included in Attachment 2.

BACKGROUND:

The applicant is requesting a parking variance to facilitate the redevelopment of the existing building into ten (10) multiple-family dwelling units and one (1) office space. The property is zoned Core Commercial (C1), where both residential and office uses are permitted. However, under Section 10.1.2 of the Zoning Bylaw, multiple-family residential developments are required to provide one (1) parking space per dwelling unit, while office uses require one (1) parking space per 35 m² of gross floor area (GFA). Based on the proposed development, a total of eleven (11) off-street parking spaces are required. The proposal does not include any off-street parking spaces.

The requested variance is primarily driven by the physical limitations of the existing building, which was constructed to the property line and does not provide sufficient space for additional parking. While the building currently contains limited parking areas, the applicant has indicated that converting those spaces into additional residential units is necessary to improve the project's financial viability.

The applicant has stated that the redevelopment would increase housing opportunities within a centrally located area that is within walking distance of retail businesses, restaurants, grocery stores, and the college campus. The applicant further notes that the project is intended to attract tenants who wish to access daily amenities without reliance on a personal vehicle. The property is also located immediately outside the Parking Specified Area, where off-street parking requirements are waived for mixed-use developments.

In 2023, the property was the subject of a previous Development Variance Permit approval under DVP-23-18. That approval granted a variance reducing the required off-street parking by six (6) spaces to support a redevelopment proposal consisting of short-term rental accommodations and multiple-family housing. The applicant has advised that, due to changes in provincial legislation related to short-term rentals, as well as broader economic pressures, that proposal was not pursued. The current application has subsequently been developed as an alternative redevelopment concept that does not include any off-street parking.

LINK TO STRATEGIC PLAN:

Council's Strategic Plan identifies the following: "The City of Prince Rupert will support and encourage new and renewed housing working with industry, senior government and First Nations." By allowing the proposed variances on this project to provide long-term rentals downtown, Council will be encouraging the creation of housing alternatives in the downtown area of the City, an area established in the Official Community Plan to need more housing options.

COMMUNITY SOCIAL, ENVIRONMENTAL AND EQUITY CONSIDERATIONS:

Environmental considerations:

The applicant has expressed a commitment to attracting tenants who are interested in using walking, cycling, and public transit as their primary modes of transportation. Encouraging alternative transportation options supports the City's broader sustainability objectives by helping reduce vehicle dependency and contributing to efforts to lower the community's overall carbon footprint.

LINKS TO COUNCIL PLANS AND POLICY DIRECTION:

[Interim Housing Needs Report \(2024\)](#)

The cost and availability of rental housing is a source of concern. During engagement for the 2022 HNR, housing providers, First Nations, social service agencies, and other interested and affected groups referenced the challenges residents were experiencing trying to find safe and affordable rental housing. Many participants during the 2022 HNR engagement process highlighted that the rising cost of rental housing is a barrier to finding new housing that meets their needs.

In the summary of findings of the report, housing need for singles, and need for housing near transit and active transportation infrastructure were highlighted for our community. With the report stating how important it is that the City approaches transportation

through a people-first lens that prioritizes active transportation and sustainability to address broader social, environmental, and economic objectives.

The Housing Needs Report summary also highlights how international students are living in unsuitable housing due to lack of options. Students are one of the target demographics that the applicant has mentioned and this development may aid in alleviating some of the student housing issues.

According to the Complete Communities Assessment, this project takes place in a location with the highest score in walkability, access to daily needs, and strong scores in transit permeability, which makes it a site where life without reliance on a personal vehicle is viable (more information on the Complete Communities below).

Housing Acceleration Plan (2024)

In the Housing Acceleration Action Plan document, approved by the City Council in October of this year, the council signaled their commitment to support an increase in housing supply that strategically meets the community's needs. In that document, the City observed the current housing need, as informed by the Interim Housing Needs Report (2024), and acknowledged the importance of creating more housing options to maintain a healthy housing stock that offers diversity to the community and is capable of absorbing the population growth that is expected in this community (1,289 new homes have been projected to be needed by 2030). Furthermore, one policy recommendation within the Housing Acceleration Plan under the Removing Development Barriers program was to reduce parking requirements where alternative transit exists. In this case, the proposed building is downtown and within walking distance of various amenities, employment centers and transit.

