



REGULAR MEETING

For the **REGULAR MEETING** of Council to be held on February 21, 2023 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 February 21, 2023 be adopted.

4. PUBLIC COMMENTS REGARDING AGENDA ITEMS

5. CONSENT AGENDA

a) Council minutes

- i. Minutes of the Special Regular Meeting of February 6, 2023;
- ii. Minutes of the Public Hearing of February 6, 2023;
- iii. Minutes of the Regular Meeting of February 6, 2023; and,
- iv. Minutes of the Committee of the Whole Meeting of February 9, 2023.

b) Staff Reports for information purposes

- i. Monthly Fire / Rescue Report January 2023;
- ii. Development Activity Report for January 2023; and,
- iii. Water Treatment Procurement Method – Technical Memo.

c) Correspondence

- iv. North Coast Regional District news February 14, 2023 news release re: NCRD Sandspit EV Charger Installation Completed;
- v. Letter from Tracey Hoffman, ICBC Road Safety & Community Coordinator;
- vi. Letter from Mayor Pond to Taylor Bachrach Re: Appointment as Deputy Critic for Fisheries and the Canadian Coast Guard;
- vii. Northern Health Information Bulletin Re: Statement from Northern Health's Board Chair – NH President & CEO to retire this year; and,
- viii. Northern Health News Release Re: Text alerts for toxic drugs now available in the North.

d) Release of Closed Meeting items

Recommendation:

THAT all items on the Consent Agenda be accepted and filed.

6. STAFF REPORTS

a) Report from the Planning Manager Re: Request for Support for Rapid Housing Initiative 3.0

Recommendation

THAT Council give support to the City of Prince Rupert's applications for CMHC's Rapid Housing Initiative 3.0 Fund.

b) Report from the Manager of Communications, Engagement and Social Development Re: Update on Reconciliation Framework Committee Development and Policy Workplan

Recommendation

THAT Council support the development of a Reconciliation/UNDRIP committee Terms of Reference through a process of tabletop discussions with Indigenous leaders and supported by staff; and,

THAT Council delegate one or two Councillors to participate in the tabletop discussions.

c) Report from the Corporate Administrator Re: City of Prince Rupert Council Meeting Schedule.

Recommendation

THAT Council approve the City of Prince Rupert Council Meeting schedule amendment changing Council meetings in March 2023 to March 13, and 27.

7. BYLAWS

a) City of Prince Rupert Fire Control and Protection Amendment Bylaw No. 3515, 2023.

Recommendation:

THAT Council give fourth & final reading to the City of Prince Rupert Fire Control and Protection Amendment Bylaw No. 3515, 2023.

b) City of Prince Rupert Road Dedication Bylaw No. 3512, 2023.

Recommendation:

THAT Council give third reading to the City of Prince Rupert Road Dedication Bylaw No. 3512, 2023.

c) City of Prince Rupert Road Dedication Bylaw No. 3513, 2023.

Recommendation:

THAT Council give third reading to the City of Prince Rupert Road Dedication Bylaw No. 3513, 2023.

d) City of Prince Rupert Official Community Plan Amendment Bylaw No. 3479, 2022.

Recommendation:

THAT Council give third reading to the City of Prince Rupert Official Community Plan Amendment Bylaw no. 3479, 2022.

8. BUSINESS ARISING

9. COUNCIL ROUND TABLE

10. ADJOURNMENT



MINUTES

For the **SPECIAL MEETING** of Council held on February 6, 2023 at 5:00 p.m. in the Council Chambers of City Hall, 424 – 3rd Avenue West, Prince Rupert, B.C.

PRESENT: Mayor H. Pond
Councillor B. Cunningham
Councillor W. Niesh
Councillor N. Adey
Councillor T. Forster

ABSENT: Councillor G. Randhawa
Councillor R. Skelton-Morven

STAFF: R. Buchan, City Manager
C. Bomben, Chief Financial Officer
R. Miller, Corporate Administrator
R. Pucci, Director of Operations & Intergovernmental Relations

1. CALL TO ORDER

The Chair called the Special Meeting of Council to order at 5:00 p.m.

2. RESOLUTION TO EXCLUDE THE PUBLIC

MOVED by Councillor Adey and seconded by Councillor Forster 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 (a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed the municipality; and,
- (g) litigation or potential litigation affecting the municipality

3. ADJOURNMENT TO CLOSED

Confirmed:

MAYOR

Certified Correct:

CORPORATE ADMINISTRATOR



MINUTES

For the **PUBLIC HEARING MEETING** of Council held on February 6, 2023 at 6:00 p.m. in the Council Chambers of City Hall, 424 – 3rd Avenue West, Prince Rupert, B.C.

PRESENT: Mayor H. Pond
Councillor B. Cunningham
Councillor W. Niesh
Councillor N. Adey
Councillor G. Randhawa
Councillor T. Forster

ABSENT: Councillor R. Skelton-Morven

STAFF: R. Buchan, City Manager
C. Bomben, Chief Financial Officer
R. Miller, Corporate Administrator
R. Pucci, Director of Operations & Intergovernmental Relations
M. Pope, Planning Manager

1. CALL TO ORDER

The Mayor called the Special Meeting of Council to order at 6:00 p.m. and read the Statement of the Chair on the Procedures for the Public Hearing.

2. ZONING AMENDMENT BYLAW NO. 3505, 2022

- a. Report from Planning
- b. Public asked to provide comments

2. ADJOURNMENT

MOVED by Councillor Cunningham and seconded by Councillor Randhawa THAT the meeting be adjourned at 6:06 p.m.

CARRIED

Confirmed:

MAYOR

Certified Correct:

CORPORATE ADMINISTRATOR



MINUTES

For the **REGULAR MEETING** of Council held on February 6, 2023 at 7:00 p.m. in the Council Chambers of City Hall, 424 – 3rd Avenue West, Prince Rupert, B.C.

PRESENT: Mayor H. Pond
Councillor W. Niesh
Councillor G. Randhawa
Councillor B. Cunningham
Councillor N. Adey
Councillor T. Forster

ABSENT: Councillor R. Skelton-Morven

STAFF: R. Buchan, City Manager
C. Bomben, Chief Financial Officer
R. Miller, Corporate Administrator
M. Pope, Planning Manager
R. Pucci, Director of Operations & Intergovernmental Relations
V. Stewart, Manager of Communication, Engagement & Social Development

1. CALL TO ORDER

The Chair called the Regular Meeting of Council to order at 7:00 p.m.

CARRIED

2. INTRODUCTION OF LATE ITEMS

a) **Request for Letter of Support – North Coast Ecology Centre Society**

b) **Request for Support from UFAWU**

Moved by Councillor Randhawa and seconded by Councillor Adey THAT Council unanimously approve the addition of the late items as requested.

CARRIED

3. APPROVAL OF AGENDA

MOVED by Councillor Cunningham and seconded by Councillor Niesh THAT the Agenda for the Regular Council Meeting of February 6, 2023 be adopted as amended.

CARRIED

4. PUBLIC COMMENTS REGARDING AGENDA ITEMS

a) Bruce Wishart (Prince Rupert) –Re: Request to Table Zoning Amendment Bylaw 3504, 2022.

5. CONSENT AGENDA

a) Council minutes

- (i) Minutes of the Special Regular Meeting of January 23, 2023 be adopted;
- (ii) Minutes of the Public Hearing of January 23, 2023 be adopted;
- (iii) Minutes of the Committee of the Whole Meeting of January 23, 2023 be adopted; and,
- (iv) Minutes of the Regular Meeting of January 23, 2023 be adopted.

b) Correspondence

- (i) Board Highlights for the North Coast Regional District for January 2023;
- (ii) Letter from Lax Kw'alaams Band to the Right Honourable Justin Trudeau Re: support for City's water supply infrastructure;
- (iii) Letter from the Metlakatla Governing Council to the Right Honourable Justin Trudeau Re: support for City's water supply infrastructure;
- (iv) Information and request for Municipal Proclamation for Heritage BC; and,
- (v) Thank you letter to the Prince Rupert Fire Department from the District of Port Edward

MOVED by Councillor Randhawa and seconded by Councillor Adey THAT all items on the Consent Agenda be accepted and filed.

CARRIED

6. STAFF REPORTS

a) Report from the Planning Manager Re: Style Guideline Policy for Wayfinding Signage

MOVED by Councillor Cunningham and seconded by Councillor Niesh THAT Council adopt wayfinding signage style guidelines development by Tourism Prince Rupert for all future wayfinding signage in Prince Rupert.

CARRIED

b) Report from the Manager of Communications, Engagement and Social Development Re: Application to UBCM Community Emergency Preparedness Fund for Emergency Support Services Capacity Funding

MOVED by Councillor Cunningham and seconded by Councillor Niesh THAT Council supports the City's application for funding to the UBCM Community Emergency Preparedness Fund for Emergency Support Services Capacity Funding.

CARRIED

c) Report from the Corporate Administrator Re: Request for Support for Tourism Prince Rupert

MOVED by Councillor Adey and seconded by Councillor Cunningham THAT Council direct staff to provide a letter of support for Tourism Prince Rupert for their Kayak and Canoe Launch Project; and,

THAT Council direct staff to provide a letter of support for Tourism Prince Rupert's application to the Northern Development Initiative Trust ("NDIT") Recreation Infrastructure Program; and,

THAT this support be contingent upon approval of the 2023 City of Prince Rupert budget.

