



REGULAR MEETING

Amended

For the **REGULAR MEETING** of Council to be held on October 3, 2022 at 7:00 pm in the Council Chambers of City Hall, 424 – 3rd Avenue West, Prince Rupert, B.C.

1. CALL TO ORDER

2. ADOPTION OF AGENDA

Recommendation:

THAT the Agenda for the Regular Council Meeting of October 3, 2022 be adopted as amended with the addition of item 5.c) Permissive Tax Exemption Bylaw No. 3501, 2022.

3. MINUTES

a) Recommendation:

THAT the Minutes of the Special Council Meeting of September 20, 2022 be adopted.

(attached)

b) Recommendation:

THAT the Minutes of the Regular Meeting of September 20, 2022 be adopted.

(attached)

c) Recommendation:

THAT the Minutes of the Committee of the Whole Meeting of September 20, 2022 be adopted.

(attached)

4. REPORTS & RESOLUTIONS

a) Recommendation

That Council authorize the Mayor to send a letter to the Premier and Cabinet members requesting immediate action on providing funding and new/restored revenues to enable the City of Prince Rupert to respond to our critical infrastructure renewals as soon as possible.

b) Temporary Use Permit Application #22-03 (TUP-22-03) for 191 Metlakatla Road

(attached)

Recommendation:

THAT Council proceed with approval for Temporary Use Permit (TUP) application #22-03.

c) Report from the Communications Manager Re: Framework for Reconciliation Policy Document

(attached)

Recommendation:

THAT Council consider adoption of the attached policy framework and direct staff to being actioning on items within the framework.

d) Report from Planning Re: Prince Rupert Low Carbon Resilience Climate Action Plan

(attached)

Recommendation:

THAT Council fully supports the City of Prince Rupert's Low Carbon Resilience Climate Action Plan and directs staff to allocate time for the overall project including grant management, public engagement and communication.

5. BYLAWS

a) Report from the Chief Financial Officer / Deputy City Manager Re: Digby Island Ferry and Prince Rupert Airport Ground Transportation, Systems Tariffs, Fees and Charges Amendment Bylaw No. 3503, 2022.

(attached)

Recommendation:

THAT Council give First, Second and Third Readings to the City of Prince Rupert Digby Island Ferry and Prince Rupert Airport Ground Transportation, System Tariffs, Fees and Charges Amendment Bylaw No. 3503, 2022.

b) Re: Police Detachment Temporary Borrowing Bylaw No. 3502, 2022

(attached)

Recommendation:

THAT Council give Fourth & Final Reading to the Police Detachment Temporary Borrowing Bylaw No. 3502, 2022.

c) Re: Permissive Tax Exemption Bylaw No. 3501, 2022

(attached)

Recommendation:

THAT Council give Fourth & Final Reading to the Permissive Tax Exemption Bylaw No. 3501, 2022.

6. REPORTS, QUESTIONS AND INQUIRIES FROM MEMBERS OF COUNCIL

7. ADJOURNMENT



MINUTES

For the **SPECIAL MEETING** of Council held on September 20, 2022 at 8:00 p.m. in the Council Chambers of City Hall, 424 – 3rd Avenue West, Prince Rupert, B.C.

PRESENT: Mayor L. Brain
Councillor R. Skelton-Morven
Councillor B. Cunningham
Councillor W. Niesh (by Zoom)
Councillor N. Adey
Councillor B. Mirau
Councillor G. Gurvinder

STAFF: R. Buchan, City Manager / City Planner
C. Bomben, Chief Financial Officer / Deputy City Manager
R. Pucci, Director of Operations & Intergovernmental Relations

1. CALL TO ORDER

The Chair called the Special Meeting of Council to order at 8:14 p.m.

2. RESOLUTION TO EXCLUDE THE PUBLIC

MOVED by Councillor Cunningham and seconded by Councillor Skelton-Morven that the meeting be closed to the public under Section 90 of the Community Charter to consider items relating to one or more of the following:

- 90.1 (c) Employee relations; and,
- (k) Negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public.

CARRIED

Confirmed:

MAYOR

Certified Correct:

CORPORATE ADMINISTRATOR



MINUTES

For the **REGULAR MEETING** of Council held on September 20, 2022 at 7:00 p.m. in the Council Chambers of City Hall, 424 – 3rd Avenue West, Prince Rupert, B.C.

PRESENT: Mayor L. Brain
Councillor R. Skelton-Morven
Councillor W. Niesh (by Zoom)
Councillor G. Randhawa
Councillor B. Cunningham
Councillor N. Adey
Councillor B. Mirau

STAFF: R. Buchan, City Manager / City Planner
C. Bomben, Chief Financial Officer / Deputy City Manager
R. Pucci, Director of Operations and Intergovernmental Relations
M. Pope, Planner

1. CALL TO ORDER

The Chair called the Regular Meeting of Council to order at 7:08 p.m.

2. ADOPTION OF AGENDA

MOVED by Councillor Randhawa and seconded by Councillor Adey THAT the Agenda for the Regular Council Meeting of September 20, 2022 be adopted as presented.

CARRIED

3. MINUTES

a) MOVED by Councillor Cunningham and seconded by Councillor Skelton-Morven THAT the Minutes of the Special Council Meeting of August 22, 2022 be adopted.

CARRIED

b) MOVED by Councillor Randhawa and seconded by Councillor Adey THAT the Minutes of the Regular Meeting of August 22, 2022 be adopted.

CARRIED

c) MOVED by Councillor Skelton-Morven and seconded by Councillor Cunningham THAT the Minutes of the Committee of the Whole Meeting of August 22, 2022 be adopted.

CARRIED

4. REPORTS & RESOLUTIONS

a) **Report from Planning Re: Development Activity Report – August 2022.**

MOVED by Councillor Skelon-Morven and seconded by Councillor Adey THAT Council received and file the report as provided.

CARRIED

b) DVP-22-18 for 1444 2nd Avenue West.

MOVED by Councillor Cunningham and seconded by Councillor Mirau THAT Council take from the table DVP-22-18 for 1444 2nd Avenue West.

CARRIED

MOVED by Councillor Niesh and seconded by Mayor Brain THAT Council approve with amendment subject to the removal of the variance for roof overhang on the rear deck and the side yard variance for the front deck DVP-22-18 for 1444 2nd Avenue West.

CARRIED

c) Report from Planning Re: DVP-22-20 for 1153 Ambrose Avenue.

MOVED by Councillor Randhawa and seconded by Councillor Adey THAT Council direct Staff to proceed with the statutory notification process for Development Variance Permit (DVP) #22-20.

CARRIED

d) Report from the Chief Financial Officer / Deputy City Manager Re: July 2022 Financial Variance Report.

MOVED by Councillor Cunningham and seconded by Councillor Adey THAT Council receive and file the report as provided.

CARRIED

e) Report from the Corporate Administrator Re: Westcoast Connector Gas Transmission Project Environmental Assessment Certificate Extension Request.

Councillor Mirau left the meeting @ 7:49pm

MOVED by Councillor Randhawa and seconded by Councillor Cunningham THAT Council direct Staff to provide a letter of support for the Westcoast Connector Gas Transmission Project Environmental Assessment Certificate Extension Request as requested.

CARRIED

Councilor Mirau returned to the meeting @ 7:50pm

5. BYLAWS

a) Report from the Chief Financial Officer Re: Permissive Property Tax Exemption Bylaw No. 3501, 2022.

MOVED by Councillor Skelton-Morven and seconded by Councillor Mirau THAT Council repeal Permissive Tax Exemption Bylaw No. 3447, 2019 and its amendment bylaw No. 3477, 2021; and,

THAT Council introduce and give First, Second and Third Readings to the Permissive Tax Exemption Bylaw No. 3501, 2022.

CARRIED

b) Report from Planning Re: City of Prince Rupert Zoning Amendment Bylaw No. 3503, 2022.

MOVED by Councillor Cunningham and seconded by Councillor Skelton-Morven THAT Council First and Second Readings to the City of Prince Rupert Zoning Amendment Bylaw No. 3503, 2022 and,

THAT Council waive the Public Notice Requirements.

CARRIED

6. REPORTS, QUESTIONS AND INQUIRIES FROM MEMBERS OF COUNCIL

MOVED by Councillor Skelton-Morven and seconded by Councillor Cunningham THAT September be proclaimed as Truth and Reconciliation Month.

CARRIED UNANIMOUSLY

7. ADJORNMENT

MOVED by Councillor Randhawa and seconded by Councillor Adey THAT the meeting be adjourned at 8:10pm.

CARRIED

Confirmed:

MAYOR

Certified Correct:

CORPORATE ADMINISTRATOR



COMMITTEE OF THE WHOLE MINUTES

For the **COMMITTEE OF THE WHOLE MEETING** of Council held on September 20, 2022 in the Council Chambers of City Hall, 424 – 3rd Avenue West, Prince Rupert, BC.

PRESENT: Mayor L. Brain
Councillor R. Skelton-Morven
Councillor W. Niesh (by Zoom)
Councillor G. Randhawa
Councillor B. Cunningham
Councillor N. Adey
Councillor B. Mirau

STAFF: R. Buchan, City Manager / City Planner
C. Bomben, Chief Financial Officer / Deputy City Manager
R. Pucci, Director of Operations and Intergovernmental Relations
M. Pope, Planner

1. CALL TO ORDER

The Chair called the Committee of the Whole Meeting to order at 7 pm.

2. ADOPTION OF AGENDA

MOVED by Councillor Randhawa and seconded by Councillor Adey that the Agenda for the Committee of the Whole Meeting of September 20, 2022 be adopted as circulated.

CARRIED

3. QUESTION PERIOD FROM THE PUBLIC

3. a) Larry Golden, Prince Rupert, BC
- b) Michael Knoff, Prince Rupert, BC

4. REPORTS, QUESTIONS AND INQUIRIES FROM MEMBERS OF COUNCIL.

5. ADJOURNMENT TO RECONVENE REGULAR COUNCIL MEETING.

MOVED by Councillor Cunningham and seconded by Councillor Skelton-Morven that the

meeting be adjourned at 7:08 p.m.