Complete Communities Assessment

Some of the opportunities found in the Complete Communities Assessment are:

- Increase options for adding housing in the Downtown area to support a variety of residential needs.
- Expand housing development in areas with low-density housing but high walkability, such as the Downtown area, to utilize existing infrastructure and amenities while promoting more sustainable and accessible living.
- Increase housing density in areas with high access to daily needs to better align residential growth with the availability of essential services. This approach will enhance convenience for residents, reduce travel distances to amenities, and promote more sustainable communities in Prince Rupert.

This project seeks to increase the rental housing stock in Prince Rupert, by adapting a vacant property into a mixed use development with multifamily and office space. Thus the project is well aligned with the main findings of the aforementioned assessment.

Official Community Plan

By redeveloping this building to allow for multiple family dwelling units, this development aligns with the overall intent of the Midtown District as per the Official Community Plan.

The Midtown District, which encompasses this property, has been identified by the OCP as an area intended to transition into a primarily residential neighbourhood with a wide range of housing choices and tenures. By allowing this development in an area that enjoys close proximity to amenities and is well served to public transit, the City would be expanding the City's housing stock and choices.

Within the Residential Policy of the Official Community Plan (OCP, page 42) it is recommended that low-scale multifamily forms be allocated in the Midtown District. Both of these policies from the OCP favour this kind of development in the area.

The OCP further outlines an approach to accommodate projected housing growth in various building forms, including townhouses or apartments in condominium or rental tenure and other forms of gentle infill.

Transportation Plan and Parking Specified Area (PSA)

In November 2023, City Council approved the removal of off street parking requirements within the Parking Specified Area (PSA) as part of a broader strategy to encourage redevelopment in the downtown area. This approach recognizes that the parking requirements established under the Zoning Bylaw can create a barrier to the redevelopment of existing downtown buildings, particularly for mixed use and residential projects.

Although the subject property is located outside of the PSA boundary, it is directly adjacent to the area and the proposed redevelopment would meet the definition of mixed use development. As such, the proposal generally aligns with the intent of the City's Parking Management Strategy by supporting downtown revitalization, reducing redevelopment barriers, and encouraging additional residential density within the urban core.

The removal of minimum parking requirements may contribute to increased demand for on street parking in the surrounding area, particularly for longer term and overnight parking associated with residential uses. While some parking overflow onto nearby streets may occur, all on street parking would remain subject to existing parking regulations, including posted time limits and enforcement provisions under the City's Traffic and Parking Bylaws. The area is already included within the City's regular parking enforcement route; however, approval of the variance may increase the need for ongoing parking enforcement and monitoring within the downtown area to address potential parking pressures.

Granting the requested parking variance would support additional housing opportunities within the downtown area, which has been identified as an important component of addressing the City's overall housing needs. Due to the property's proximity to the PSA and its compatibility with the surrounding mixed use context, the proposed development is generally consistent with the character and intent of the area. For these reasons, staff recommend that Council allow the application to proceed to statutory notification, where the public will have an opportunity to provide comments or express concerns regarding the proposal.

ADDITIONAL CONSIDERATIONS:

Under Section 10.2.3(c) of the Zoning Bylaw, “Special Parking Provisions,” a cash in lieu contribution may be considered as an alternative should the requested parking variance not be granted. To pursue this option, the applicant would be required to complete a parking demand management study demonstrating that the proposal can reasonably proceed without the required on site parking.

Where approved, developments within the Downtown Core Areas may provide a cash in lieu contribution to the City in the amount of twelve thousand five hundred dollars (\$12,500) per parking space not provided. The applicant’s development team has been informed of this alternative approach.

During the statutory notification process, neighbouring property owners and members of the public will have the opportunity to review the proposal and provide comments regarding any perceived impacts or concerns associated with the application.

COST:

There are no costs or budget impacts to the City from granting or not granting the variance.

CONCLUSION:

It is recommended that the Council approves DVP-26-04 to proceed to statutory notification.