CARRIED

d) Request for Letter of Support – North Coast Ecology Centre Society

MOVED by Councillor Forster and seconded by Councillor Randhawa THAT Council provide a letter of support as requested for the setting up of a mini ecology centre.

CARRIED

e) Request for Support from UFAWU

MOVED by Councillor Cunningham and seconded by Councillor Adey THAT Council provide a letter for the Skeena Escapement Increase as requested.

CARRIED

7. BYLAWS

a) City of Prince Rupert Zoning Amendment Bylaw No. 3504, 2022 for Parking Specified Area.

MOVED by Councillor Cunningham and seconded by Councillor Niesh THAT Council give third Reading to the City of Prince Rupert Zoning Amendment Bylaw No. 3502, 2022 to waive parking requirements for new buildings, with the exception of residential-only buildings, in the Parking Specified Area.

Substituted motion:

MOVED by Councillor Cunningham and seconded by Councillor Adey THAT Council postpone third reading of the City of Prince Rupert Zoning Amendment Bylaw No. 3502, 2022 to waive parking requirements for new buildings, with the exception of residential-only buildings in the Parking Specified Area until such time as Staff have had an opportunity to meet with interested parties.

CARRIED

b) City of Prince Rupert Zoning Amendment Bylaw No. 3505, 2022

MOVED by Councillor Adey and seconded by Councillor Niesh THAT Council

give third reading to the City of Prince Rupert Zoning Amendment Bylaw No. 3505, 2022.

Councillor Cunningham OPPOSED
CARRIED

MOVED by Councillor Forster and seconded by Councillor Randhawa THAT staff be directed to consider containers in P1 zones; and

THAT staff bring a bylaw to Council for the delegation of Temporary Use Permit approval to staff.

CARRIED

c) City of Prince Rupert Fire Control and Protection Amendment Bylaw No. 3515, 2023.

MOVED by Councillor Forster and seconded by Councillor Adey THAT Council give first, second and third reading to the City of Prince Rupert Fire Control and Protection Amendment Bylaw No. 3515, 2023.

CARRIED

8. ADJOURNMENT

MOVED by Councillor Cunningham and seconded by Councillor Niesh THAT the meeting be adjourned at 7:44pm.

CARRIED

Confirmed:

MAYOR

Certified Correct:

CORPORATE ADMINISTRATOR



COMMITTEE OF THE WHOLE MINUTES

For the **COMMITTEE OF THE WHOLE MEETING** of Council held on February 9, 2023 in the Council Chambers of City Hall, 424 – 3rd Avenue West, Prince Rupert, BC.

PRESENT: Mayor H. Pond
Councillor W. Niesh
Councillor G. Randhawa
Councillor B. Cunningham
Councillor N. Adey
Councillor T. Forster

ABSENT: Councillor R. Skelton-Morven

STAFF: R. Buchan, City Manager
R. Miller, Corporate Administrator
M. Pope, Planning Manager
V. Stewart, Manager of Communications, Engagement & Social Development

1. CALL TO ORDER

The Chair called the Committee of the Whole Meeting to order at 3:30 pm.

2. ADOPTION OF AGENDA

MOVED by Councillor Adey and seconded by Councillor Forster that the Agenda for the Committee of the Whole Meeting of February 9, 2023 be adopted as circulated.

CARRIED

3. PETITIONS & DELEGATIONS

- a) Brian Patterson (Urban Systems)
Re: Prince Rupert Transportation Plan

4. QUESTIONS AND INQUIRIES FROM MEMBERS OF COUNCIL.

5. ADJOURNMENT.

MOVED by Councillor Adey and seconded by Councillor Niesh THAT the meeting be

adjourned at 4:59 p.m.

CARRIED

Confirmed:

MAYOR

Certified Correct:

CORPORATE ADMINISTRATOR



REPORT

February 2, 2023

TO: City Manager

FROM: Fire Chief Jeff Beckwith

SUBJECT: Monthly Fire / Rescue Report – January 2023

During the month of January 2023, the Prince Rupert Fire Rescue Department responded to 70 emergency incidents.

Of these incidents, 3 properties involved structure fires with damage being minimized through fast and effective suppression efforts. One citizen was transported to hospital for observations, while 5 others were either removed or exited the buildings to escape the fires. Smoke detectors were influential in alerting residents of fire in two of the events. The Dept attended 7 motor vehicle incidents (MVI), with one event resulting in a fatality. The Dept continues to provide medical assistance to the BC Ambulance Service, with one event resulting in firefighters attending the Prince Rupert Airport to assist with patient treatment/transport to the hospital via the City Ferry.

Location	Property Value	Property Loss
339 8 th Ave W	\$293,600	\$20,000
138 3 rd Ave W	\$1,896,000	\$1,000
343 7 th Ave W	\$272,600	\$20,000
Totals:	\$2,462,200	\$41,000

INCIDENT COMPARISON

January	2022	124 Incidents
January	2021	98 Incidents
January	2020	150 Incidents
January	2019	109 Incidents
January	2018	118 Incidents

FIRE SERVICE ACT INSPECTIONS

During the month of January Fire Rescue Department personnel conducted Fire Service Act inspections within 5 public buildings in Prince Rupert.

INSPECTION COMPARISON

January	2022	0 Public Building Inspections
January	2021	2 Public Building Inspections

January	2020	6 Public Building Inspections
January	2019	101 Public Building Inspections
January	2018	130 Public Building Inspections

DEPARTMENT ACTIVITIES AND PROGRAMS

Fire Prevention and Public Education:

January brought a cold snap and in addition to a few fires the extreme weather kept Fire Fighters busy with public safety. As a result, hall tours were postponed, however the department was able to install/service smoke detectors for a several seniors through the Dept's Senior Smoke Detector Program.

Training & Upgrading:

During the month of January 2023, PRFR welcomed a new recruit to replace a vacancy created in the autumn of 2022. While preparing and educating new employees, PRFR conducted several in-house training sessions involving CAD training, elevator rescue, hydrant and street familiarization, refreshing EMR skills, Fire Officer 1 training, numerous fire drills improving size up tactics, victim removal and driver training. Furthermore, the Deputy Chief, one Fire Fighter as well as one Dispatcher took the opportunity attend BC'S First Responders Mental Health Conference in Vancouver.

Daily Apparatus & Equipment Maintenance:

Daily inspections and maintenance was conducted on all equipment and apparatus and they remain in working condition.

911 DISPATCH SUMMARY

The following is a summary of emergency calls received and handled by the 911 Operators/Dispatchers.

PR ADMIN	500	PED ADMIN	0	OTH FIRE	0	CITY	138
PR FIRE	29	PED FIRE	3	OTH AMB	0	H/U	168
PR AMB	194	PED AMB	2	OTH EHS	0	WRONG #	72
PR EHS	57	PED EHS	1	OTH RCMP	0	R.C.C.	0
PR RCMP	167	PED RCMP	0			CITYWEST	65
PR ALARM	12	PED ALARM	0				

Total: 1408

Respectfully Submitted
Jeff Beckwith, Fire Chief



REPORT TO COUNCIL

Regular Meeting of Council

DATE: February 21, 2023

TO: Robert Buchan, City Manager

FROM: Myfannwy Pope, Planning Manager

SUBJECT: DEVELOPMENT ACTIVITY REPORT FOR JANUARY 2023

RECOMMENDATION

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

REASON FOR REPORT:

This report summarizes development application activity active in the City of Prince Rupert from January 2023. This report is intended to inform Council on applications that have been received and their status to date.

Report Prepared By:

Report Reviewed By:

Myfannwy Pope,
Planning Manager

Robert Buchan,
City Manager

Attachments:

1. Development Activity Report

File No.	Location	Proposal Description	Date Received	Status	Date of Decision
OCA-22-01	N/A	Official Community Plan Amendment to specify that Council may allow a building height higher than contemplated by the Official Community Plan's building height framework for the City Core if Council considers a building height to be low impact in terms of view obstruction.	December 5, 2022	In Progress* *With Council.	Passed 1 st & 2 nd Reading December 5 Public Hearing and 3 rd Reading Scheduled for February 21, 2023
ZBLA-21-01	712-714 McKay Street	Application to rezone from R2 to RM2.	April 7, 2021	On Hold* *The application is on hold until the applicant provides additional documentation.	N/A
ZBLA-22-07	N/A	Zoning Bylaw Amendment to remove parking requirements in a specified area.	October 25, 2022	In Progress* *With Council.	Passed 1 st & 2 nd Reading on October 25, 2022 Public Hearing on January 23, 2023 Third reading tabled on February 6, 2023
ZBLA-22-08	N/A	Zoning Bylaw Amendment to permit one shipping container for temporary storage per property (placement on private property) in all zones with conditions.	December 5, 2022	In Progress	Passed 1&2 Reading on December 5, 2022 Passed 3 rd Reading on February 6, 2023



REPORT TO COUNCIL

Meeting of Council

DATE: February 8th, 2023
TO: Robert Buchan, City Manager
FROM: Richard Pucci, Director of Operations & Intergovernmental Relations
SUBJECT: **WATER TREATMENT PROCUREMENT METHOD – TECHNICAL MEMO**

RECOMMENDATION:

THAT Council receives the attached Memo for consideration.