CARRIED

Confirmed:

MAYOR

Certified Correct:

CORPORATE ADMINISTRATOR



REPORT TO COUNCIL

Regular Meeting of Council

DATE: October 3rd, 2022

TO: Robert Buchan, City Manager

FROM: Daniel Rajasooriar, Planner

**SUBJECT: TEMPORARY USE PERMIT APPLICATION #22-03 (TUP-22-03)
FOR 191 METLAKATLA ROAD**

RECOMMENDATION:

THAT Council proceed with approval for Temporary Use Permit (TUP) application #22-03.

REASON FOR REPORT:

An application was received for a Temporary Use Permit for the property located at 191 Metlakatla Road.

The application involves:

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

The Site Plan is included as Attachment 1.

BACKGROUND AND ANALYSIS:

The request to have a shipwrecking yard and store, handle, and sell scrap material on the subject property for up to one year is made to accommodate a potential contract award by the Canadian Coast Guard to dispose of, through ship breaking, the FV Fairwind. After the removal of all hazardous material from the vessel at its current location at Port Edward, BC, the vessel would be towed to and winched onto the subject property – the latter using pneumatic air bags under the vessel. The

vessel would then be cut up and the resulting scrap metal would be barged to Vancouver, BC for further processing. Contingent on the contract award, it is anticipated that work would begin in late October and last for approximately 3 weeks. No buildings or structures would be used.

The subject property is currently zoned M3 (Waterfront Industrial Zone). Although the M3 zone has shipbuilding and repair as permitted uses, a shipwrecking yard and the storage, handling, and sale of scrap material are distinct uses. At present, a wrecking yard (albeit for autos) and the storage, handling, and sale of scrap material are only permitted uses in the M4 zone (Auto Wrecking Yard). The applicant desires to maintain the M3 zoning and proceed with this Temporary Use Permit application.

There are no known negative impacts of the proposed request on the surrounding neighbourhood; however, the public will have the opportunity to provide input during the public consultation period.

To ensure compliance, the Draft Temporary Use Permit includes a condition that the City receives and retains a \$5000 cash bond until the temporary use is discontinued. Furthermore, the Draft Temporary Use Permit includes the following additional conditions:

- No hazardous materials are brought to, or stored on, the subject property.
- All hazardous materials are removed from ships before they are brought to, or stored on, lands within the City of Prince Rupert.
- It is the responsibility of the applicant/owner(s) to ensure that any required permits from other government agencies have been secured prior to commencing the temporary use.

Property owners and the public have had the opportunity to provide input during the public consultation period.

The Draft Temporary Use Permit is included as Attachment 2 (A-B).

COST AND BUDGET IMPACT:

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

CONCLUSION:

It is recommended that Council proceed with approval for this Temporary Use Permit application.

Report Prepared By:

Report Reviewed By:

Daniel Rajasooriar,
Planner

Robert Buchan,
City Manager

Attachment(s):

- Attachment 1: Site Plan
- Attachment 2 (A-B): Draft Temporary Use Permit

Site Plan

Land to be used on a temporary basis for a shipwrecking yard and for the storage, handling, and sale of scrap material is outlined in blue.





TEMPORARY USE PERMIT
FILE NO. TUP-22-03

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): 0813985 B.C. Ltd.

APPLICANT: Butze Terminal 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:

Block C of District Lot 735 Range 5 Coast District

CIVIC ADDRESS(ES):

191 Metlakatla 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 one year.

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

- a. The City receives and 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. It is the responsibility of the applicant/owner(s) to ensure that any required permits from other government agencies have been secured prior to commencing the temporary use.

TUP-22-03 Page 2 of 2

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 _____, 2022.

CITY OF PRINCE RUPERT
By an authorized signatory

Rosamaria Miller
Corporate Administrator

DRAFT



REPORT TO COUNCIL

Regular Meeting of Council

DATE: October 3rd, 2022

TO: Robert Buchan, City Manager

FROM: Veronika Stewart, Communications Manager; Myfannwy Pope, Planner;

SUBJECT: FRAMEWORK FOR RECONCILIATION POLICY DOCUMENT

RECOMMENDATION:

THAT Council consider adoption of the attached policy framework and direct staff to begin actioning on items within the framework.

REASON FOR REPORT:

City staff was provided direction to develop a draft Council policy framework for Reconciliation for Council consideration, in collaboration with Councillor Reid-Skelton Morven. This policy framework is intended to serve as an initial basis for a future action plan to be developed with recommendations from a committee comprised of indigenous community representatives.

BACKGROUND:

This policy document is guided by the Truth and Reconciliation Commission Principles of Reconciliation that recognize the rights of indigenous peoples, the need for healing and apology, the legacies of colonialism, and the need to create a more equitable and just society. Reconciliation is a critical, complex, and continuous process, and is the responsibility of individuals and institutions in Canada, including the City of Prince Rupert (City). Reconciliation involves recognizing and being accountable to the intergenerational impacts of colonization, attempts at assimilation, and cultural genocide facing Indigenous communities and Peoples and committing to taking a role and assuming responsibility to work towards a better

future. This policy document is a first step at entrenching existing efforts of City Council and staff towards the principles of reconciliation, setting an improved organizational standard moving ahead, and committing to an iterative process of learning, growing and healing with our indigenous neighbours.

ANALYSIS:

Given the complexity and broad-base of issues considered under the umbrella of reconciliation, any policy developed by the City will be iterative and a living document. Proposed policies include commitments to visual and cultural representation in the community, objectives for equity in employment, support for economic benefit for neighbouring nations, and commitments to work together on housing and other shared interests. This policy framework is not a final document, but a first effort at beginning an on-going conversation for our community that will include future opportunities for input.

COST:

Costs associated with the potential projects, events or programs stemming from any policy initiatives will be evaluated by Council on an ongoing basis. Every effort will be made to seek opportunities for grants for these projects – with funding already available specifically for Cultural Sensitivity training, and C2C Forum organization, to start.

CONCLUSION:

It is recommended that Council consider adoption of the attached policy framework and direct staff to begin actioning on items within the framework.

Report Prepared By:



Veronika Stewart,
Communications Manager

Report Reviewed By:

Robert Buchan,
City Manager



CITY OF PRINCE RUPERT COUNCIL POLICIES				
POLICY NAME	Reconciliation Policy Framework		POLICY NO.	
EFFECTIVE DATE	10/3/2022	REVISION DATE	Click here to enter a date.	
DEPARTMENT	Governance		NOTIFY UNION	
APPLIES TO				
<input type="checkbox"/> STAFF	<input type="checkbox"/> MANAGEMENT	<input type="checkbox"/> VISITORS	<input type="checkbox"/> CONTRACTORS	<input type="checkbox"/> COUNCIL

POLICY STATEMENT

Reconciliation is a critical, complex, and continuous process, and is the responsibility of individuals and institutions in Canada, including the City of Prince Rupert (City). Reconciliation involves recognizing and being accountable to the intergenerational impacts of colonization, attempts at assimilation, and cultural genocide facing Indigenous communities and Peoples and committing to taking a role and assuming responsibility to work towards a better future. Given the complexity and broad-base of issues considered under the umbrella of reconciliation, any policy developed by the City will be iterative and a living document. This policy document is therefore not a final document, but a first effort at beginning an on-going conversation for our community.

PURPOSE

The purpose of this policy framework is to lay out a number of initial areas for City action and progress to advance reconciliation within Prince Rupert in a meaningful and impactful way. Several tools exist that call on and guide municipalities in doing their part. These include the Truth and Reconciliation Commission’s (TRC) Calls to Action, the United Declaration on the Rights of Indigenous Peoples (UNDRIP) and British Columbia’s implementation of it, the National Inquiry in Missing and Murdered Indigenous Women and Girls (MMIWG) Calls to Justice, both Union of BC Municipalities (UBCM) and Federation of Canadian Municipalities (FCM)

recommendations for actions, and various examples of municipalities taking on Reconciliation or UNDRIP Action Plans.

Council and Staff at the City have been working on local agreements with the leadership of neighbouring Ts'msyen nations on specific opportunities for aid/mutual benefit; however, there remains opportunity to entrench these actions and also to take actions that will have a broader impact and visibility to residents. The City's intent is to clearly signify to Prince Rupert residents that the City is committed to the values and goals of the TRC and to building equitable relationships between government and Indigenous nations.

In review of the TRC's Calls to Action, as well as identification of local conditions, the opportunities outlined in this framework policy document have been identified in order to begin to appropriately honour and respect the Indigenous peoples whose traditional lands the City resides on.

APPLICATION AND SCOPE

1.0 Signatory to UNDRIP

The City of Prince Rupert adopts the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) as the framework for reconciliation and committing to develop an implementation plan in partnership with Indigenous governments, organizations, and individuals. This is the recommended basis of reconciliation according to the FCM as well as the TRC.

- 1.1 This plan would include a more comprehensive approach to developing our relationships with Ts'msyen First Nations, and may include but will not be limited to the following opportunities outlined in this policy framework.