Report Prepared By:

Report Reviewed By:

Rodolfo Paras Diaz,
Planner

Richard Pucci,
Chief Administrative Officer

Original signature available upon request

Attachment(s):

- Attachment 1: Draft Development Variance Permit
- Attachment 2: Architectural Drawings. These plans are only indicative, and applicant will need a Development Permit approval to ensure that the proposed development is consistent with Development Guidelines.
- Attachment 3: Letter of intent from the projects Architect on behalf of the property owner.



DEVELOPMENT VARIANCE PERMIT
FILE NO. DVP-26-04

PERMIT ISSUED BY: The City of Prince Rupert (the City), a municipality incorporated under the *Local Government Act*, 424 3rd Avenue, Prince Rupert, BC, V8J 1L7

PERMIT ISSUED TO OWNER(S): 769177 B.C. LTD.

APPLICANT: KEVIN ZHANG

1. This Development Variance Permit applies to those lands within the City of Prince Rupert that are described below, and any and all buildings, structures, and other development thereon:

LEGAL DESCRIPTION:

LOTS 15 & AMENDED LOT 16 (SEE 99125I) BLOCK 10 SECTION 1 DISTRICT
LOT 1992 RANGE 5 COAST DISTRICT PLAN 923

CIVIC ADDRESS(ES):

800 2ND AVENUE W.

2. This permit varies the City's Zoning Bylaw (Bylaw #3462) as follows:
 - b. Section 10.2.1 varies from eleven (11) parking spaces to zero (0) parking spaces, following the Site and Building Plans attached in Schedule 1.
3. This permit is issued subject to the following conditions to the City's satisfaction:
 - a. The permittee(s) develop(s) the proposed development in accordance with the Architectural Drawing Set attached as Schedule 1.
 - b. Compliance with all of the bylaws of the City of Prince Rupert applicable thereto, except as specifically varied or supplemented.
4. If the permittee(s) does/do not substantially commence the development permitted by this permit within 24 months of the date of this permit, the permit shall lapse and be of no further force and effect.
5. This permit is **NOT** a Building Permit or Subdivision Approval.

6. This permit does not authorize works on adjacent properties. Encroachment on any adjacent property for the purposes of excavation, or the deposit or removal or fill requires the written consent of the owner of such adjacent property.
7. The terms and conditions contained in this permit shall inure to the benefit of, and be binding upon, the owner(s), their executors, heirs or administrators, successors and assignees as the case may be or their successors in title to the land.
8. The following plans and specifications are attached to and form part of this permit:
 - a. Schedule 1: Architectural Drawing Set

ISSUED ON THIS ____ DAY OF _____, 2026.

CITY OF PRINCE RUPERT
By an authorized signatory

Rosamaria Miller
Deputy CAO

RECEIVED

MAY 05 2026

City of Prince Rupert

April 16, 2026

OMEGA ARCHITECTURE STUDIO

Júlio Daniel Ribeiro Areias
Architect AIBC, M. ARCH., BAS

LETTER OF INTENT

The City of Prince Rupert
424 3rd Ave West
Prince Rupert, BC, V8J 1L7

Attn: Planning Department
800 2nd Avenue, Prince Rupert B.C.

Dear Planning Department,

I am writing to request a development permit variance to waive the standard parking requirements for the proposed conversion of an existing two storey building commercial building into residential housing at the above noted address.

This project is designed to provide much-needed housing in Prince Rupert, directly supporting our community's residents who face limited housing options. By converting an existing underutilized commercial property into ten housing units, we aim to increase housing availability in a central, accessible location.

We respectfully request a variance from the parking requirements based on the following key considerations:

1. **Support for Affordable Housing:** Affordable housing remains a significant challenge in Prince Rupert. This development will provide safe, attainable homes for individuals and families, aligning with municipal priorities to improve housing diversity and accessibility.
2. **Walkable, Accessible Location:** The property is centrally located, within walking distance of public transit, shops, schools, and essential services. Residents will have ready access to alternatives to private vehicles, reducing the need for on-site parking. The target demographic for this rental development consists primarily of tenants who rely on public transit, walking, and cycling as their main forms of transportation.
3. **Sustainability and Reduced Vehicle Dependence:** Encouraging active transportation and transit use supports the City's environmental and sustainability goals. By limiting parking, the project promotes lower vehicle usage and a smaller carbon footprint.