REASON FOR REPORT:

Further to the previous Staff Presentation and Report to Council, it was requested by the Council that the Staff provide a Technical Memo on the Procurement Options.

If desired, Colliers can provide a presentation to answer any of the Council's questions or concerns.

COSTS AND BUDGET IMPACT:

There are no Budget implications at this time.

CONCLUSION:

THAT Council receives this Report.

Report Prepared By:

Report Reviewed By:

Richard Pucci,
Director of Operations &
Intergovernmental Relations
Attachment(s): Colliers Memo

Robert Buchan,
City Manager

MEMORANDUM

To: Richard Pucci
Director of Operations

For info of: City of Prince Rupert

From: Stephen Lidington
Vice President, Colliers Project Leaders

Doc Ref:

Project: Water Treatment Plant

Date: Jan 11, 2023

Subject: Potential Delivery Methods for the Water Treatment Plant

Dear Richard,

This memorandum summarizes potential delivery methods for the proposed City of Prince Rupert (the City) Water Treatment Plant (WTP) (the Project). This document lists procurement methods considered, and the advantages and disadvantages of each method based on our understanding of the Project. It is our understanding that the City is considering establishing a Municipally Controlled Corporation (MCC) to govern the Project upon substantial completion of the facility. Considerations regarding this implementation approach have also been discussed where appropriate.

The key objective for the City is to provide reliable delivery of high-quality potable water. The current system requires upgrades to bring water quality to Provincial regulatory standards. Technically, this can be done through development of a new WTP. Operationally, this must be coupled by the provision of reliable operators with the qualifications to operate the more sophisticated facilities. The capacity of the City to operate the water system is limited and the City has faced continual challenges with retaining appropriately qualified operators to deliver existing services. This challenge would be amplified with the implementation of a treatment system that requires operators with higher levels of training and certification.

The discussion and consideration of project delivery methods within this memorandum contemplates the ability for the Project to address this key objective.

1.0 Project Delivery Methods

There are several project delivery methods that may be considered for the delivery of the Project. When evaluating models, the advantages and disadvantages of each option should be considered, and the decision should align with your needs and desired outcome for the Project. The following is a shortlist of project delivery methods discussed in this memorandum. Under all of the models listed below, the City retains full and complete ownership of the water treatment facility at all times and is responsible for defining the operating requirements of the WTP. Rate setting authority will remain with the public sector in all cases.

- Traditional & Hybrid Procurement Methods (Municipal Ownership and financing of construction)
 - o Design-Build (DB)
 - o Design-Bid-Build (DBB)
 - o Progressive Design-Build (PDB) - can be considered a hybrid model

- o Integrated Project Delivery (IPD) - can be considered a hybrid model
- Alternative Delivery Models (Municipal Ownership and private financing of construction)
 - o Design-Build-Finance (DBF)
 - o Design-Build-Operate-Maintain (DBOM)
 - o Design-Build-Finance-Operate-Maintain (DBFOM)
 - o Progressive DBFOM

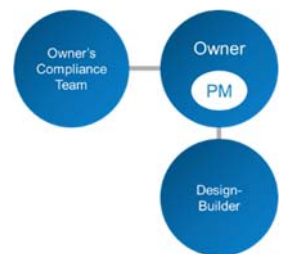
1.1 Traditional & Hybrid Procurement Methods

A review of infrastructure projects delivered using traditional procurement reveals inherent systemic challenges such as:

- The budget and schedule for projects are typically locked in very early in the process before the detailed design is completed. The public sector owner is exposed to budget increases that can cause delays for Council or treasury approvals.
- The detailed asset design may be focused on the asset itself rather than the services it will be called upon to provide. Thus, the designer generally has little incentive to integrate operating costs or service quality considerations into the asset design. To present a winning bid, the designer may trade off life-cycle efficiency to achieve lower construction costs.
- The City funds construction as it progresses with full capital payment due upon substantial completion of the owner administered contracts.
- This approach works well when the public sector has a higher certainty on price and scope, and capital is available upfront. If capital is not available in full, the City would need to secure financing to pay for the design and construction.

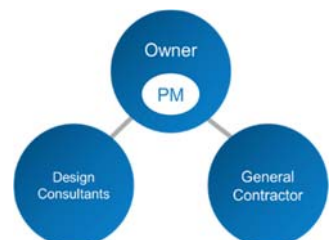
1.1.1 Design-Build (DB)

DB is a method of project delivery where the City contracts with a single entity to provide both the design and construction of a facility based on a building description and a performance specification. The Design-Builder is selected based on experience and qualifications, as well as on the fees for the preliminary design and a construction management fee. Contractually, DB offers the City a single point of responsibility and the project risks are passed to the Design-Builder who obligates themselves to provide a completed project to the City. DB provides a stipulated fixed price. The City would be responsible for operations and maintenance of the facility.



1.1.2 Design-Bid-Build (DBB)

DBB is the traditional method of project delivery in which the City has separate contracts with a Prime Consultant (PC) (architect or engineer) and with a General Contractor (GC). The City retains the PC to design the facility and produce drawings and specifications. A GC is then hired to construct the facility, for a fixed price, in accordance with the requirements of those drawings and specifications. Payments to the GC are advanced on a monthly basis as the construction progresses. The City would be responsible for operations and maintenance of the facility.



1.1.3 Progressive Design-Build (PDB)

PDB is a construction methodology that procures a single proponent for both Design and Construction. Before entering into a fixed price contract, the City and Design-Builder work together to define the project requirements, design, pricing, and risk. The Design-Builder and the owner develop a design and price that best suits their needs. Once the Design-Builder is engaged, the design progresses with approval to continue given by the City at different milestones in design. Once the design has progressed to late stages of design development or construction document stage, the design-builder enters a construction contract at a guaranteed maximum price. The City would be responsible for operations and maintenance of the facility.

1.1.4 Integrated Project Delivery

This model is a collaborative contracting option whereby all parties, including the City, Designer, Contractor and other advisors are bound by a single contract and share in the upside and downside of the project's results. The City would select a preferred proponent through a competitive procurement process to proceed to the validation phase in which most of the design is developed and finalized.

All parties, including the Owner, Contractor, Designer, as applicable, are collaboratively involved in developing the design and constructing the facility. All construction (and design) risks shared between all members, including the City, under the contract by way of the gainshare/painshare mechanisms tied to design and construction key performance indicators (KPIs). This incentivizes the team to collaborate and effectively manage the risks.

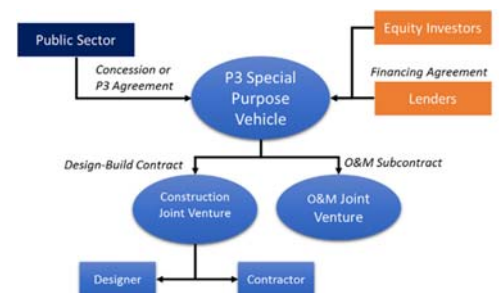
This model requires the City's team to play a hand-on role in executing and decision making alongside the designers and contractors. This requires a highly skilled and sufficient staff within the City's team and involves a greater level of effort than other alternative delivery models.

Project funding flows from the City to the other parties typically with the absence of project finance, which is difficult to secure under an IPD structure. Payments are made as the Project progresses. Each of the parties (designer, contractor, and others) are guaranteed reimbursement for 100% of their incurred direct costs, the amounts of which are confirmed through open-book Project accounting policies among all members. The City would be responsible for operations and maintenance of the facility.

1.2 Alternative Delivery Models

There are several alternative delivery models that apply a performance-based approach where the private sector assumes a major share of the responsibility in terms of risk and financing for the delivery and the performance of the infrastructure, from design and construction to long-term maintenance. These models typically involve the integration of two or more phases of project delivery (i.e., Design Build, Operate, Maintain) as well as private financing. This financing can take the form of short-term financing during construction and may include long-term financing over the operating term.

A single contract is executed with the City and a Special Purpose Vehicle (SPV), which is a consortium of companies who come together to create a distinct business entity formed with the sole purpose of meeting project obligations. Project financing will be raised against the future cash flows owed to the SPV under the terms of the project agreement.



The SPV is selected through a competitive procurement process based on an indicative level of design. The Request for Proposals (RFP) includes design objectives with non-prescriptive criteria that guides the final product to meet the City's objectives. The City has limited input to design, but full discretion on performance criteria and output specifications.

One key advantage to alternative delivery models is that they bring in a broad range of private sector expertise and capacity to bear the risk yet have only a single point of accountability (the SPV). This approach allows for an agreement with some blend of payment at substantial completion of construction and of availability payments over time based on asset performance and quality.

The SPV is responsible for financing the construction of the facility and assumes responsibility for any cost overruns or delays that occur during construction. This agreement requires limited upfront capital from the City as the SPV will fund construction using private financing hedged against the future project revenues, in this case a substantial completion payment by the City and water usage billing over the operating term.

Alternative delivery models that include operations and maintenance (O&M) benefit from the involvement of the O&M provider in the design of the facility, enabling innovations in the initial design to achieve operational efficiencies over the long-term. This is a key advantage over models that do not incorporate operations and maintenance responsibilities; where contracts are often awarded on the basis of price and contractors may be incentivized to deliver a low-cost project that is ultimately very expensive or unwieldy to operate.