2.0 Identity, Language and Culture

The City commits to support Ts'msyen Indigenous identity, language, and culture, including but not limited to:

- 2.1 Adoption of policy to better visually and culturally anchor Prince Rupert as Ts'msyen territory, while acknowledging the TRC principle that, 'the preservation, revitalization, and strengthening of Indigenous languages

and cultures are best managed by Indigenous people and communities’;

- 2.2 Implementation of a land acknowledgement (verified/supported by neighbouring Ts’msyen communities) at the outset of Council meetings and in public-facing documents, recognizing that this is a symbolic gesture alone and must be accompanied by additional actions;
- 2.3 Continuation of work to support the community’s identity visually as Ts’msyen territory, which has begun with the City’s adoption of a municipal brand, co-designed by Ts’msyen artist, Russell Mather;
 - 2.3.1 This includes adoption of the wayfinding standards guideline developed by Tourism Prince Rupert which incorporates Indigenous language/design in both content and aesthetic, and has worked with local Indigenous artists and the Local Language Authority, with an intent to continue to integrate Sm’algyax into interpretive signage moving forward;
- 2.4 Development of a new street naming and public space naming bylaw that identifies Indigenous names as priorities for future street and subdivision names as well as parks;
 - 2.4.1 Naming of City streets or parks after local Indigenous figures and/or place names, would be done in consultation with an advisory committee, a local language authority, or other appropriate authority.
- 2.5 Identifying of funding opportunities and/or partnerships to conduct planning around the future of Prince Rupert’s traditional poles, the vast majority of which are replicas of Haida poles carved by a Ts’msyen artist. It is noted that moving forward, poles raised on City property should give preference to Ts’msyen origin.
 - 2.5.1 Future interpretive signage for existing poles should note the history of why Haida poles were in Prince Rupert, and their replication, in concert with local knowledge holders. Where

possible, accountability for any wrong-doing to obtain the original poles should be noted.

3.0 Employment

The City will act as an example in employment practices for other governments and Prince Rupert employers, via the following avenues:

- 3.1 Development of an Equity in Employment policy, which focuses both on hiring on the basis of merit and potential, but which sets objectives for equitable representation in the organization.
- 3.2 Development of cultural sensitivity training for the City's employees to ensure that City services are accessible and work environments are welcoming to Indigenous residents and employees. This includes the history of Indigenous peoples, including the legacy of residential schools, UNDRIP, treaties and Indigenous rights, and other issues. This action supports the TRC's Call to Action #57, which calls on governments to provide education to public servants on the history of Indigenous Peoples, including the history and legacy of residential schools, the United Nations Declaration on the Rights of Indigenous Peoples, Treaties and Indigenous rights, Indigenous law and Indigenous Crown relations.
 - 3.2.1 Training opportunities to include Indigenous Cultural Safety and Cultural Humility Training for our local emergency services and associated support services.

4.0 Relationship Building, Development and Housing

The City is committed as an organization to continue to build on existing relationships, respecting Indigenous beliefs, cultures, traditions, worldviews, challenges, and goals.

- 4.1 In partnership with our neighbours, the City will apply for funding for the Community 2 Community (C2C) Forum to entrench collaboration opportunities and seek out additional opportunities for pursuit of shared interests between Prince Rupert and neighbouring Indigenous communities (e.g. housing, parks development, etc), like those already identified in MOUs with neighbouring Indigenous communities;

- 4.2 The City commits to continuing to seek opportunities to partner with neighbouring Indigenous communities on housing efforts, with specific collaborative housing actions to be put forward as part of the City's Housing Action Plans.
- 4.3 The City commits to continued support for advocacy efforts and funding applications by Indigenous governments and Indigenous-led organizations, which has occurred historically.
- 4.4 The City also commits to encouraging major industry to sign Impact Benefit Agreements that will see local Indigenous nations directly benefit from development occurring on their territories.
- 4.5 The City will consider the opportunity to work with interested Ts'msyen Nations in developing data-sharing agreements that respect First Nations OCAP^{TM1} principles as well as the Freedom of Information and Protection of Privacy Act (FOIPPA), assuming interest from Indigenous communities to develop such agreements exists.
- 4.6 The City will convene a Council-appointed working group with majority Indigenous membership to bring forth future recommendations and help set in motion an adoption of a broader UNDRIP Plan.

This policy is approved and effective _____.

Policy Prepared By:

Policy Authorized By:

¹ OCAP refers to the First Nations principles of ownership, control, access, and possession – more commonly known as OCAP[®] – assert that First Nations have control over data collection processes, and that they own and control how this information can be used.



REPORT TO COUNCIL

Regular Meeting of Council

DATE: October 3, 2022

TO: Robert Buchan, City Manager

FROM: Myfannwy Pope, Planner

SUBJECT: PRINCE RUPERT LOW CARBON RESILIENCE CLIMATE ACTION PLAN

RECOMMENDATION:

THAT Council fully supports the City of Prince Rupert's Low Carbon Resilience Climate Action Plan and directs Staff to allocate time for the overall project including grant management, public engagement and communication.

REASON FOR REPORT:

The purpose of this report is for Council to authorize the Planning Department to proceed with the funding application for the Prince Rupert Low Carbon Resilience Climate Action Plan project to the Disaster Risk Reduction – Climate Adaptation fund through UBCM, and commit the City's in-kind resources (staff time). As part of the application process it is required that Council indicate support for the project and that it will direct Staff to dedicate the appropriate time to provide overall grant and project management.

BACKGROUND:

A detailed project description is included in the draft grant application attached in Schedule 1. The purpose of the project is to develop a coordinated climate action plan that includes integrated strategies that both reduce greenhouse gas emissions (mitigation) and vulnerability to climate change impacts (adaptation), while advancing co-benefits that address other municipal priorities such as infrastructure replacement, financial sustainability, and community livability. Low Carbon Resilience has been adopted as a framework for climate action among many communities across the province and country, and has been found to:

- Streamline local government resources and capacity.

- Embed climate actions that help to achieve comprehensive policy and cross-departmental alignment.
- Promote climate action alongside other community development priorities such as economy, health, equity, and biodiversity

The goal of a low-carbon resilience climate action framework is to be proactive in the face of paradigm shifts in environment, policy, and technology. Climate Action can drive or piggy-back on existing work and other community or regional priorities. The development of this plan will therefore include a hazard risk and vulnerability assessment, a community and corporate energy emissions mitigation plan, and integrate these with existing plans and policies within Prince Rupert.

ANALYSIS:

This project will build on climate commitments in the City of Prince Rupert's 2021 Official Community Plan, which specifically identifies the objective to develop a plan for climate change adaptation. The climate crisis is recognized as a significant and pressing issue that has more significant social and environmental impacts every year. While Prince Rupert is not viewed as vulnerable to impacts such as forest fires or heat domes, other climate change vulnerabilities, such as sea-level rise, flooding, tsunami and landslides may become more and more likely as the climate changes. Additionally, while senior governments shift to low-carbon frameworks, the City should ensure growth accommodates and capitalizes on changing energy, technological, and land-use paradigms so that we are investing sustainably rather than in projects that provide short-lived returns or require replacement in the short-term.

The City has already undertaken steps towards climate mitigation, with the Carbon Emissions Energy Plan, smart growth principles in the OCP, and capital projects such as the engineered wetlands wastewater pilot. It has also approached adaptation and climate risk in one-off projects, for example a tsunami risk study in 2019. There is opportunity to coordinate and integrate mitigation data and planning with adaptation to guide more systemic approaches to decision-making and priority-setting and reduce conflict between actions. Additionally, the City is currently undertaking several plans that will consider sustainability. These include an infrastructure replacement strategy, an asset management plan, transportation plan, parks and recreation plan, and a housing strategy. Developing a coordinated mitigation and adaptation plan will support sustainable climate and risk considerations in the implementation of these plans going forward, as well as ensure

that the data collected and projects we have undertaken in previous years are used to inform planning.

The 2022 Disaster Risk Reduction – Climate Adaptation fund is an opportunity to harness the resources necessary to complete this specialized work. It is not certain whether similar funding will be available in future years, so staff are strongly supportive of completing this work now.

COST:

Staff have already spent the time to complete the grant application by the submission deadline of September 30, 2022. If the application is successful, the Planning Department or designate will head/liaise on the project.

Moderate staff time will be required to manage this project and its required public engagement and reporting to the funding agency. The main participation will be in the Planning, Communication, and Engineering departments. The grant requires that the project be completed within two years of approval.

This grant available for the project is 100% of eligible expenses up to a maximum of \$150,000. The proposed project would require funding and in-kind contribution equivalent to \$119, 800. The requested grant would be for \$103, 000 and in-kind contribution of resources, including staff time and engagement platform subscription, would be equivalent to \$16,800. The project would not proceed at this time without external funding.

CONCLUSION:

Staff recommend supporting this grant application by fully supporting the Low Carbon Resilience Climate Action Plan and directing staff to allocate time for overall project including grant management and project management.

Report Prepared By:

Report Reviewed By:

Myfannwy Pope,
Planner

Robert Buchan,
City Manager

Attachment(s):

- Grant Application
Low-Carbon Resilience Briefing Document for Elected Officials

Community Emergency Preparedness Fund
Disaster Risk Reduction – Climate Adaptation
2022/23 Application Form

Funding permitting, two application deadlines are scheduled for 2022/2023: September 30, 2022 and February 24, 2023. Applicants will be advised of the status of their application within 90 days of the application deadline.

Please complete and return the application form in advance of the deadline. All questions must be answered by typing directly in this form. If you have any questions, contact cepf@ubcm.ca or (250) 387-4470.

SECTION 1: Applicant Information	AP _____ <i>(for administrative use only)</i>
Name of Local Government or First Nation: City of Prince Rupert	Date of Application: September 27 th , 2022
Contact Person*: Veronika Stewart; Myfannwy Pope	Position: Communications Manager/Grant Writer; Planner
Phone: 250 627 0976	E-mail: veronika.stewart@princerupert.ca; myfannwy.pope@princerupert.ca

* Contact person must be an authorized representative of the applicant.

SECTION 2: For <u>Regional Projects Only</u>
1. Identification of Partnering Applicants. For all regional projects, please list all of the partnering eligible applicants included in this application. Refer to Section 2 in the <i>Program & Application Guide</i> for eligibility.
2. Rationale for Regional Projects. Please provide a rationale for submitting a regional application and describe how this approach will support cost-efficiencies in the total grant request.