To further encourage active transportation, the client is allocating approximately 200 square feet of dedicated bicycle storage space for tenant use. This secure storage area is intended to support sustainable transportation choices and to meet the needs of residents who do not rely

OMEGA ARCHITECTURE STUDIO

Júlio Daniel Ribeiro Areias
Architect AIBC, M. ARCH., BAS

on personal vehicles.

4. **Parking Specified Area:** The development is outside the Parking Specified Area (PSA), which is directly across the street on both 2nd Avenue and 7th Street from a Parking Specified Areas, which waives off-street minimum parking requirements for new or upgraded commercial/mixed-use developments. With this we are asking to consider this property as a Parking Specified Area, given that we are reutilization an existing building to provide much needed housing for the community.
5. **Practical Site Limitations:** The existing structure and lot configuration make the provision of on-site parking challenging. Requiring parking would significantly increase project costs and reduce the number of dwelling units, undermining the community benefit.
6. **Positive Community and Economic Impact:** Converting a vacant or underused commercial building into residential housing contributes to a vibrant downtown core and supports local businesses. It also enhances safety, livability, and community cohesion.

We are committed to working collaboratively with City staff to ensure that the project integrates smoothly with the surrounding neighbourhood. Potential mitigation, such as secure bicycle storage and promoting transit access for residents, will further reduce reliance on private vehicles.

Granting this variance represents an opportunity for Prince Rupert to take a meaningful step in addressing housing affordability, promoting sustainability, and revitalizing the downtown area. We respectfully request your support in approving this variance and would be pleased to provide additional information or attend a meeting to discuss the proposal in detail.

Thank you for your consideration,

Sincerely,

Júlio Areias, Principal
Architect AIBC, M. Arch., BAS.





HIGHWAY ROAD CLOSURE BYLAW NO. 3672, 2026

BEING A BYLAW TO CLOSE A PORTION OF HIGHWAY ALLOWANCE

Pursuant to Section 40 of the *Community Charter*, Prince Rupert City Council may, by bylaw, close a portion of a highway to traffic and remove the dedication of the highway, if prior to adopting the bylaw, Council publishes notices of its intention in a newspaper and provides an opportunity for persons who consider they are affected by the bylaw to make representations to Council;

The Council of the City of Prince Rupert deems that it is in the public interest to close to traffic, remove the dedication of highway comprising of approximately 942.1 sqm of dedicated Highway on Lots 1 & 3 WF Block F, Sec 1; Lot 2, Plan 1948; Lots 6, 9, WF Block F, Sec 1; Lots 4,5,7,8 Plan 1948, DL 251, R5, CD, which is shown outlined in bold black on the reference plan EPP150915 prepared by McElhanney, a reduced copy of which is attached hereto (*the "Road Closure Plan"*);

The City intends to close that portion of highway to reduce liability and accommodate future development.

Notices of Council's intention to close that portion of highway to traffic, to remove its dedication as highway, and published in a newspaper and posted in the public notice posting place, and the Council has provided an opportunity for persons who consider they are affected by the closure and disposition to make representations to Council; and

The Council of the City of Prince Rupert does not consider that the closure of the Closed Road will affect the transmission or distribution facilities or works of utility operators.

The Council of the City of Prince Rupert, in an Open meeting assembled, enacts as follows:

1. Attached to this Bylaw as Schedule "A" and forming part of this Bylaw is a reduced copy of the explanatory plan of highway closure (*the "Road Closure Plan"*).
2. The City hereby authorizes the closure to traffic and removal of highway dedication of the 942.1 sqm portion of highway, which was dedicated as highway at the New Westminster Land Title Office by Lots 1 & 3 WF Block

F, Sec 1; Lot 2, Plan 1948; Lots 6, 9, WF Block F, Sec 1; Lots 4,5,7,8 Plan 1948, DL 251, R5, CD, outlined in Bold on the Road Closure Plan (the "Closed Road").

3. On deposit of the Road Closure Plan and all other documentation for the closure of the road allowance in the New Westminster Land Title Office, the Closed Road is closed to public traffic, it shall cease to be public highway, and its dedication as a highway is cancelled.
4. The Mayor and Corporate Administrator are authorized to execute all deeds of land, plans and other documentation necessary to effect this road closure and disposition.
5. This Bylaw may be cited as **"HIGHWAY CLOSURE BYLAW NO. 3672, 2026"**

READ A FIRST TIME this 27th day of April, 2026.