The accounting treatment for projects delivered under an alternative delivery model follows Public Sector Accounting Board Handbook Section 3150 Tangible Capital Assets. Alternative delivery models are a method of procuring tangible capital assets under a contractual arrangement in which a private contractor:

- provides some or all of the financing for a project;
- designs and builds the capital asset, and
- receives payments over an extended period of time.

Therefore, an alternative delivery model obligation is "on-book" and should be treated the same way as all other City tangible capital assets. That is, if the Project meets the requirements of the City's internal Tangible Capital Asset criteria, the City's balance sheet will record a liability for the amount owing for the private financing, and the City will record the WTP on its consolidated balance sheet as a capital asset.

The spectrum of alternative delivery models range from construction-only Design-Build-Finance (DBF) to longer-term agreements that include Operations (O) and Maintenance (M). A brief assessment of these models follows. The project delivery mechanism for each model can also be considered. For example, if the project is executed as a typical DB project, a stipulated price is provided at the time of bid submissions, whereas if it is executed through a PDB, a guaranteed maximum price is reached part way through design.

1.2.1 DBF

- The SPV finances the construction of the facility through short-term construction financing. The City pays for the facility based on the achievement of specified construction milestones or in one lump sum payment on substantial completion. The construction financing provides an incentive for the SPV to complete the project on time to avoid carrying the cost of financing.
- The City benefits from cost-certainty through the transfer the construction cost risk to the SPV

1.2.2 DBOM

- This model is similar to the DBF but with the addition of operations and maintenance responsibilities.
- The City would enter into a single contract with an SPV to design-build-operate and maintain the facility.
- This model transfers lifecycle cost risk to the SPV, who must consider the operations and maintenance and rehabilitation costs as part of their proposal.
- The SPV would be responsible for securing a short-term loan to finance the construction of the facility. The full cost of the construction would be paid at substantial completion by the City.
- The City would make monthly availability payments to the SPV for operations and maintenance costs. Monthly payments would be subject to deductions for failure to meet performance requirements specified by the City.
- The key difference from the DBFOM is that there is no private capital at risk over the operating term. As a result, the City has less security regarding operating performance. The quality of the long-term risk transfer in a DBOM will rely on parent company guarantees or performance bonds.

1.2.3 DBFOM

- This model is similar to the DBOM but with the addition of financing over the operating term.
- The SPV is responsible for financing the construction of the facility through a mixture of short and long-term financing facilities. A portion of the capital cost (usually 50%) would be paid by the City on substantial completion, and the remainder would be financed over the long-term and paid for over the 20-30 year concession period.
- The City would make monthly payments to the SPV that would include operating costs and the remaining capital cost over the operating term. Monthly payments would be subject to deductions for failure to meet performance requirements specified by the City. This model puts private capital at risk over the full operating term of the agreement, which provides strong incentive for the SPV to perform and a high level of security for the City.
- Given the estimated capital cost of the Project, it is likely that the long-term financing would be provided by the parent company of the lead firm in the SPV, and not third-party lenders (which typically look for >\$50M investments). This provides less performance security for the City than a DBFOM with third party lenders, as the City does not benefit from the oversight provided by lenders; however, this does reduce the cost associated with long-term financing. In the absence of third-party lenders, it will be important to ensure that the procurement results in only highly qualified companies with strong reputations to protect.

1.2.4 Progressive DBFOM

- This model includes the same scope of services as the DBFOM but adopts a collaborative approach to procurement.
- This model includes additional steps prior to awarding the contract that enable the City and SPV to collaborate and progressively develop a design solution before awarding the DBFOM contract
- A preferred proponent would be selected prior to initiating the design process. The City would sign a pre-construction contract with the preferred proponent and proceed to develop the design for the facility in collaboration. The pre-construction contract enables the proponent to

commence early works where warranted, thereby reducing the delivery timeline. The preferred proponent is compensated for the work performed.

- As the design and site work progresses, development risks are understood and extinguished, avoiding risk premiums.
- Once the design and construction solution is complete, the preferred proponent presents their proposed costs in an 'open book' environment. The City can then either accept the proposed solution and award the DBFOM contract to the preferred proponent, or take the preferred design solution and continue the competitive procurement process by entering into similar open book negotiations with the next highest ranked proponent from the RFP process.

2.0 Implementation Approach

The City is proposing to lead the delivery of the project through procurement and construction, and is in the process of making a decision regarding whether to establish a Municipally Controlled Corporation (MCC) to assume responsibility for the Project upon substantial completion.

The City would establish a for-profit MCC through an order-in-council. The MCC would operate at arm's length from the City; however the City would retain a controlling interest in the MCC through the appointment of Board members. The dedicated skills-based Board of Governors would oversee the affairs of the Corporation, and represent the interests of the Corporation's primary shareholder, the City.

Given the proposed timeline for the project, it is possible that the process for establishing the MCC may not be completed prior to contract award. As a result, it may be necessary for the City to hold responsibility for the direct delivery of the project and then transfer ownership of the built asset to the MCC upon completion.

Under both traditional and alternative delivery models, the MCC would be responsible for rate setting (subject to regulations) and the collection of user fees. This revenue would be held by the MCC and used to fund operating costs, including availability payments to the SPV, in the case of alternative delivery models.

Under the traditional delivery models, the MCC could assume responsibility for operating and maintaining the facility upon its completion; this includes the responsibility for sourcing qualified operators. The capital cost of the facility would be financed by the MCC and amortized over the long-term to be repaid along with operating and maintenance costs through user fees set by the MCC.

Under the alternative delivery models, the City could novate the project agreement (i.e. the contract with the SPV) to the MCC at the appropriate time. The MCC would become the counterparty to the agreement with the SPV and would be responsible for overseeing the performance of the SPV in accordance with the contract. Availability payments would be subject to deductions for performance failures.

Implementing the project through a MCC ensures that revenues generated by the asset are reinvested in the facility, rather than being subject to reallocation by Council.

3.0 Project Delivery Methods Advantages and Disadvantages

Advantages	Disadvantages
Traditional and Hybrid Procurement Models	
Design Build	
✓ Early cost certainty ✓ Opportunity for innovation ✓ Risk transfer to Design-Builder ✓ Accelerated schedule as construction begins before design is complete	✗ Complex early planning and commitment ✗ Performance vs. Prescription ✗ Design changes are costly ✗ Life-cycle concerns ✗ Prompt decision-making may reduce time for reviews and stakeholder input ✗ Does not provide reliable certified operators to deliver potable water services to the City
Design Bid Build	
✓ Familiar methodology ✓ Greater design control ✓ Fixed price, competitive bidding	✗ Owner at risk for design errors ✗ No input from GC during design ✗ Sequential process is time consuming ✗ Does not provide reliable certified operators to deliver potable water services to the City
Progressive Design Build	
✓ Minimizes pursuit costs ✓ Early price certainty ✓ Fosters early collaboration and teamwork ✓ Schedule typically shorter ✓ Enables fast-track delivery	✗ Requires significant involvement from Owner ✗ Risk of less innovation and creativity ✗ Post contract award changes may be costly due to Owner involvement ✗ Does not provide reliable certified operators to deliver potable water services to the City
Integrated Project Delivery	
✓ Flexibility ✓ Fosters early collaboration, teamwork and innovative risk management approaches ✓ Schedule typically shorter ✓ Gainshare ✓ Transparency in costing	✗ Requires significant involvement from Owner ✗ Pain share. Owner shares in the cost associated with design and construction risks ✗ Does not provide reliable certified operators to deliver potable water services to the City
Alternative Delivery Models	
✓ Single point of accountability ✓ Models that include OM benefit from whole-of-life outcomes and no deferred maintenance ✓ Transfers project delivery risks ✓ Schedule and cost certainty ✓ If operations transferred or shared with corporation, transfer the responsibility for sourcing reliable certified operators to the SPV	✗ Planning and procurement process is more complex ✗ Diminished direct control once the contract is entered into ✗ Post contract award changes can be more difficult to achieve/negotiate ✗ Private financing costs

4.0 Pre-Screen of Delivery Methods

The following constraints that may prohibit the City from pursuing certain delivery methods have been identified.

Project Constraints	Considerations
Operator Capacity	Operator capacity is less than adequate for the current system, with increasing challenges anticipated for a treatment system that requires higher levels of operator training and certification. Exploring long-term alternative delivery models will allow for reliable certified operators.
Budget	The federal and provincial governments are contributing \$22,106,281, and the City is contributing \$8,040,018; escalation of 2018 cost estimates are expected to exceed the agreement amount and the approved budget
Cost escalation Market volatility has increased - construction costs and escalation may continue to rise	Project delays will escalate construction costs Construction cost certainty to be developed as soon as possible Explore project delivery options to meet budget Confirm Affordability Threshold and the amount of capital that the City will have access to at substantial completion Identify priority of scope items and options to defer construction costs
Supply Chain Delays Delays can increase consulting and construction costs.	Long lead items to be identified in design and potential alternates selected. These can be mitigated through the adoption of certain alternative procurement models which allow the contractor to order materials ahead of time.
Borrowing capacity The City is nearing its borrowing capacity limit	Explore options for debt to be carried off of municipal balance sheet.
Third party contracts to be publicly tendered	Requirement of the funding agreement and applicable trade agreements
Substantial Completion Date March 31, 2024	Requirement of the funding agreement, with extension possibility; March 31, 2025 projected

4.1 Delivery Method Assessment

The table that follows provides an assessment of the delivery methods against the City's objectives and constraints.