SECTION 3: Project Summary
3. Name of the Project: Prince Rupert Low Carbon Resilience Plan

4. Type of Project. Please identify each component you are applying for:

- Category 1: Foundational activities (risk mapping, risk assessments, planning)
- Category 2: Non-structural activities (non-physical such as land use planning, community education, purchase of eligible equipment)
- Category 3: Small scale structural activities (refer to Appendix 1 in Program Guide)

5. Project Summary. Please provide a summary of your project in 150 words or less.

Prince Rupert has already undertaken steps towards climate mitigation, with the Carbon Emissions Energy Plan, smart growth principles in the OCP, and capital projects such as the engineered wetlands wastewater pilot. However, there is opportunity to coordinate and integrate mitigation data and planning with adaptation to guide more systemic approaches to decision-making and priority-setting. The Low-Carbon Resilience Plan will focus on developing integrated strategies that both reduce greenhouse gas emissions (mitigation) and vulnerability to climate change impacts (adaptation), while advancing co-benefits that address other municipal priorities such as infrastructure replacement, financial sustainability, and community livability. The development of this plan will include a hazard risk and vulnerability assessment, a community and corporate energy emissions mitigation plan, and integrate these with existing plans and policies within Prince Rupert.

6. Project Cost & Grant Request:

Total project cost: \$119,800.00

Category 1: \$103,000.00

Category 2: \$0.00

Category 3: \$0.00

Total project funding request: \$103,000.00

Have you applied for or received funding for this project from other sources (e.g., Adaptation, Resilience Disaster Mitigation Program - Green Infrastructure, Natural Infrastructure Fund – Small Projects)? If yes, please provide details below.

No

SECTION 4: Category 1: Detailed Project Information

Only complete this section if you are applying for a project under Category 1: Foundational Activities (risk mapping, risk assessments, planning)

If this project includes flood mapping, confirm that you have contacted EMBC in advance of submitting the application and provide the date and contact person:

We have contacted EMBC:

7. Project Area.

- a. Describe the proposed project area(s) (location, size, total number of people benefiting from this project, land use, etc.).

Map(s) indicating the location of the proposed project must be included with this application along with GPS coordinates

This Plan will primarily address climate considerations within the jurisdiction of the City of Prince Rupert (see map), located on the Northwest Coast of BC. Prince Rupert is home to approximately 12,300 residents, as well as a rapidly expanding port that services \$60 billion in trade annually. The subject area for the plan will include industrial and adjacent lands held by the City, including the City's watershed, Lot 444 and Watson Island. The City will also engage with neighbouring First Nations and local governments throughout the development of this plan to address broader regional considerations where feasible within scope and budget. Coordinates for Prince Rupert are 54°18'46"N 130°19'31"W[1].

- b. Does the proposed project(s) build on other recent projects in your region? If yes, please explain. If referencing reports, please include the relevant page number(s).

This project will build on climate commitments in the City of Prince Rupert's 2021 Official Community Plan. These commitments include a delegated section of our OCP towards Climate Change and GHG Emissions, starting on page 62, which specifically identifies the objective to develop a plan for climate change adaptation, like that currently being applied for. The OCP also includes commitment to 80% GHG reduction of 2008 levels by 2050. In addition, the OCP outlines objectives for preservation and enhancement of natural environments, opportunities to include energy efficiency targets in Development Permit Area Guidelines, alignment of subdivision and development regulations towards GHG reduction targets (i.e. amenity contributions that are climate conscious, such as bike repair stations), the need to review existing and proposed building assets and City vehicle fleets for GHG reduction opportunities, reduce minimum parking requirements, among other policy changes. The OCP also notes the need to preserve and enhance natural environments and ensure development occurs outside of hazardous and environmentally sensitive areas. Implementation of many of these identified policy objectives is now occurring, however a defined Low Carbon Resilience Plan will provide a fulsome policy guideline and roadmap for continued implementation.

Furthermore, in 2017 Prince Rupert worked with Community Energy Association (CEA) to develop and community energy emissions plan. This project will be updated and incorporate that work into the more comprehensive Low Carbon Resilience plan and implementation strategy. Adding a coordinated implementation component to both these documents will help ensure that climate and low-carbon resilience is incorporated into our decision-making processes going forward.

This work will also build on the Asset Management Plan currently under development by adding climate considerations to our asset management policies and including natural assets and values in our data governance framework. This will also inform and build on our infrastructure replacement strategy currently under development through the inclusion of nature-based solutions and green infrastructure considerations.

Several other plans are currently in development that address sustainability considerations, including the City's Transportation Plan, which includes active transportation and green transportation recommendations, a parks and outdoor recreation plan, and housing strategy. These planning efforts stem from the 2021

renewal of our Official Community Plan and related climate objectives, and as such this plan will build on and coordinate the recommendations in these plans towards low carbon outcomes.

8. Proposed Activities.

- a. What specific activities will be undertaken as part of the proposed project? Please refer to Section 6 of the Program & Application Guide for eligibility and note that activities must align with the required workplan and budget.

This proposal is a Category 1 project that proposes to develop a Low Carbon Resilience Plan. The plan will include the identification of climate adaptation and mitigation goals (building on those already identified in the Official Community Plan) and associated strategies to meet those goals. This will include both structural/non-structural options for climate adaptation, cost-benefit analysis of those options, and general cost estimates, where applicable.

An assessment of climate risk has never been completed in Prince Rupert, and thus this plan will produce a new/updated body of knowledge related to local risks.

Specifically, this project will include:

- assembly and synthesis of existing plans, policies, and projects;
- gathering of existing climate data and projects and identifying data gaps;
- engagement with neighbouring local governments, including First Nations, and stakeholders;
- a Climate Risk and Vulnerability Assessment;
- updating and developing a Community and Corporate Energy Emissions Plan;
- exploring solutions that address mitigation and adaptation, as well other potential co-benefits (e.g. infrastructure deficit);
- prioritizing actions and developing a Low Carbon Resilience Climate Action Plan that integrates an adaptation plan and mitigation plan; and,
- developing an Implementation Plan and decision-making framework, including processes for monitoring and reviewing on an ongoing basis.

- 9. Rationale.** What is the rationale and evidence for undertaking this project? This may include evidence of how the local natural hazard and/or climate risk is being assessed; threat levels (e.g., as identified in completed risk assessments), projected climate risks and/or recent history (e.g., evacuation order, disaster financial assistance).

The climate crisis is recognized as a significant and pressing issue that has more significant social and environmental impacts every year. While Prince Rupert is not viewed as vulnerable to impacts such as forest fires or heat domes, other climate change vulnerabilities, such as sea-level rise, flooding, tsunami and landslides may become more and more likely as the climate changes. Additionally, while senior governments shift to low-carbon frameworks, the City should ensure growth accommodates and capitalizes on changing energy, technological, and land-use

paradigms so that we are investing sustainably rather than in projects that provide short-lived returns or require replacement in the short-term.

The City has already undertaken steps towards climate mitigation, with the Carbon Emissions Energy Plan, smart growth principles in the OCP, and capital projects such as the engineered wetlands wastewater pilot. It has also approached adaptation and climate risk in one-off projects, for example a tsunami risk study in 2019. There is opportunity to coordinate and integrate mitigation data and planning with adaptation to guide more systemic approaches to decision-making and priority-setting and reduce conflict between actions. This type of synergistic planning aims to advance other social, economic, and environmental benefits, or co-benefits, by identifying strategies and approaches that solve complex problems facing the City.

The City is currently in a renewal phase and anticipating significant population growth with the expansion of the Port of Prince Rupert. However, we also face an extreme infrastructure deficit of approximately \$600M and severe housing shortage due to the age of homes. This is an opportunity to embed sustainable practices into our growth decisions. Therefore, the City is currently undertaking several plans that will consider sustainability. These include an infrastructure replacement strategy, an asset management plan, transportation plan, parks and recreation plan, and a housing strategy. Developing a coordinated mitigation and adaptation plan will support sustainable climate and risk considerations into the implementation of these plans going forward, as well as ensure that the data collected and projects we have undertaken in previous years are used to inform planning.

The goal of a low-carbon resilience climate action framework is to be proactive in the face of paradigm shifts in environment, policy, and technology. Anticipated growth means that this is the time to set up systemic approaches to decision-making that consider climate mitigation and adaptation rather than taking an ad-hoc approach. Climate Action can drive or piggy-back on existing work and other community or regional priorities.

There is an economic and equity-inclusive business case for implementing a plan and climate principles into our decision-making. Short-term thinking about infrastructure replacement, housing development, natural asset management, and economic development will have short-lived benefits. Without a climate lens, we will face additional challenges as new obligations and technology requirements are introduced, our infrastructure is impacted by a changing climate and time, and the maintenance cost of infrastructure and housing that is energy intensive or reliant on fossil fuels go up. In the short-term, we can benefit from a policy window that offers funding for climate action and mitigation by integrating these values into the projects in which we invest, which in turn helps us reset and begin better monitoring and tracking of our emissions and adaptation projects.

Copies or extracts of the available evidence is required to be submitted with the application.

10. Engagement & Collaboration

- a. In addition to Section 2 (if applicable), describe how the proposed project will contribute to a comprehensive, cooperative and regional approach to disaster risk reduction-climate adaptation.

Prince Rupert is the hub of the North Coast Regional District. Therefore, significant traffic comes through Prince Rupert, and the City provides critical infrastructure for the region. All planning for City assets will be of benefit to neighbouring communities and partners in the regional district as well - this includes Port Edward, Metlakatla, Lax Kw'alaams, Gitxaala, as well as the communities of Haida Gwaii. As a part of planning processes, the City will conduct outreach to neighbouring communities to ensure that they are involved in providing input on the study and planning outcomes, and that regional services and interests are addressed by mitigation and adaptation planning.

Additionally, as we emerge as the second largest Port by volume in Canada, the significant trade coming through Prince Rupert and the community's corresponding resilience to climate change has national implications.

The hazard risk and vulnerability assessment of the proposed plan, as well as assessing adaptive capacity and understanding projected regional impacts will help us lead as an example for the region, coordinate with invested communities, and protect critical infrastructure that serves the entire region.

- b. Describe how the proposed project will include engagement with First Nations, local governments and other with impacted and affected parties (e.g., equity-denied populations, critical infrastructure owners).

The identification of risks and vulnerabilities and the development and prioritization of solutions will include heavy engagement with First Nations and neighbouring local governments, as well as key stakeholders such as the Port and other key infrastructure owners.