READ A SECOND TIME this 27th day of April, 2026.

PUBLIC NOTIFICATION this 7th day of May, 2026.

MINISTRY OF TRANSPORTATION APPROVAL this ____ day of _____, 2026 (APPROVAL NO. _____).

READ A THIRD TIME this ____ day of _____, 2026.

FINALLY CONSIDERED AND ADOPTED this ____ day of _____, 2026.

Mayor

Corporate Officer



HIGHWAY ROAD CLOSURE BYLAW NO. 3673, 2026

BEING A BYLAW TO CLOSE A PORTION OF HIGHWAY ALLOWANCE

Pursuant to Section 40 of the *Community Charter*, Prince Rupert City Council may, by bylaw, close a portion of a highway to traffic and remove the dedication of the highway, if prior to adopting the bylaw, Council publishes notices of its intention in a newspaper and provides an opportunity for persons who consider they are affected by the bylaw to make representations to Council;

The Council of the City of Prince Rupert deems that it is in the public interest to close to traffic, remove the dedication of highway comprising of approximately 619 sqm of dedicated Highway on Plan 4016, DL 251, R5, CD which is shown outlined in bold black on the reference plan EPP151009 prepared by McElhanney, a reduced copy of which is attached hereto (*the "Road Closure Plan"*);

The City intends to close that portion of highway to reduce liability and accommodate future development.

Notices of Council's intention to close that portion of highway to traffic, to remove its dedication as highway, and published in a newspaper and posted in the public notice posting place, and the Council has provided an opportunity for persons who consider they are affected by the closure and disposition to make representations to Council; and

The Council of the City of Prince Rupert does not consider that the closure of the Closed Road will affect the transmission or distribution facilities or works of utility operators.

The Council of the City of Prince Rupert, in an Open meeting assembled, enacts as follows:

1. Attached to this Bylaw as Schedule "A" and forming part of this Bylaw is a reduced copy of the explanatory plan of highway closure (*the "Road Closure Plan"*).
2. The City hereby authorizes the closure to traffic and removal of highway dedication of the 619 sqm portion of highway, which was dedicated as

highway at the New Westminster Land Title Office by Plan 4016, DL 251, R5, CD, outlined in Bold on the Road Closure Plan (the “Closed Road”).

3. On deposit of the Road Closure Plan and all other documentation for the closure of the road allowance in the New Westminster Land Title Office, the Closed Road is closed to public traffic, it shall cease to be public highway, and its dedication as a highway is cancelled.
4. The Mayor and Corporate Administrator are authorized to execute all deeds of land, plans and other documentation necessary to effect this road closure and disposition.
5. This Bylaw may be cited as **“HIGHWAY CLOSURE BYLAW NO. 3673, 2026”**

READ A FIRST TIME this 27th day of April, 2026.

READ A SECOND TIME this 27th day of April, 2026.

PUBLIC NOTIFICATION this 7th day of May, 2026.

MINISTRY OF TRANSPORTATION APPROVAL this ____ day of _____, 2026 (APPROVAL NO. _____).

READ A THIRD TIME this ____ day of _____, 2026.

FINALLY CONSIDERED AND ADOPTED this ____ day of _____, 2026.

Mayor

Corporate Officer

SCHEDULE "A" – ROAD CLOSURE PLAN BYLAW NO. 3673, 2026

REFERENCE PLAN OF ROAD CLOSURE TO ACCOMPANY BY-LAW No. 3673 (PRINCE RUPERT, BC) TO CLOSE ROAD DEDICATED ON PLAN 4016, DISTRICT LOT 251, RANGE 5 COAST DISTRICT