Method	Suitable?	Explanation	Potential Implication of Delivery Model
Design-Bid-Build	No	- No potential for improved operator capacity - No private financing component involved - Owner at risk for design errors - No input from a general contractor at design - Potential schedule delays	- City is required to raise financing on its own and to fund construction costs as and when they occur - Lack of innovation or efficiency in the design and construction

Method	Suitable?	Explanation	Potential Implication of Delivery Model
Design-Build	No	- No potential for improved operator capacity - No private financing component involved - Owner at risk for design errors - Potential schedule delays	City is required to raise financing on its own and to fund construction cost as and when they occur
Progressive Design Build	No	- No potential for improved operator capacity - Cost certainty in earlier stages - Enables fast-tracking - Contractor input on designs - Less time spent on procurement	- City is required to raise financing on its own and to fund construction cost as and when they occur - Design changes can be costly - Less risk transfer
Integrated Project Delivery	No	- Provides flexibility in design and construction, but all costs shared by City - Does not provide cost certainty for the City - Requires active participation of the City in development of design and construction - City exposed to liability for project risks	- Risk is shared by the City - City is required to raise financing on its own and to fund construction cost as and when they occur
Design-Build-Finance (DBF)	No	- No potential for improved operator capacity - Private financing - Construction cost certainty - Schedule certainty - Publicly tendered - Affordability Threshold included	- City pays SPV at substantial completion based on inspection against output specifications - City retains its operations and maintenance services
Design-Build-Operate-Maintain (DBOM)	Yes	- Provision of reliable certified operators for improved operator capacity - Short-term construction financing only - Construction cost certainty - Schedule certainty - Publicly tendered - Affordability Threshold included	- Risk transferred to the party best suited to manage the risk - City will transfer operations to the SPV - Capital cost paid for entirely at substantial completion, reducing monthly availability payment amount over the operating term - Lower cost of private financing as compared to DBFOM, - Performance security achieved through parent company guarantees, letters of credit and/or performance bonds

Method	Suitable?	Explanation	Potential Implication of Delivery Model
Design-Build-Finance-Operate-Maintain (DBFOM)	Yes	• Provision of reliable certified operators for improved operator capacity • Private financing (short-term construction financing and long-term OM financing from the SPV) • Construction cost certainty • Schedule certainty • Publicly tendered • Less capital required up front as the capital cost is spread over the life of the asset	• Risk transferred to the party best suited to manage the risk • City will transfer operation and maintenance services to the private sector • City will make a substantial completion payment – amount To Be Determined • Size of financing likely would not attract third party financing and therefore project would not benefit from lender's oversight during operating period. • Additional financing costs of long term financing compared to DBOM.
Progressive DBFOM	Yes	• Provision of reliable certified operators for improved operator capacity • Private financing (short-term construction financing and long-term OM financing from Project Co) • Construction cost certainty • Schedule certainty • Publicly tendered • Spread the capital cost over the life of the asset • Expedited delivery timeline • May result in lower costs as compared to the DBFOM • Tends to be preferred by the market so may attract greater competition	• Risk transferred to the party best suited to manage the risk • Development risks shared, avoiding risk premiums included in standard DBFOM • City will transfer operation and maintenance services to the SPV • City will make a substantial completion payment – amount To Be Determined • Size of financing likely would not attract third party financing and therefore project would not benefit from lenders oversight during operating period. • Additional financing costs of long term financing compared to DBOM.

The DBOM, DBFOM, and progressive DBFOM all present viable delivery models for the Project based on the City's objectives and constraints. Given the estimated capital cost of approximately \$30M, it is unlikely that a SPV would require or attract long-term financing from a third-party lender. It is more likely that the SPV would elect to self-finance the capital cost on their balance sheet. As a result, the Project would not be subject to the due diligence and oversight from third party lenders, which is a critical aspect of the quality of the performance security afforded to the City by such models. As such, the performance security that the City would hold under the DBFOM or a progressive DBFOM would be similar to that of a DBOM and likely take the form of parent company guarantees, letters of credit and/or performance bonds over the concession period.

Provided that the City can fund the full capital cost of the project upon substantial completion, the DBOM may present the preferred model and may achieve the greatest value for money among the models considered by avoiding the cost associated with long-term private financing. Even if the City were to finance the substantial completion payment through the Municipal Financing Authority, municipal borrowing rates are more favourable to private financing rates.

It should be noted that while DBOM may be the preferred model, it is the opinion of this paper that the City remain open to other delivery models discussed. This is to increase the appeal of the project to the market and increasing the chances of a successful procurement. I.e. should the market not offer a DBOM model, then the City should be open to a DBFOM.

5.0 Community and Implementation Impact

The following is a summary of the impacts of implementation related to the use of an alternative delivery model for the project using a Municipally Controlled Corporation to execute the agreement with the SPV.

- The Crown (Province) retains ownership of the water.
- The municipality holds a water license to access that water, and the City will remain the holder of the water license.
- The City retains ownership of the water treatment and delivery system infrastructure that delivers potable water to residents.
- The governance and decision-making mechanisms within the MCC allow the City to retain control of rate setting and any revenues generated from operations of the facility.
- The MCC is wholly-owned by the City, and cannot be sold to a private company. It would act as the counterparty to the contract with the SPV to design, build, finance, operate, and maintain the facility.
- The facility will operate under the City's Collective Agreement / CUPE Union contract.
- The contract with the SPV could include a mechanism to terminate the operating contract for convenience. This provision would require the City to make the SPV whole if the model includes long-term financing, such that the SPV and their lenders are 'no better, no worse' to that point in the contract duration, including reasonable wrap-up / wind down expenses (but not for lost profits).

6.0 Next Steps

Consent from Council to investigate potential alternative operating models was received in June 2022, based on administration concerns regarding operator staffing as well as ability to fund cost over-runs. A Request for Expressions of Interest (RFEI) was advertised in October 2022. Below is a summary of next steps.

- The RFEI submissions will be evaluated to determine whether suitable agreements could be formed with the respondents based on their proposed project delivery approaches.
- If so, a Request for Proposals will be issued, followed by review of submissions, negotiations, and award of the contract.



NCRD Sandspit EV Charger Installation Completed

February 14, 2023

The North Coast Regional District (NCRD) community of Sandspit, B.C. is now outfitted with a Level 2 electric vehicle (EV) charging station. With a prime location at the Sandspit Community Hall (411 Alliford Bay Road), drivers can now plug in and charge.

The Sandspit Level 2 EV charging station is one of two EV charging stations available on Haida Gwaii. The other station is located at the Old Fire Hall (1674 Main Street) in Masset, B.C.

The two Haida Gwaii EV charging stations were installed as part of the Charge North project. Charge North is currently installing 58 Level 2 chargers across northern B.C., including in the communities of Prince Rupert and Terrace. An additional two Level 2 chargers are to be installed in Tow Hill and Daajing Giids in summer 2023.

Quote

“We are excited about the availability of Level 2 electric vehicle charging stations on Haida Gwaii and across northern B.C. They will be a great benefit for residents and tourists alike.” – Evan Putterill, NCRD Vice Chair

Charge North Project

Charge North is an EV charging station network that will electrify close to 2,800 km of highway, from south of Kamloops to Haida Gwaii.

This community-led project is facilitated by Community Energy Association together with an Advisory Committee made up of representatives from six regional districts (including the NCRD) and the Northern BC Tourism Association.

Further information is available on the following websites:

- Charge North – chargenorth.ca
- Plug Share – plugshare.ca
- NCRD: ncrdbc.com/development/special-projects/charge-north-project

*For more information on this news release contact Daniel Fish, Chief Administrative Officer for the North Coast Regional District at **250.624.2002, extension 8** or email cao@ncrdbc.com.*



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February 1, 2023

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

Mayor Herb Pond and Council,

I would like to introduce myself as the new ICBC Road Safety & Community Coordinator for Northern BC.

ICBC invests in safer roads and crime prevention in communities all over B.C. Our role is to work closely with our community partners – local police, stakeholders, school districts, community groups and the local business community – to help make our roads safer.

ICBC will have a booth at the North Central Local Government Association in Dawson Creek from May 9-12, 2023. I'd like to personally invite you to stop by and have a discussion about road safety in your community. If you aren't present at the meeting, please feel free to reach out to me.

We all want British Columbians to be safe on the road — whether it's a short city drive for groceries or a long-distance highway journey in our beautiful province. Reducing crashes means fewer injuries and fatalities, safer communities, and also helps to reduce our claims costs.

I look forward to working in partnership with you to deliver coordinated community-based solutions to road safety issues.

Tracey Hoffman
ICBC Road Safety & Community Coordinator
Northern British Columbia
Direct: (250) 561-5073
Cell: (250) 961-0120
Tracey.hoffman@icbc.com

I acknowledge my privileged place on the traditional and unceded territories of the Lheidli T'enneh, the People from the Confluence of the River, where I am fortunate to be able to work, live and play on this beautiful land. It is with deep respect that I am committed to both learning and unlearning as I work to support the path to truth and reconciliation





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Office of the Mayor

 424 3rd Avenue West
Prince Rupert, BC, V8J 1L7

 (250) 627 0939

 mayor@princerupert.ca

February 9, 2023

Taylor Bachrach
MP, Skeena-Bulkley Valley
290-309 2nd Avenue West
Prince Rupert, BC V8J 3T1
Taylor.Bachrach@parl.gc.ca

Dear Mr. Bachrach; *Taylor*

Re: Appointment as Deputy Critic for Fisheries and the Canadian Coast Guard

The City of Prince Rupert extends congratulations with regards to your appointment as the BC NDP's Deputy Critic for Fisheries and Oceans and the Canadian Coast Guard. This representation of our region is welcome news to the North Coast.