We will also be undertaking targeted public engagement to ensure that equity-denied populations are served with solutions proposed. This will take place through pop-up events, public surveys, workshops, and outreach to community organizations that serve more vulnerable communities.

- c. How will diverse populations, including equity-denied populations, be involved or benefit from this project (e.g., engagement considers non-English speaking populations, DRR-CA measures benefit equity-denied populations, opportunities for youth employment, etc.)

Equity will be a driving consideration in the development and intended outcomes of the Low Carbon Resilience Plan. Climate change disproportionately affects socio-economically vulnerable populations and First Nation communities, and therefore solutions to climate change should be heavily informed by the experience and priorities of these populations and communities. For example, this may take place through ensuring that infrastructure replacement considers nature-based solutions that conserve and promote access to traditional food sources, and working on greener transportation alternatives that are accessible to these groups.

Inclusive benefits come from inclusive processes. Therefore, plan development will include:

1. using the City's engagement platform that is familiar and accessible, which also includes a language translation feature;

2. providing access to surveys both online and on-paper at the public library, which is regularly accessed by vulnerable groups;
3. targeted outreach to organizations that serve equity-denied groups and organizations concerned with stewardship activities;
4. including representatives of First Nations and equity-denied groups within the identification of hazards and risks, as well as the development and prioritization of solutions;
5. developing a cross-sectoral team to inform intersectional impacts of climate risk and mitigation actions.

Prioritizing inclusive process will result in the following outcomes:

1. Climate mitigation and adaptation will consider equity, Ts'ymesen values and culture, critical infrastructure that serves equity-denied or vulnerable groups, climate risk education.
2. Values and assets developed during the course of this planning process will be integrated into consideration of other plans in Prince Rupert and decision-making.
3. The development of this plan will support relationship development with Ts'ymesen Nations on whose territory we reside.
4. Considerations, such as energy poverty, will be implemented into future actions around housing and other social determinants of health, ensuring that all climate action promotes accessibility and quality of life by supporting Prince Rupert residents in their recreational, economic, and cultural interaction with the land and infrastructure.

11. Proposed Deliverables & Outcomes

- a. What specific deliverables will result from this project?
 1. Low Carbon Resilience Plan (identifying mitigation, adaptation, and co-benefits)
 2. Implementation Plan (integration with other plans, staff responsibilities, and monitoring/management going forward)
 3. Presentation and educational materials for councilors, staff, and the public.

- b. Describe how the proposed project considers climate change in the project methodology and adapts to the impacts of climate change through the final deliverables.

The plans will identify how the City can both mitigate their carbon emissions to do their part to slow climate change, while also adapting to the changing climate in ways that protect critical infrastructure, support vulnerable populations, and promote sustainable growth. This will be integrated with existing programs, policies, and projects that address climate change adaptation or mitigation to ensure that any action both adapts and mitigates emissions, rather than worsens one or both.

- c. How will the proposed project lead to increased understanding of the social, cultural, and/or environmental impacts of natural hazards and/or climate-related risks?

This project will include a Hazards Risk and Vulnerability Assessment component which will identify and prioritize key vulnerabilities and risks for Prince Rupert through cultural, social, and environmental lenses.

- d. Will the project identify or achieve co-benefits (e.g., assessing multiple hazards, protecting valuable cultural assets, reducing greenhouse gas emissions, improving community health and wellbeing, enhancing biodiversity, etc.)?

The integration of adaptation with mitigation, as well as plans in existence and development, will ensure that the actions considered and prioritized are intended to meeting multiple objectives. Specifically, the equity lens and the cross-sectoral group that identifies risks and evaluates actions will bring forward multiple objectives and criteria by which to evaluate actions. This process will help ensure that co-benefits are identified and prioritized in the plan.

- e. If applicable, how does this project address and/or inform existing or future amendments to local plans, policies, building codes, floodplain zoning bylaws, and/or public awareness/education?

The implementation plan, along with the action plan itself, will address how the project can be incorporated into other plans and staff responsibilities. This will include integration with various plans including, without limiting,:

1. Asset Management Plan
2. Infrastructure Replacement Plan
2. Parks and Outdoor Recreation Plan
4. Transportation Plan
5. Official Community Plan
6. Zoning Bylaw
7. Subdivision Processes
8. Waste management processes

Additionally, this process will include educational components for staff, elected officials, and the public.

12. Monitoring & Performance Measures. Describe how the project will be monitored and what performance measurements will be used (e.g. work progress reports, timeline review, resource planning, procurement plan and roll out, etc.).

This project will be overseen by Planning staff and regular project updates and scheduling will be mandated under contract with the selected proponent. Staff will be engaged throughout the process to provide feedback and ensure that plans encompass and address local needs and priorities.

Following the adoption of the implementation plan will be the integration of management actions into the portfolios of existing staff. This will include the development of tracking mechanisms, reporting requirements, and review schedules.

Ongoing monitoring and management of plans will include, without limiting,

ICABCCI

Integrated Climate Action
for BC Communities Initiative

LCR Tool

Low Carbon Resilience:

A Briefing for Mayors and Elected Officials

SEPTEMBER 2020



ACT Adaptation to
Climate Change Team



Background

A low carbon resilience (LCR) lens coordinates and mainstreams adaptation, mitigation, and co-benefit strategies into policy, planning and implementation processes. **Deborah Harford**, Executive Director, ACT (the Adaptation to Climate Change Team), in the Faculty of Environment at SFU, and SFU Research Associate **Dr. Alison Shaw**, Principal, FlipSide Sustainability, co-developed ICABCCI (Integrated Climate Action for BC Communities Initiative) to produce action-based research that supports local governments in implementing effective, streamlined climate action. The research will be collated into guiding resources and an LCR Framework for Climate Action, to be used by local governments across BC and Canada and beyond.

This ICABCCI Tool provides an introduction to the concept of LCR and its benefits for local governments over the short and long-term and is specifically tailored for Mayors and elected officials.

Authors

Alison Shaw, PhD, CPC, Lead Researcher, ICABCCI, ACT
Deborah Harford, Executive Director, ACT
The ICABCCI Team, <https://act-adapt.org/icabcci/>

Acknowledgments

ACT gratefully acknowledges the support of the **Real Estate Foundation of BC** and **SFU for ICABCCI**.

ACT would like to thank graduate Research Assistant **Julianne Barr** for her input to this Mayoral briefing.

ICABCCI is an initiative of **ACT (the Adaptation to Climate Change Team)** in the Faculty of Environment at SFU.





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1. THE IMPORTANCE OF LOW CARBON RESILIENCE

The World Economic Forum's 2020 Global Risk Report named climate action failure as the number one global risk in terms of impact and the number two global risk in terms of likelihood. The need for climate action both in terms of mitigation (greenhouse gas emissions reduction) and adaptation (risk and vulnerability reduction) has never been greater.

Low carbon resilience (LCR) is a strategic policy and planning approach which uses climate criteria in planning and projects, identifies opportunities that reduce emissions and vulnerability and advances co-benefits. LCR appeals to citizens on multiple levels, is fiscally responsible, and is already benefiting communities and across Canada. Using an LCR approach to policy and planning can benefit your community as well.

LCR is a climate action approach that coordinates and mainstreams mitigation and adaptation and advances co-benefits in planning and all decision-making processes.

The Integrated Climate Action for BC Communities Initiative (ICABCCI) at ACT, SFU is working with local governments of all sizes and at all stages of climate action across BC to co-create and operationalize LCR approaches (see <https://act-adapt.org/icabcci/>). ICABCCI's 13 local government partners are applying an LCR approach in strategy, policy, planning, and operational management in areas such as asset management, water and stormwater management, investment and procurement, and land use and transportation.

Initial research suggests that applying an LCR lens:

1. Streamlines local government resources and capacity.
2. Embeds climate actions that help to achieve comprehensive policy and cross-departmental alignment.
3. Promotes climate action alongside other community development priorities such as economy, health, equity, and biodiversity.

With local and national governments around the world declaring climate change emergencies, and climate change impacts such as flooding and wildfires increasing damage and costs in the billions, climate change is now top of mind for many citizens, and community safety and resilience is the top issue for many local governments. This urgency is reinforced by calls for a green recovery for the COVID-19 crisis. Citizens want to build their communities and our nation up again, but they want governments to do so with environmental and social resilience and sustainability in mind. Canada's communities have significant exposure to climate

risks and are major sources of emissions through transportation and housing. As such, local governments are often faced with the critical stare of constituents interested in acting on climate change while facing the challenge of balancing multiple priorities. Using an LCR approach addresses both climate change causes and risks and can contribute to other community health, equity, economy, and biodiversity priorities, appealing to constituents on multiple levels.

2. LOW CARBON RESILIENCE EXPLAINED

The advantage of an LCR approach is that it embeds current and future risk and emissions reduction into decisions made now. Doing so provides an integrated, more coherent approach for how to build resilient communities under changing conditions, and ways to transition toward sustainability. For instance, strategic investments in natural assets can help reduce surface flooding risks by increasing absorption and retention sites for stormwater, expand vegetated areas that absorb rainfall and sequester carbon, avoid costly and emissions-intensive stormwater infrastructure expansion, improve air and water quality, and promote biodiversity. The green spaces created also benefit human health and community livability.

As shown in Figure 1 (see page 6), a crucial part of the LCR approach is to advance co-benefits, enabling local governments to create effective policies and plans that safeguard their citizens from the impacts of climate change, work towards meeting their greenhouse gas reduction goals and provide citizens with a more livable community, all at the same time.






