PLAN EPP151009

**PURSUANT TO SECTION 120 OF THE LAND TITLE ACT AND
SECTION 40 OF THE COMMUNITY CHARTER**

BCGS 103J.039



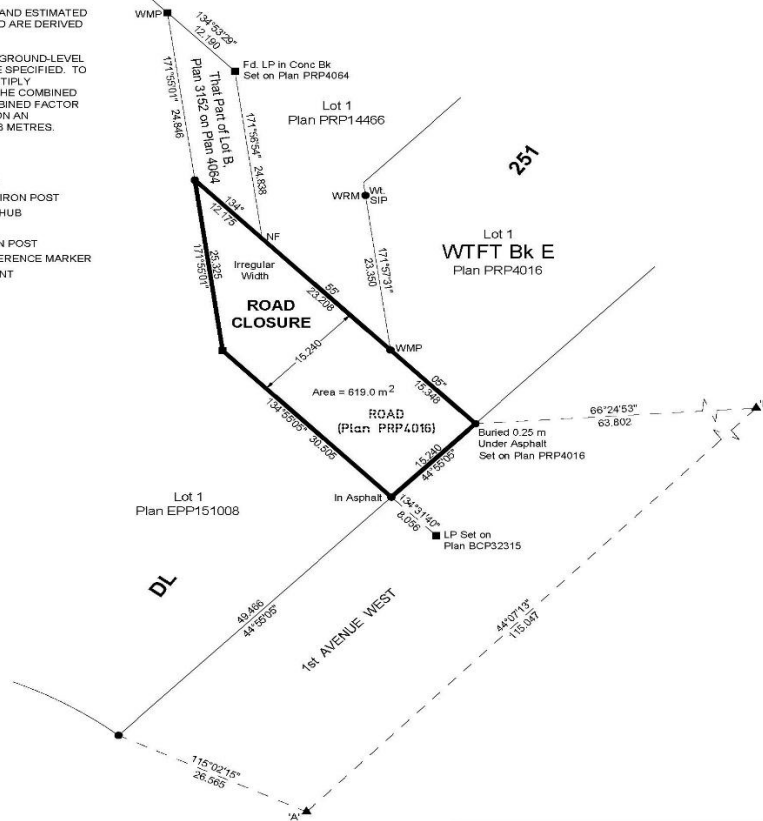
ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF
THE INTENDED PLOT SIZE OF THIS PLAN IS 280 mm IN WIDTH BY 432 mm
IN HEIGHT (B-SIZE) WHEN PLOTTED AT A SCALE OF 1:500.

GRID BEARINGS ARE DERIVED FROM PLAN
EPP151008.
THE UTM ZONE 9 COORDINATES AND ESTIMATED
ABSOLUTE ACCURACY ACHIEVED ARE DERIVED
FROM PLAN EPP151008.

THIS PLAN SHOWS HORIZONTAL GROUND-LEVEL
DISTANCES, UNLESS OTHERWISE SPECIFIED, TO
COMPUTE GRID DISTANCES. MULTIPLY
GROUND-LEVEL DISTANCES BY THE COMBINED
FACTOR OF 0.9999987. THE COMBINED FACTOR
HAS BEEN DETERMINED BASED ON AN
ELLIPSOIDAL ELEVATION OF 15.78 METRES.

LEGEND

- | | | | |
|------|-------|--------|-----------------------|
| ■ | FOUND | PLACED | LEAD PLUG |
| ● | | | STANDARD IRON POST |
| ▲ | | | TRAVERSE HUB |
| Bk | | | BLOCK |
| SIP | | | SHORT IRON POST |
| WRM | | | WOOD REFERENCE MARKER |
| WTFT | | | WATERFRONT |



THIS PLAN SHOWS ONE OR MORE WITNESS POSTS WHICH
ARE NOT SET ON THE TRUE CORNER(S).
SOME POSTS AND LINES ARE EXAGGERATED FOR CLARITY.

THE FIELD SURVEY REPRESENTED BY THIS PLAN WAS
COMPLETED ON THE 27th DAY OF JANUARY, 2026
TRISTAN P. ARCHER, BCLS #1072

THIS PLAN LIES WITHIN THE
NORTH COAST REGIONAL DISTRICT.

GNSS CONTROL STATIONS NAD83 (CSRS) 2002.0, UTM ZONE 9			
GNSS CONTROL STATION	UTM NORTHING	UTM EASTING	ESTIMATED ABSOLUTE ACCURACY
'A'	6019352.34	413781.45	0.03
'B'	6019434.90	413861.52	0.03

McElhanney Associates Land Surveying Ltd.
1 - 5008 Phile Avenue, Terrace BC V8G 4S8
Tel. 250-635-7163

PLAN ID.
23215018100-VL-REFE-002