Our fisheries and oceans are vital and complex, and require careful stewardship to preserve and protect these resources for generations to come. Your advocacy for action on fisheries reform to benefit coastal communities and workers will be a great asset to British Columbians and Canadians as a whole.

I look forward to continuing to work with you in this new capacity, and wish you all the best in this new role.

Sincerely,

Mayor Herb Pond

INFORMATION BULLETIN

For Immediate Release

February 2, 2023

Statement from Northern Health's Board Chair– NH President & CEO to retire this year

Cathy Ulrich, President & CEO informed the Northern Health Board of Directors that she is planning to step down into retirement over the course of this year. The Board will begin the process of searching for a new President & CEO at the February 12/13 Board meeting.

Cathy has committed to the Board that she will remain in the role until such time as the Board has successfully recruited to the position. She has also committed to support a transition process once the new President & CEO has been selected and begun in the role.

We would like to thank Cathy for her leadership over the years that she has served the Province as President & CEO of Northern Health. Northern Health has benefited from Cathy's commitment to the health and wellbeing of the people and the communities across the North. We look forward to our continued work together for the remaining time she is with Northern Health.

Please join me in thanking Cathy for her many years of service. Once the process to hire a new President & CEO is complete Cathy will be available to reflect on her years of service.

Colleen V. Nyce
Chair, Northern Health Board of Directors

Media Contact: NH media line – 877-961-7724

NEWS RELEASE

For Immediate Release
February 2, 2023

Text alerts for toxic drugs now available in the North

In response to the toxic drug emergency, a new text health alert system has been launched across Northern Health.

The system uses text messaging to send alerts as a public health measure to prevent drug poisonings and deaths and provides timely information and up-to-date resources to people who use drugs and community members.

“As the toxic drug crisis continues to take lives, we need every tool in the toolbox to keep people safer,” said Jennifer Whiteside, Minister of Mental Health and Addictions. “Drug alerts in Northern communities means that more people will be able to take advantage of this critical tool to reduce their risk of drug poisonings and death.”

Drug alerts play an important role in empowering people who use drugs to do so more safely. People who use drugs, those who support them, and community members are encouraged to opt-in for toxic drug alerts by texting the keyword JOIN to ALERTS (253787). They will receive toxic drug and drug poisoning alerts and public health alerts.

The Toxic Drug and Health Alerts system also allows subscribers to anonymously submit information that Harm Reduction teams can use to make alerts as informative as possible. This includes information such as the dates and locations of drug overdoses, physical descriptions of the drug and packaging, where the substance was purchased, and what it is believed to be – and can be submitted by texting using the keyword OD.

“The ability to incorporate the firsthand and witnessed knowledge of peers and partners, first responders and system subscribers is key to ensuring alerts are timely, and informative,” said Dr. Jong Kim, NH Chief Medical Health Officer. “It is our hope that this tool will further empower people who use substances to do so more safely, as part of the ongoing effort to reduce the rates of drug poisonings from an increasingly toxic supply of illicit drugs.”

Northern Health joins Interior, Fraser and Island Health in offering the new system, which health authorities have used to issue over 30 alerts since it was first launched by Interior Health in May 2022. Over 2300 subscribers are already using the system, developed by the BC Centre for Disease Control and the Office of Virtual Health at Provincial Health Services Authority in partnership with regional health authorities.

Media contact: NH Media Line – 877-961-7724



REPORT TO COUNCIL

Regular Meeting of Council

DATE: February 21, 2023

TO: Robert Buchan, City Manager

FROM: Myfannwy Pope, Planning Manager

SUBJECT: REQUEST FOR SUPPORT FOR RAPID HOUSING INITIATIVE 3.0

RECOMMENDATION

THAT Council give support to the City of Prince Rupert's applications for CMHC's Rapid Housing Initiative 3.0 Fund.

REASON FOR REPORT

The City of Prince Rupert has been developing applications for funding to construct non-market housing for those in severe housing need through CMHC's Rapid Housing Initiative 3.0. Staff are requesting council formally give support to the application to be included in the application package. There are no budget impacts.

STRATEGIC PRIORITIES

Goal F: The City of Prince Rupert will support and encourage new and renewed housing working with industry, senior government and First Nations.

CONCLUSION

THAT Council give support to the City of Prince Rupert's applications for CMHC's Rapid Housing Initiative 3.0 Fund.

Report Prepared By:

A handwritten signature in black ink, appearing to read "MPope".

Myfannwy Pope,
Planning Manager

Report Reviewed By:

Robert Buchan,
City Manager



REPORT TO COUNCIL

Regular Meeting of Council

DATE: February 21st, 2023

TO: Robert Buchan, City Manager

FROM: Veronika Stewart, Manager of Communications, Engagement, and Social Development;

**SUBJECT: UPDATE ON RECONCILIATION FRAMEWORK COMMITTEE
DEVELOPMENT AND POLICY WORKPLAN**

RECOMMENDATION:

THAT Council support the development of a Reconciliation/UNDRIP committee Terms of Reference through a process of tabletop discussions with indigenous leaders and supported by staff;

THAT Council delegate one or 2 Councillors to participate in the tabletop discussions as follows: 1) *(insert selected representative)* 2) *(insert selected representative)*

REASON FOR REPORT:

In October, Council adopted a policy framework on reconciliation, 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. This report has been prepared to request direction on next steps for development of the committee, to provide an update on the proposed workplan for the implementation of the Framework, and to give an update on completed actions since the Framework was adopted.

BACKGROUND:

The City's Framework policy document is a first step at moving 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. This work has been initiated by Council, and now needs to be brought out into the broader community of indigenous people of Prince Rupert for input, collaboration and meaning making.

A primary aim of the workplan is the establishment of a committee that can guide and advise Council on future potential actions and projects; however, there were also a number of other actions that were identified as 'best practice' in terms of general policy and program development, which will be addressed in staff's associated workplan. These included cultural humility training for staff, and an employment equity policy - actions that were included to support the City's efforts to be a culturally safe and welcoming space as a potential employer of indigenous people.

Since adopting the Framework policy, staff have successfully applied for \$23,000 in funding to UBCM complete Cultural Humility Training for emergency personnel. This completed work has been reflected in the workplan schedule. City staff will undertake the coordination and implementation of this training over the coming year, with the intent to produce a resource that can support continued learning for new personnel in the future. Work on an Employment Equity policy will also be forthcoming as identified in the attached workplan, capacity permitting. This policy also provides the opportunity to address more general principles of Justice Equity Diversity and Inclusion (JEDI), as part of the City's related work to advance an Accessibility Committee as per the Accessible BC Act.

In January, Council also adopted Tourism Prince Rupert's wayfinding signage standards guidelines, which was developed in collaboration with the Sm'algyax Language Authority and also includes the works of two indigenous artists. Though this work was completed by an external organization, Council's adoption of these standards will ensure that this celebration of Sm'algyax language and Ts'msyen identity on wayfinding signage will continue in the years ahead.

The City's aim is to operate by the key Truth and Reconciliation Commission principle that, 'the preservation, revitalization, and strengthening of Indigenous languages and cultures are best managed by Indigenous people and communities'.

As such, no additional works have been completed, as the City has not yet had the opportunity to strike a community to guide that work. This is the step that must now be taken for the majority of other work to begin in earnest.

ANALYSIS:

Towards the development of a community-based committee, Staff propose to visit with a number of indigenous leaders in the community and facilitate table-top style discussions to review what has been proposed in the Framework, and to solicit feedback on the following questions:

- What should a committee developed by the City on the topic of 'reconciliation' seek to accomplish?
 - Is there anything we need to know to ensure people are comfortable participating?
- How the City can be a better supporter of Ts'msyen indigenous culture and identity, and indigenous people in general?
- What opportunities are there for the City to do better in how we provide our different services?

It is suggested that these conversations occur between one or more members of Council (if amenable), key indigenous leaders (1 or more, whatever is preferred on their end), and one or more staff to serve as a facilitator/note-taker. Information from these interviews would then be used to inform a Terms of Reference for a Council committee. This approach is suggested in order to ensure that we move forward with the community leading this work, rather than it being City-driven.

Given the lived experiences of indigenous folks with racism and colonialism, staff recommends that we put in this additional work at the outset with our community to build trust and understanding. Interactions between government and indigenous peoples that are targeted at a specific outcome (policy or program development) may be interpreted as transactional and serve to reduce trust and understanding. For this process to have the intended outcomes to improve the lives of our indigenous residents and their relationship to their local government, it is recommended to proceed with care and attention to that context.

LINK TO STRATEGIC PLAN:

The continued implementation of the Reconciliation Framework was identified as a priority for the City for 2023-2024 in Council's Strategic Plan. As noted above, there has been a workplan developed intended to elaborate on this objective and provide tangible actions that the City can take in the years ahead.