Economic Co-Benefits		
 Supports green job creation	 Diversifies local economy	 Reduces costs/ increases savings
 Fosters innovation and green, clean industries	 Supports clean energy transition	 Promotes a circular economy
 Reduces waste/ optimizes resources	 Reduces risks to property values	 Avoids community damages and costs over time
Environmental Co-Benefits		
 Enhances biodiversity	 Supports habitat creation	 Improved water retention and absorption
 Enhances pollutant capture	 Improves air quality	 Reduces extreme temperatures
 Improves water quality	 Increases carbon sequestration/storage	 Promotes regional connectivity
Social Co-Benefits		
 Enhances human health and well-being	 Supports local food security	 Limits tax increases
 Improves climate awareness and access to data and information	 Improves community livability and vitality	 Enhances local autonomy
 Advances equity and social inclusion	 Reduces congestion	 Improves public safety, disaster preparedness and response

Figure 1: LCR Co-Benefits - this legend and its symbols are designed to help local government staff and their service providers communicate the wide range of co-benefits that can be achieved when applying an LCR lens (ACT, 2019).

Adaptation and mitigation planning have the same core goal: to reduce the impacts of climate change and build overall community resilience by reducing and/or avoiding the impacts of projected climate change and transitioning to low carbon development. Yet these responses have typically been done in silos, drawing on different data, forms of expertise, funding, and departments. This has led to contradictory results that either do little to help the community adapt or contribute further to community emissions. For instance, some adaptation actions, such as the use of air conditioning during heat waves or building concrete infrastructure to manage stormwater, can increase emissions. On the flipside, emissions reduction actions can be subject to climate risks; for instance, locating energy-efficient buildings or public transit and/or EV infrastructure in areas that will see increased flood risks as the climate changes.

Considering both vulnerability and emissions alongside other community priorities streamlines planning and encourages collaboration, maximizing limited resources and capacity. The overall goal is to build community resilience and save money by reducing emissions and exposure to climate impacts and damages over time.

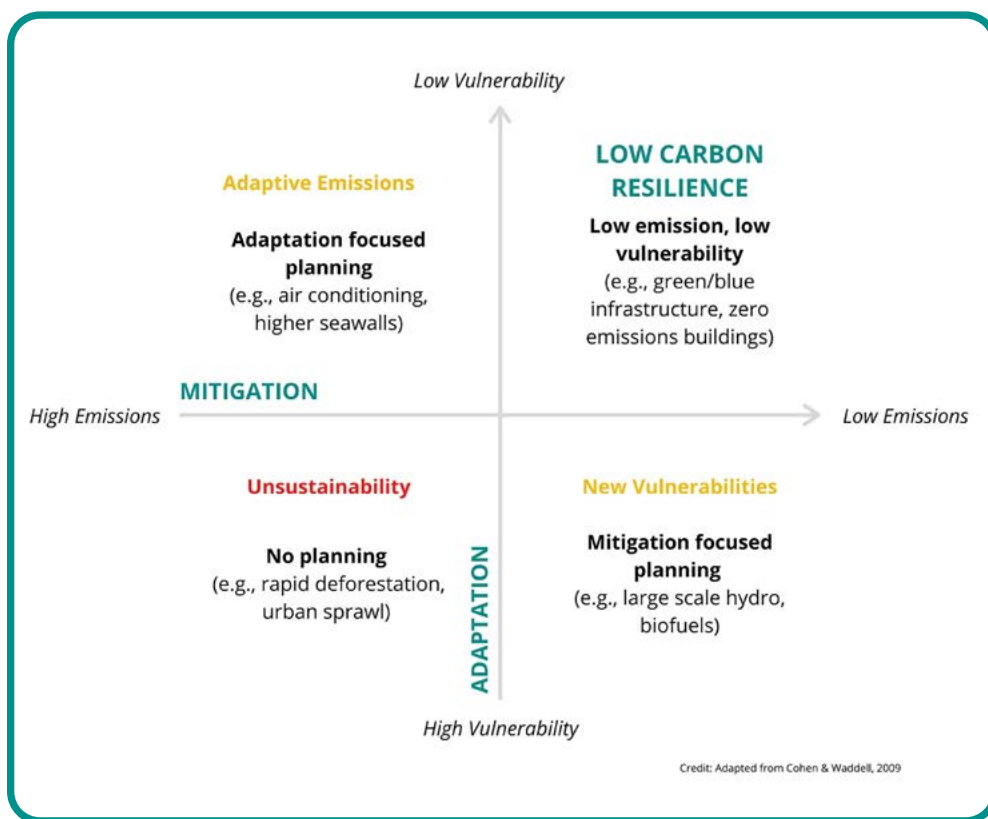


Figure 2: The LCR Pathway: This diagram illustrates the benefits of integrating adaptation and mitigation (top right quadrant) (adapted from Cohen & Waddell, 2009).



3. LCR INCREASES FUNDING OPPORTUNITIES

LCR is a fiscally responsible approach to policy and planning. An LCR approach enables local governments to integrate adaptation and mitigation processes that have typically been treated as separate and maximize the use of scarce planning resources while building capacity across the organization. The LCR approach includes criteria of reducing vulnerability and emissions, and building community resilience alongside important criteria like cost and feasibility. A key benefit of this approach is that it streamlines planning and decisions processes, enabling different departments to collaborate on planning, implementation, and funding proposals, making the best possible use of taxpayer money.

A number of funding opportunities are beginning to require proposals to account for LCR, and other levels of government are beginning to advance LCR thinking. For instance, Infrastructure Canada requires that proponents consider both resilience to changing climate conditions and emissions in proposals for infrastructure funding. The Province of BC, through BC Housing, is working with the City of Vancouver, the BC Non-Profit Housing Association and the Pembina Institute to develop buildings that are climate resilient and pollute less, while reducing heating costs for residents through energy efficiency.

Integrating climate strategies and accounting for the co-benefits of doing so is increasingly opening access to diverse funding opportunities related to infrastructure, health, disaster risk reduction, economic and social development, equity, and biodiversity and ecosystem health.

Drawing out and building on the connections between community priorities and LCR can contribute multiplier co-benefits, increase social license for projects, and enhance funding options.



4. LCR IN YOUR COMMUNITY

Communities are already benefiting from adopting LCR approaches and yours can too. As shown in Figure 3, the level of integration and the depth of LCR implementation can be tailored to meet your community wherever it's at.

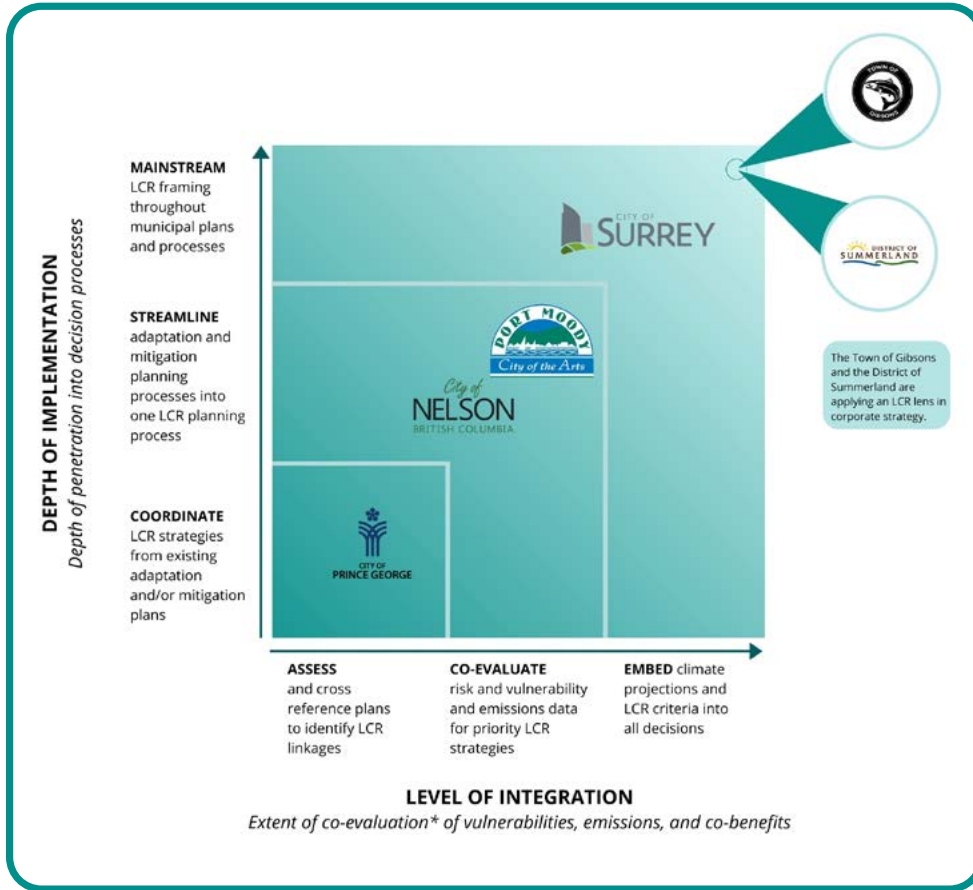


Figure 3: LCR Approaches in Sample ICABCCI Communities - six local governments in British Columbia.

Local governments across BC and Canada are at a variety of stages of action on adaptation and mitigation. ICABCCI recognizes that each community is unique. Some will want to begin by assessing their current plans in order to find LCR linkages, while others may be ready to start embedding LCR criteria into all decisions. Some may need to begin by creating opportunities for inter-departmental collaboration, while others may be ready to mainstream LCR framing throughout municipal plans and processes such as business prioritization, land-use and transportation planning. No matter what stage of action, there are LCR approaches that can be used to increase the efficacy and efficiency of your climate change adaptation and mitigation efforts while generating co-benefits for the community.



5. ACCESS LCR RESOURCES TODAY

LCR is a practical and coherent approach to planning and policy that will benefit your community both in the present and in years to come. By pursuing an LCR approach at appropriate times in your community, you are choosing a fiscally responsible approach that can and will appeal to your residents and citizens on multiple levels and has already proven beneficial to other communities in BC and elsewhere in Canada. ICABCCI is building out cases that prove both planning and outcomes-related LCR benefits for communities. Please visit our resources page at www.act-adapt.org/icabcci to help your community get started.



ACT Adaptation to Climate Change Team

ACT (the Adaptation to Climate Change Team) in the Faculty of Environment at SFU brings leading experts from around the world together with industry, community, and government decision-makers to explore the risks posed by top-of-mind climate change issues and to identify opportunities for sustainable adaptation.



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REPORT TO COUNCIL

Regular Meeting of Council

DATE: October 3, 2022
TO: Robert Buchan, City Manager
FROM: Corinne Bomben, Chief Financial Officer, Deputy City Manager

SUBJECT: DIGBY ISLAND FERRY AND PRINCE RUPERT AIRPORT GROUND TRANSPORTATION SYSTEMS TARIFFS, FEES AND CHARGES AMENDMENT BYLAW NO. 3503, 2022

RECOMMENDATION:

THAT Council give First, Second and Third Readings to the Digby Island Ferry and Prince Rupert Airport Ground Transportation Systems Tariffs, Fees and Charges Amendment Bylaw No. 3503, 2022.

REASON & BACKGROUND FOR REPORT:

The Digby Island Ferry and Prince Rupert Airport Ground Transportation Systems Tariffs, Fees and Charges Amendment Bylaw seeks to amend Schedule "C" of the 2010 Five Year Financial Plan, Fees and Charges Amendment & Prince Rupert Fee-Setting Amendment Bylaw No. 3295, 2010.

The wording has been updated to provide greater clarity of the fee structure for Charter Services provided outside of regular scheduled hours, and fees will be adjusted to align with the cost of providing the stated services. These fees remained unchanged for 10 years.

The bylaw amendment proposes that wording changes are effective immediately, and a 3% fee increase for most fee categories effective January 1, 2023. A 3% increase is also proposed for each of the following four years to account for the rising cost to provide these services.

Aircraft Passenger bus fares and Passenger Vehicle monthly passes remain unchanged.

CONCLUSION:

The Council give First, Second, and Third Readings to the proposed bylaw as presented and attached hereto.

Report Prepared By:

Report Reviewed By:

Corinne Bomben,
Chief Financial Officer, Deputy City Manager

Robert Buchan,
City Manager

Attachment(s):

- Digby Island Ferry and Prince Rupert Airport Ground Transportation Systems Tariffs, Fees and Charges Amendment Bylaw No. 3503, 2022

CITY OF PRINCE RUPERT

DIGBY ISLAND FERRY AND PRINCE RUPERT AIRPORT GROUND TRANSPORTATION SYSTEMS TARIFFS, FEES AND CHARGES AMENDMENT BYLAW NO. 3503, 2022

A BYLAW TO AMEND THE 2010 FIVE YEAR FINANCIAL PLAN, FEES AND CHARGES AMENDMENT & PRINCE RUPERT FEE-SETTING AMENDMENT BYLAW NO. 3295, 2010

WHEREAS Section 194 of the Community Charter, SBC 2003, Chapter 26, authorizes Council to, by bylaw, impose fees payable in respect of services of the City or the exercise of its authority to regulate, prohibit or impose requirements;

AND WHEREAS the Community Charter, SBC 2003, Chapter 26, authorizes Council to adopt and amend bylaws relating to the providing of services or the exercise of its authority to regulate, prohibit or impose requirements;

NOW THEREFORE the Council of the City of Prince Rupert in an open meeting assembled, enacts as follows:

1. The “2010 Five Year Financial Plan, Fees and Charges Amendment & Prince Rupert Fee-Setting Amendment Bylaw No. 3295, 2010” be amended by replacing Bylaw Schedule “C” entitled “Schedule ‘F’ Digby Island Ferry and Prince Rupert Airport Ground Transportation Systems Tariffs, Fees and Charges” with Attachment “A” entitled “Schedule ‘F’ Digby Island Ferry and Prince Rupert Airport Ground Transportation Systems Tariffs, Fees and Charges”.
2. This Bylaw may be cited as **“Digby Island Ferry and Prince Rupert Airport Ground Transportation Systems Tariffs, Fees and Charges Amendment Bylaw No. 3503, 2022”**.

Read a First time this ____ day of _____, 2022.

Read a Second time this ____ day of _____, 2022.

Read a Third time this ____ day of _____, 2022.

Final Consideration and Adopted this ____ day of _____, 2022.

Mayor

Corporate Administrator

ATTACHMENT "A"

SCHEDULE "F" DIGBY ISLAND FERRY AND PRINCE RUPERT AIRPORT GROUND
TRANSPORTATION SYSTEMS TARIFFS, FEES AND CHARGES

Category	2022	2023	2024	2025	2026	2027
<u>Individual Bus Fares</u>						
Aircraft Passenger (one way)	19.00	19.00	19.00	19.00	19.00	19.00
<u>Vehicle Fares (round trip)</u>						
Passenger Vehicle	40.00	41.00	42.00	43.00	44.00	45.00
2,300 kg to 11,500 kg	100.00	103.00	106.00	109.00	112.00	115.00
11,501 kg - 13,646 kg	130.00	134.00	138.00	142.00	146.00	150.00
<u>Monthly Passes</u>						
Freight Transportation Vehicle	2,000.00	2,060.00	2,122.00	2,186.00	2,252.00	2,320.00
Passenger Vehicle (Airport Site Employees Exempt)	400.00	400.00	400.00	400.00	400.00	400.00
<u>Charter Service Outside of Regular Scheduled Hours</u>						
Per hour or portion thereof for service less than two hours before or less than one hour after Regular Hours of Operation, during shift break	920.00	950.00	975.00	1,005.00	1,035.00	1,065.00
Minimum 3 hour fee for service more than two hours before or more than one hour after Regular Hours of Operation	2,760.00 minimum fee +	2,850.00 minimum fee +	2,925.00 minimum fee +	3,015.00 minimum fee +	3,105.00 minimum fee +	3,195.00 minimum fee +
Additional hourly rate applied for each hour or portion thereof beyond 3 hours of service	920.00	950.00	975.00	1,005.00	1,035.00	1,065.00
<u>Charter Service Inside Regular Scheduled Hours</u>						
Other usage (per hour)	300.00	310.00	320.00	330.00	340.00	350.00
<u>Additional Fee for Dangerous Cargo</u>	150.00	155.00	160.00	165.00	170.00	175.00

CITY OF PRINCE RUPERT

POLICE DETACHMENT TEMPORARY BORROWING BYLAW NO. 3502, 2022

BEING A BYLAW TO AUTHORIZE TEMPORARY BORROWING PENDING THE SALE OF
DEBENTURES

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. 3484, 2022, cited as Police Detachment Loan Authorization Bylaw, authorizing borrowing for the purpose of funding the Police Detachment Project, in the amount of Twenty Five Million dollars (\$25,000,000);

AND WHEREAS the sale of debentures has been temporarily deferred;

NOW THEREFORE, the Council of the City of Prince Rupert in open meeting assembled, enacts as follows:

1. The Council is hereby authorized and empowered to borrow an amount or amounts not exceeding the sum of Twenty Five Million dollars (\$25,000,000), as the same may be required.
2. 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 Financial Officer.
3. The money so borrowed shall be used solely for the purposes set out in Police Detachment Loan Authorization Bylaw No. 3484, 2022.
4. The proceeds from the sale of the debentures or so much thereof as may be necessary shall be used to repay the money so borrowed.
5. This bylaw may be cited as "Police Detachment Temporary Borrowing Bylaw No. 3502, 2022".

READ A FIRST TIME this _____ day of _____, 2022.

READ A SECOND TIME this _____ day of _____, 2022.

READ A THIRD TIME this this _____ day of _____, 2022.

CITY OF PRINCE RUPERT

PERMISSIVE PROPERTY TAX EXEMPTION BYLAW NO. 3501, 2022

BEING A BYLAW TO REPEAL AND REPLACE PERMISSIVE PROPERTY TAX EXEMPTION BYLAW NO. 3447, 2019 AND ITS AMENDMENT BYLAW NO. 3477, 2021

WHEREAS Section 220 of the *Community Charter* exempts certain lands and improvements from municipal taxation and the Council of the City of Prince Rupert deems that the lands and improvements described within this Bylaw to be eligible for exemption from municipal taxation as they meet the qualifications of Section 224 of the *Community Charter*;

AND WHEREAS changes have occurred since the passage of PERMISSIVE PROPERTY TAX EXEMPTION BYLAW NO. 3447, 2019

NOW THEREFORE the Council of the City of Prince Rupert in an open meeting assembled enacts as follows:

THAT PERMISSIVE PROPERTY TAX EXEMPTION BYLAW NO. 3447, 2019 is hereby repealed

AND THAT PERMISSIVE PROPERTY TAX EXEMPTION AMENDMENT BYLAW NO. 3477, 2021 is hereby repealed

AND

A. That the following lands (other than the land encompassing the building footprint and improvements identified as the society's building - which are statutorily exempt pursuant to Section 220 of the *Community Charter*) shown with the respective Places of Worship shall be exempt from municipal taxation for the Year 2023 through 2027, pursuant to Section 224 of the *Community Charter*.