COST:

Costs of this work include Staff and Council time to attend any potential meetings (tabletop as well as committee). There may also be a nominal cost for coordinating refreshments/meals for meetings, if directed by Council and approved as part of budgetary processes. Future costs for potential committee recommendations are currently unknown; however, all recommendations will come to Council for consideration, and priority will be given to projects that are either cost-effective or eligible for grants.

CONCLUSION:

Staff has the following recommendation:

THAT Council proceed in developing of a committee Terms of Reference through a process of tabletop discussions with indigenous leaders;

THAT Council delegate one or 2 Councillors to participate in the tabletop discussions as follows: 1) *(insert selected representative)* 2) *(insert selected representative)*

Report Prepared By:**Report Reviewed By:**

Veronika Stewart,
Manager of Communications,
Engagement and Social Development

Robert Buchan,
City Manager



CITY OF PRINCE RUPERT COUNCIL POLICIES				
POLICY NAME	Reconciliation Policy Framework		POLICY NO.	GOV-01-22
EFFECTIVE DATE	10/4/2022		REVISION DATE	
DEPARTMENT	Governance		NOTIFY UNION	
APPLIES TO				
☒ STAFF	☒ MANAGEMENT	☐ VISITORS	☐ CONTRACTORS	☒ 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 October 4th, 2022.

Policy Prepared By:

Veronika Stewart, Communications Manager
Myfannwy Pope, Planner

Policy Authorized By:

Prince Rupert City Council

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: February 21, 2023
TO: Robert Buchan, City Manager
FROM: Rosamaria Miller, Corporate Administrator
SUBJECT: **COUNCIL MEETING SCHEDULE – 2023 MARCH**

RECOMMENDATION:

THAT Council approve the City of Prince Rupert Council Meeting schedule amendment changing Council meetings in March 2023 to March 13 and 27.

REASON FOR REPORT:

Council must, as per Sections 127 and 94 of the *Community Charter* and the City of Prince Rupert's Council Procedure Bylaw, publish a meeting schedule of the date, time and place of Regular Council Meetings.

BACKGROUND:

Meetings are scheduled in accordance with the Council Procedure Bylaw.

The initial schedule brought forward did not have the March 2023 meetings inline with the Council Procedure Bylaw. This amendment request will rectify this.

Report Prepared By:

Rosamaria Miller,
Corporate Administrator

Report Reviewed By:

Dr. Robert Buchan,
City Manager



	Council Meeting				
	Statutory Holiday				
	NCLGA				
	FCM				
	UBCM				

2023

Council Calendar

January						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

February						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	22	22	23	24	25
26	27	28				

March						
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			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	22	22	23	24	25
26	27	28	29	30	31	

April						
S	M	T	W	T	F	S
						1
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16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

May						
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7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

June						
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11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

July						
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23	24	25	26	27	28	29
30	31					

August						
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27	28	29	30	31		

September						
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17	18	19	20	21	22	23
24	25	26	27	28	29	30

October						
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22	23	24	25	26	27	28
29	30	31				

November						
S	M	T	W	T	F	S
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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

December						
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10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

CITY OF PRINCE RUPERT

FIRE CONTROL AND PROTECTION AMENDMENT BYLAW NO. 3515, 2022

A BYLAW TO AMEND THE CITY OF PRINCE RUPERT FIRE CONTROL AND PROTECTION BYLAW NO. 2944, 1995, AS AMENDED

WHEREAS Council of City of Prince Rupert has enacted a Fire Control and Protection Bylaw;

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

1. The “City of Prince Rupert Fire Control and Protection Bylaw No. 2944, 1995 as amended” be further amended by:

- a. Add to section 2.0 Definitions:

“Container” means a large, strong container, usually of metal used to store goods, usually for shipment. May also be described as a “Sea-Can”, “Storage Container”, “Shipping Container” or “Cargo Container”.

- b. Add section for “Containers”:

- i. Code Compliance:

The Container must meet, or exceed as indicated, all relevant requirements of BC Safety Codes such as, but not limited to:

- Division B – Part 3 & Division B – Part 4 of the BC Fire Code will apply in all cases
- There will be no electrical to the container unless it meets or exceeds all requirements of the BC Building, Fire and Electrical Codes for explosive/moist/wet environments. It must be fully explosion proof and tested regularly to ensure compliance.
- Dangerous Goods storage shall be restricted to materials that are declared at the permit stage. Any changes to the type of dangerous goods must be approved by the City of Prince Rupert.
- No smoke shall be allowed in Containers.
- Where flammable liquids and combustible liquids are stored in the Container, combustible construction shall be removed, provisions for spill containment installed and the container shall be grounded. The dispensing of flammable liquids and the storage of open containers shall be prohibited in the Container.

- Compressed gases shall not be stored in the Containers. Limited amounts of aerosols shall be stored in the Containers only when stored in metal cabinets.

ii. Location:

The Container must be positioned such that:

- There is a minimum separation of 1.5m between any non-combustible structure and the Container to allow for fire fighting access to the exposed structures.
- The Container must be located at least 6m from exits, windows or unprotected openings of an exposed building.
- Greater separation distances will be required based upon exposure to any combustible materials or structure.
- The Container doors are positioned such that they face away from any other structure.
- The Container doors must be positioned such that they face away from any means of road access to the Container for fire personnel.
- No combustible materials may be stored near the Container.
- Containers shall not be installed under power lines.

iii. Identification:

The Container must be identified such that:

- UN Placards for all stored Dangerous Goods must be visible on the two Container sides visible to emergency responders.
- The name of the company/person responsible for the Container and an emergency telephone contact number must be marked on the Container in lettering visible from 10m.
- The Container and contents must be identified in the Fire Safety Plan.

iv. Safety Features to be added:

The Container must have the following safety features in place prior to any use:

- One ventilation opening must be added within 150mm of the floor in the container door primarily used for opening.
- One ventilation opening must be added within 150mm from the top of the container on the opposite end from the doors from cross ventilation.
- The high ventilation opening cannot be directly venting toward a structure
- Neither ventilation opening can be obstructed by stored materials at any time and must be kept clean of internal and external debris.
- The additional ventilation openings must be constructed based upon the following minimums:
 - Two – 0.3m x 0.3m openings for a Container 6m or less.
 - Two – 0.5m x 0.5m openings for a Container over 6m.

- Both openings will be covered by open grate wire mesh with greater than 50% free area.
- Higher opening will also have a wind vent device, designated to generate a venturi effect during low wind speeds.
- Where heavier than air flammable and combustible liquids are stored in the Container a ventilation opening a low level should also be installed at the opposite end from the doors.
- Where 1A flammable liquids in quantities greater than 4 litres are stored in the Container then provisions shall be made to comply with the requirements for withstanding an internal explosion as per the BC Fire Code, BC Building Code and NFPA 68.
- Alternate engineering solutions for ventilation and explosion protection will be considered

NOTE: Standard existing environmental vents normally built into Containers **are not acceptable** as ventilation openings for land-based storage applications. These vents were designed for air movement based upon atmospheric weather changes only and do not provide for adequate air flow.

3. This Bylaw may be cited as “**City of Prince Rupert Fire Control and Protection Amendment Bylaw No. 3515, 2023**”.

Read a First time this ____ day of _____, 20__.

Read a Second time this ____ day of _____, 20__.

Read a Third time this ____ day of _____, 20__.

Read a Fourth & Final time this ____ day of _____, 20__.

MAYOR

CORPORATE ADMINISTRATOR



PRINCE RUPERT BOULEVARD ROAD DEDICATION BYLAW NO. 3512, 2023

BEING A BYLAW TO OPEN A PORTION OF HIGHWAY ROAD ALLOWANCE

Pursuant to Section 40 of the *Community Charter*, Prince Rupert City Council may, by bylaw, open a portion of a highway to traffic through the dedication of the highway.

The Council of the City of Prince Rupert deems that it is in the public interest to open to traffic a dedication of highway comprising of approximately 203.7 square meters dedicated on Plan EPP120581, which is shown outlined in bold black on the reference plan prepared by McElhanney, on the 14 day of December, 2022, a reduced copy of which is attached hereto (*the “Road Dedication Plan”*);

The City intends to open that portion of highway to allow through traffic in front of 200 Prince Rupert Boulevard.

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 dedication (*the “Road Dedication Plan”*).
2. The City hereby authorizes the dedication to traffic and highway of the 203.7 square meters portion of highway which will be dedicated as highway at the New Westminster Land Title Office by Plan EPP120581, outlined in Bold on the Road Dedication Plan (*the “Dedicated as Road”*).
3. On deposit of the Road Dedication Plan and all other documentation for the dedication of the road allowance in the New Westminster Land Title Office,

the Opened Road is opened to public traffic, it shall be used as a public highway.

4. The Mayor and Corporate Administrator are authorized to execute all deeds of land, plans, and other documentation necessary to effect this road dedication.
5. This Bylaw may be cited as **“HIGHWAY DEDICATION BYLAW NO. 3512, 2023”**

READ A FIRST TIME this ____ day of _____, 2023.

READ A SECOND TIME this ____ day of _____, 2023.

PUBLIC NOTIFICATION this ____ day of _____, 2023.

MINISTRY OF TRANSPORTATION APPROVAL this ____ day of _____, 2023 (APPROVAL NO. _____).