1. Lands and improvements operated by the Cathedral Church of St Andrew (Bishop of New Caledonia): Lot 38-42, Block 1, Section 5, District Lot 1992, Range 5, Plan 923, Roll 0001839.000
2. Lands and improvements operated by the Jehovah's Witnesses: Lot 1, Plan EPP 104623, District Lot 251, LD 14, Roll 0002772.050
3. Lands and improvements operated by the Church of Jesus Christ of Latter Day Saints: Lot 1, District Lot 251, Range 5, Plan 10626, Roll 0091420.000
4. Lands and improvements operated by the Cornerstone Mennonite Brethren Church: Lots 20, 21, & 22, Block 9, Section 5, District Lot 251, Range 5, Plan 923, Roll 0002000.000
5. Lands and improvements operated by the Fellowship Baptist Church: Lot A, District Lot 251, Range 5, Plan 7641, Roll 0003323.000
6. Lands and improvements operated by the Salvation Army: Block 36, Section 1, District Lot 251, Range 5, Plan 923, Roll 0001041.000

7. Lands and improvements operated by the Harvest Time United Pentecostal Church: Lot 16, and West 1/2 of Lot 15, Block 11, Section 6, District Lot 251, Range 5, Plan 923, Roll 0003175.000
 8. Lands and improvements operated by the Indo-Canadian Sikh Association of Prince Rupert: Parcel A (PP23125), Block 3, Section 6, District Lot 1992, Range 5, Plan 923, Roll 0002980.000
 9. Lands and improvements operated by the Prince Rupert Church of Christ: Parcel A, District Lot 251, Range 5, Plan 10602 Roll 0009855.000
 10. Lands and improvements operated by the Prince Rupert Native Revival Centre: Lots 13 & 14, Block 36, Section 1, District Lot 251, Range 5, Plan 923, Roll 0001038.000
 11. Lands and improvements operated by the Prince Rupert Sikh Missionary Society: Parcel A, Block 39, Section 8, District Lot 251, Range 5, Plan 923 Roll 0006391.000
 12. Lands and improvements operated by the First United Church: Lots 23 & 24, Block 12, Section 5, District Lot 251, Range 5, Plan 923, Roll 0002099.000 (*Church*); Lots 21 & 22, Block 12, Section 5, District Lot 251, Range 5, Plan 923, Roll 0002097.000 & 0002098.000 (*Church vacant property*)
 13. Lands and improvements operated by St. Paul's Lutheran Church of Prince Rupert: Lot 25, Block 7, Section 5, District Lot 251, Range 5, Plan 923, Roll 0001958.000
- B. That the following lands and improvements shown with the respective Public School shall be exempt from municipal taxation for the Year 2023, pursuant to Section 220, & 224 of the *Community Charter*.
14. The portion of lands and improvements leased by School District No. 52 (Prince Rupert), which comprises of 4.46% of the total assessed value owned by FJM Ocean Centre ULC: Lot A, Range 5, Plan 8288, District Lot 251, PID 007-461-402 Roll 0000525.000 & Lot 16 & 17, Block 12, Section 1, Range 5, Plan 923, District Lot 251, PID 014-777-568 & PID 014-786-613 Roll 0000300.000(*Space leased by School District No. 52 (Prince Rupert) for Pacific Coast School*);
- C. That the following lands and improvements shown with the respective Social Service Groups owners or occupiers, Senior & Specified housing, Cultural & Recreational Facilities, or Municipal Facilities, shall be exempt from municipal taxation for the Year 2023, pursuant to Section 224 of the *Community Charter*.
15. Lands and Improvements operated by the Prince Rupert Senior Citizens Housing Society: Lot 1, Range 5, Plan 4083, District Lot 251 PID 011-646-608, Roll 9000089.000 (*630 Wayne Place*).
 16. Lands and Improvements operated by the Kaien Senior Citizens' Housing Society: Lot 7-10, Block 10, Section 6, Range 5, Plan 923, District Lot 251, PIDs 014-562-405, 014-562-413, 014-562-421, 014-562-430, 014-562-448, 014-562-588 014-562-596, Roll 0003150.000 (*550 5th Avenue E*)
 17. A portion of the lands and improvements operated by Prince Rupert Loyal Order of Moose: Lot 1 & 2 Section 1, Block 11, Range 5, Plan 923, District Lot 1992, Roll 0000261.000. (*Portion of land and building that is assessed as Recreational/not-for-profit use only - 111 7th St.*)

18. Lands and improvements operated by the Prince Rupert Salmon Enhancement Society: Block 4, District Lot 251, Range 5, LD 14, Plan 1594, Except Plan 3908, & DL'S 1992 & 1994 & EXC PLANS 3908, 5535, 6006, 8407 & 9409, Roll 9000323.001 (*Salmon Hatchery Facility – Wantage Road*)
19. Lands and improvements operated by the BC Society for the Prevention of Cruelty to Animals: Lot 1, Plan PRP43461, PID 024-362-638, Roll 0093230.000; Lot A, Plan PRP43462, PID 024-362-646, Roll 0093227.000; and Lot 1, Plan PRP43463, Roll 0093225.000; all in Section 9, District Lot 251, Range 5, (*SPCA Facility*)
20. Lands and improvements operated by the Prince Rupert Curling Club: Lot C, Plan 4693, District Lot 251, Range 5, except Plan PRP44107, Roll 9000299.000 (*Curling Rink - Seal Cove*)
21. Lands and improvements operated by Prince Rupert Racquet Association: Lot A, District Lot 251, Range 5, Plan 9409, Roll 9000322.002 (*Prince Rupert Racquet Centre-525 9th Avenue West*)
22. Lands and improvements operated by the Prince Rupert Performing Arts Centre Society: Plan 5631, all in District Lot 251, Range 5, Parcel Assigned 28, Except Plan 6006, Roll 9000363.000 (*Performing Arts Centre -1100 McBride St.*)
23. Lands and improvements operated by the Prince Rupert Rod & Gun Club: District Lot 251, Range 5, Plan 1456, Lease/Permit/License # 705501, for Trap Shooting and Recreation Site Purposes, Roll 9000416.000 (*Club House, Facilities, and Grounds-High Way 16*)
24. Lands and improvements operated by the Northern BC Museum Association: Lot A, Block 16, Section 1, District Lot 251, Range 5, Plan 923, Roll 0000382.000 (*Cultural Dance Centre and Carving Shed*)
25. Lands and improvements operated by the Northern BC Museum Association: Lot 1, Range 5, Plan EPS64, District Lot 251, PID 027-913-139 Roll 9000165.002 (*Museum of Northern BC*).
26. Lands and improvements operated by the Prince Rupert Golf Club: Block 4, Plan 1594, District Lot 251, except Plan 3908, & Southerly Portion DL'S 1992 & 1994 & Except Plans 5535, 6006, 8407, 9409, Roll 9000322.000, Roll 9000322.001, 9000322.003, & 9000322.004 (*Prince Rupert Golf Club*)
27. A portion equal to 37.5% of the following lands and improvements that are leased by the City from the Owner Jim Pattison Enterprises Ltd for Municipal purposes and for sub-lease to the Prince Rupert Gymnastics Association to operate a recreational facility, less the value of the land and improvements equal to 5,600 square feet of the leased building as shown in Schedule A – Plan of Premises: Part of Lot 1, Waterfront Block G, District Lot 251, Range 5, LD14, Plan 7176, Except Plan PRP 42647, Roll 9000246.000 and any portion of Waterlot in front of Waterfront Block G included in the lease. (*Canfisco Municipal Boat Launch Facility – George Hills Way*)
28. Lands and improvements operated by the North Coast Community Services Society (previously the Prince Rupert Community Enrichment Society): Lots 15 & 16, Block 32, Section 1, District Lot 251, Range 5, Plan 923, Roll 0000906.000 (*North Coast Community Services Society- 708 and 710 Fraser St.*)
29. Lands and improvements operated by the Friendship House Association of Prince Rupert: Parcel A, Block 32, Section 1, District Lot 251, Range 5, Plan 923 (See PN24367), Roll 0000914.000 (*Friendship House- 744 Fraser St.*)

30. Lands and improvements operated by the Prince Rupert Senior's Centre Association: Lot 19, Block 36, Section 1, District Lot 251, Range 5, Plan 923, DL 10, Roll 0001044.000 (*Prince Rupert Senior's Centre – 21 Grenville Court*)
31. Lands and improvements operated by the Kaien Island Daycare Services Family Resource Centre: Lot A, District Lot 251, Range 5, Plan 8006. Roll 0005167.002 (*1200 Hays Cove Avenue*)
32. Lands and improvements operated by Prince Rupert Aboriginal Community Services Society: Lot 4, Range 5, Plan 9689, District Lot 251, Roll 0009504.000 (*Aboriginal Head Start Program - 313 Prince Rupert BLVD*)
33. A portion of the lands and improvements operated by The Royal Canadian Legion Branch 27: Lot 16, Block 24, Section 1, Range 5, Plan PRP923, District Lot 251, LD14, PID 014-777-215, 014-777-223 & 014-777-231, Roll 0000641.000 (*Portion of land and building that is assessed as Recreational/non-profit use only - 800 3^d Avenue W*)
34. Lands and improvements operated by The Navy League- Prince Rupert Branch: Lot C, Range 5, Plan PRP4693, District Lot 251, LD14, PID 011-174-749, Roll 9000299.001 (*2333 Seal Cove Road*)
35. A portion of the lands and improvements operated by Prince Rupert Rowing & Yachting Club: Lot 1, range 5, Plan 42708, District Lot 251, LD 14, PID 024-201-642, Roll 9000214.100 (*Portion of land and building that is assessed as Recreational/non-profit use only-121 George Hills Way*)
36. A portion of the lands and improvements operated by Cedar Village Housing Society: Block G3, Section 6, Range 5, Plan 923, District Lot 251, LD14, PID 014-672-201 Roll 0003411.000 (*Portion of land and building that is assessed as Residential/not-for-profit - 700 Green St.*)
37. A portion of the lands and improvements operated by Prince Rupert Indigenous Society: Lot A, Range 5, Plan BCP13581, District Lot 1992, LD 14, Roll 0040511.050 (*Portion of land and building that is assessed as Residential/not-for-profit - 1600 Park Avenue*)

This Bylaw may be cited as the “**PERMISSIVE PROPERTY TAX EXEMPTION BYLAW NO. 3501, 2022.**”

Read a First time this ___ day of September, 2022

Read a Second time this ___ day of September, 2022

Read a Third time this ___ day of September, 2022

Notice given in accordance with Sections 94 and 227 of the *Community Charter* by way of posting in the posting locations on the ___ day of ____, 2022 and by publication in the Northern View newspaper on the ___ day of ____, 2022 and the ___ day of September, 2022

Finally considered and Adopted this _____ day of _____, 2022.

MAYOR

CORPORATE ADMINISTRATOR



RECONSIDERED AND FINALLY PASSED AND ADOPTED this _____ day of _____, 2022.

MAYOR

CORPORATE ADMINISTRATOR

Certified a true copy of Bylaw No. _____ as adopted.

CORPORATE ADMINISTRATOR