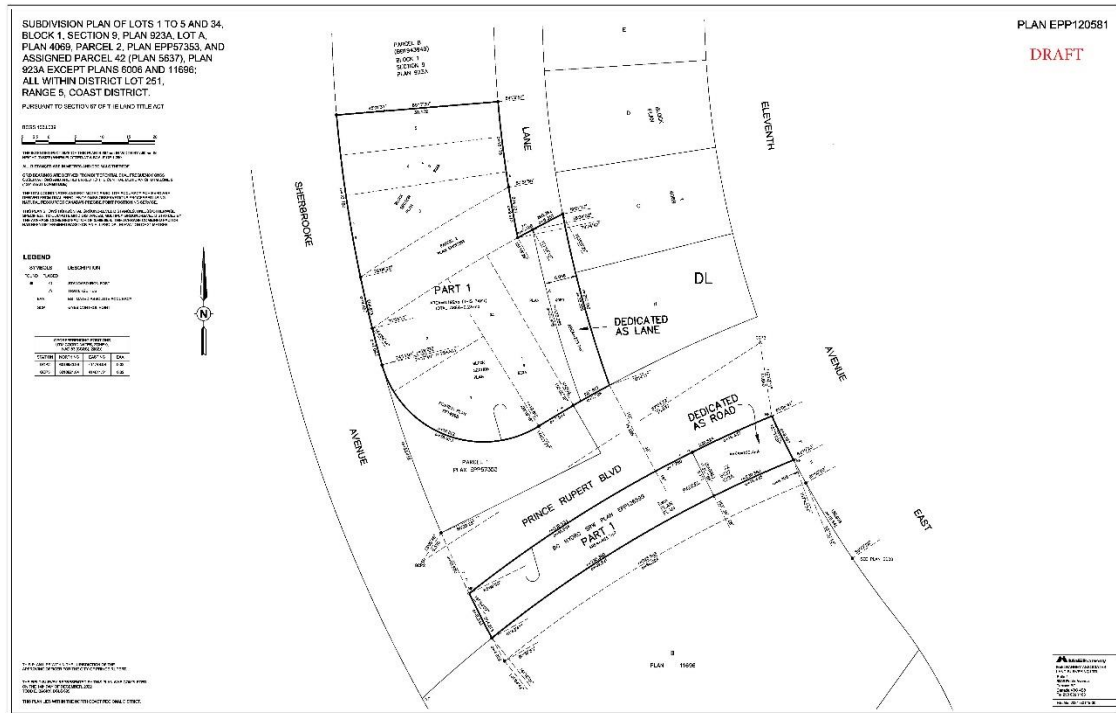
READ A THIRD TIME this ____ day of _____, 2023.

FINALLY CONSIDERED AND ADOPTED this ____ day of _____, 2023.

Mayor

Corporate Administrator

SCHEDULE "A" – ROAD DEDICATION PLAN (DRAFT)
BYLAW NO. 3512, 2023





HIGHWAY ROAD CLOSURE BYLAW NO. 3513, 2023

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 252.4 sqm of dedicated Highway on Plan 923, which is shown outlined in bold black on the reference plan EPP124015 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 sell and consolidate it to a neighbouring lot.

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 252.4 sqm portion of highway which was dedicated as

highway at the New Westminster Land Title Office by Plan 923, 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. 3513, 2023"**

READ A FIRST TIME this ____ day of _____, 2023.

READ A SECOND TIME this ____ day of _____, 2023.

PUBLIC NOTIFICATION this ____ day of _____, 2023.

MINISTRY OF TRANSPORTATION APPROVAL this ____ day of _____, 2023 (APPROVAL NO. _____).

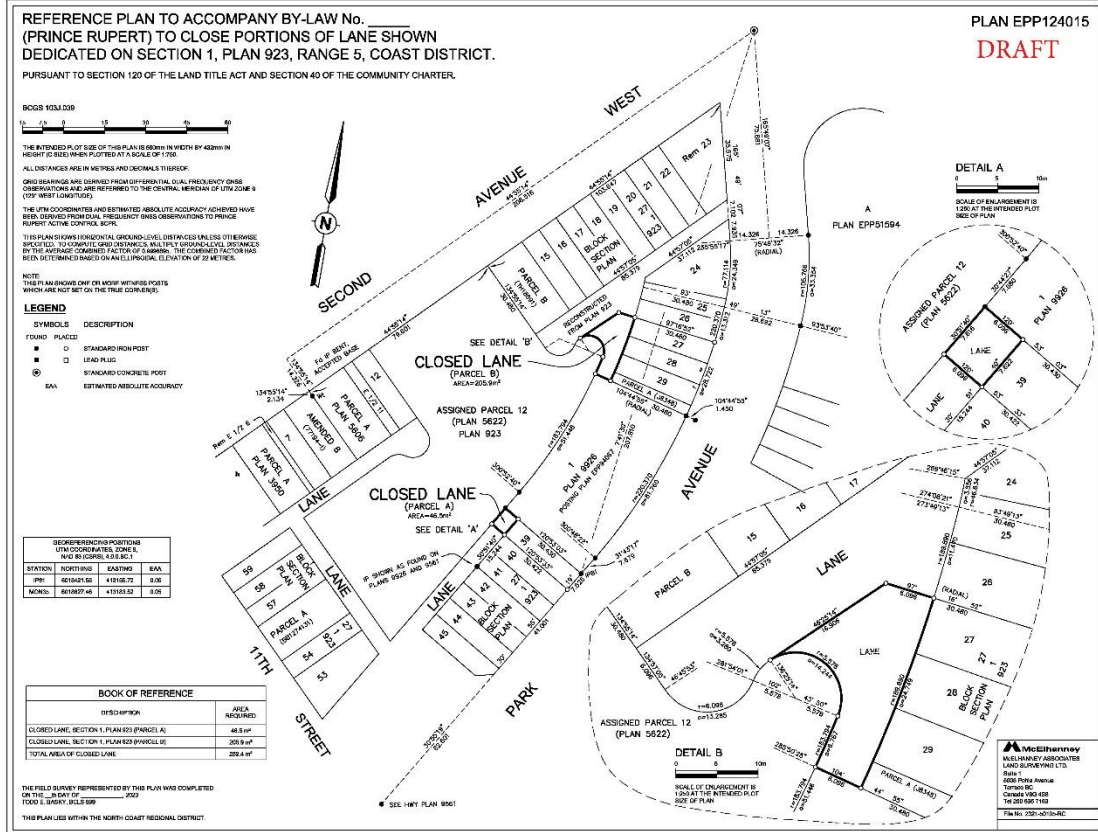
READ A THIRD TIME this ____ day of _____, 2023.

FINALLY CONSIDERED AND ADOPTED this ____ day of _____, 2023.

Mayor

Corporate Administrator

SCHEDULE "A" – ROAD CLOSURE PLAN (DRAFT) **BYLAW NO. 3513, 2023**



CITY OF PRINCE RUPERT

OFFICIAL COMMUNITY PLAN BYLAW AMENDMENT BYLAW NO. 3479, 2022

A BYLAW TO AMEND CITY OF PRINCE RUPERT OFFICIAL COMMUNITY PLAN BYLAW NO. 3460, 2021

WHEREAS the Council of the City of Prince Rupert has enacted Official Community Plan Bylaw No. 3460, 2021 for the City of Prince Rupert;

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

1. That City of Prince Rupert Official Community Plan Bylaw No. 3460, 2021 be amended as follows:
 - a. **Replace** the following (page 37):

“Map 2 (located in the Appendix) illustrates the framework for building heights in the City Core. Most building heights are to be up to four stories throughout the core, but eight story buildings will be considered in the Marina District, six stories in the hotel area on 1st Avenue as well as at the McBride Avenue gateway into the Downtown between 4th and 3rd Avenues. The intent is to have higher buildings in the new Downtown but these buildings will be lower and less dense as they approach the existing single family areas west of the City Centre.”

With the following (page 37):

“Map 2 (located in the Appendix) illustrates the framework for building heights in the City Core. The framework considers up to four stories throughout most of the City Core, with up to eight stories along parts of 1st Avenue West and in parts of the Marina District, as well as up to six stories along Stiles Place, parts of the Five Corners gateway, and the McBride Avenue gateway between 4th and 3rd Avenues. The framework aims to have higher buildings in the Downtown District of the City Core with building heights reduced gradually approaching the City Core’s western side.”

- b. **Replace** the following (page 37):
“4.2.1 Commercial Use Policy.”
- With** the following (page 37):
“4.2.1 City Core and Commercial Policy.”
- c. **Replace** the following (page 37):
“4. The City Centre building heights will follow a framework identified in Map 2. Building heights will be reduced gradually as they approach single family neighbourhoods to the west.”
- With** the following (page 37):
“4. Building heights in the City Core will follow the building heights framework identified in Map 2. However, Council may allow a building height higher than contemplated by the framework if Council considers a building height to be low impact in terms of view obstruction.”
2. This Bylaw may be cited as “City of Prince Rupert Official Community Plan Bylaw Amendment Bylaw No. 3479, 2022.”

Read a First time this ____ day of ____, 20__.

Read a Second time this ____ day of ____, 20__.

Public Hearing this ____ day of ____, 20__.

Read a Third time this ____ day of ____, 20__.

Final Consideration and Adopted this ____ day of ____, 20__.

MAYOR

CORPORATE ADMINISTRATOR