

BACKGROUND: Cannabis controls and communications with local government

Medical cannabis production is increasing across BC and is prevalent on the Sunshine Coast. Local governments and RCMP are facing challenges in monitoring and enforcing local, provincial and federal legislation to ensure the safety of our citizens. Action is needed by the federal government in three areas:

1. Revise volume limitations for medical cannabis production.
2. Improve communications with local governments with respect to medical cannabis licenses.
3. Share cannabis derived revenues with local governments and the RCMP to support the increasing need for enforcement.

1. Personal Medical Cannabis Production

Licenses for production of cannabis for an individual's own medical purposes allow for 400 – 500 plants to be grown in one location. In one recent situation, two partners cohabitating were each granted licenses for 500 plants, which is equivalent to the volume grown in some commercial production facilities. There are dozens of examples like this in our community alone. This high number of plants is legal yet can have a very detrimental effect on housing stock and the quality of a neighbourhood.

We ask that the number of plants that can be grown for medical purposes in residential properties be revised.

2. Communication with Local Government

When an applicant fills out an application for a Personal Medical Cannabis license, they are asked to state that they are in compliance with municipal or local government bylaws or building codes for the facility they will be growing in, but there is no process for inspection or verification. Unlike the process for liquor licenses or for retail cannabis facilities, local governments are not consulted or informed during the license application process for an individual to produce cannabis for their own medical purposes. Local governments are also not consulted or informed by Health Canada when licenses for personal/medical cannabis production are then issued. On Health Canada's website it states, **"you are also expected to comply with all relevant provincial/territorial and municipal laws including local bylaws about zoning, electrical safety, fire safety, together with all related inspection and remediation requirements."**

Despite many requests from municipalities in response to community and neighbour complaints around safety concerns, odour control, and other building code requirements, Health Canada does not provide the information on location(s) of licensed facilities to municipalities that is required to enforce compliance with bylaws, or requires building permits and/or inspections for these licensed facilities. Ensuring zoning and building bylaws and building codes are followed and enforced is a serious safety concern for municipalities. Not knowing whether a facility is licensed or not also makes enforcement of illegal facilities more difficult. We need to be able to inspect, enforce bylaws and building codes, and apply penalties for non-compliance to ensure public safety in our neighbourhoods.

Currently, a number of properties on the Sunshine Coast are maintained for the sole purpose of growing cannabis; meaning that off-sales to the black market to finance the maintenance of these properties are commonplace. This also depletes our much-needed housing stock, while creating potential fire hazards in uninhabited houses, using large amounts of electricity and with wiring that is often not to code. It is therefore in the best interest of all levels of government that a better regulated arrangement be found.

We ask that that local governments be consulted and informed prior to issuance of a license for personal production of medical cannabis to ensure compliance with local zoning and building bylaws and building codes to ensure the safety of our neighbourhoods and communities.

3. Revenue Sharing

Each year the federal and provincial governments receive millions of dollars in revenue from the legal cannabis industry. Prior to October 17, 2018, over three years ago, the Province of British Columbia signed on to the Federal-Provincial-Territorial Agreement on Cannabis Taxation for sales of medical and non-medical cannabis. The initial two year agreement saw the federal government retain 25% of excise tax revenue (to a maximum of \$100M annually) with the remaining 75% going to provinces and territories with the understanding that provincial governments would share the cannabis excise tax revenue with local governments. In addition to the federal excise tax, BC is also adding a 15% markup to the price of cannabis, and sales are also subject to PST and GST. The agreement with the federal government recognized the impact and cost of legalization on local governments.

Admittedly, the initial projected revenue numbers were grossly over-estimated. In 2018, it was estimated that the Province of BC would receive \$125M in excise tax revenue over a two year period. BC's monthly share of the federal excise duty on cannabis was \$1.7M in November of 2019 and increased to \$2.5M in December of 2019. This was an increase of 44% over the previous

month. It was just \$10M for all of 2019. However, in December of 2019, retail outlets for buying regulated cannabis in BC numbered 128 private and 11 government stores. By December 2020, this had more than doubled to 270 private and 25 government stores.

In the publication *Sales and Revenue from Regulated Cannabis Products: British Columbia October 2018 – December 2020* published by University of Victoria: Canadian Institute for Substance Use Research, it indicates that since October 2019, monthly cannabis sales in dollars from all products sold in BC have increased nearly ten-fold. The province currently has approximately \$30M monthly in sales via wholesale and retail channels.

Gross revenue in 2020 was approximately \$290 million.

These revenues should be shared so municipalities and RCMP have the resources to address crime and bylaw contraventions in our communities.

We ask that the provincial government be transparent about the net revenue received from the federal excise tax and any additional revenues received from the legal cannabis industry, and that a date by when an agreement will be made with the local governments (via the Federation of Canadian Municipalities or Union of BC Municipalities) be determined and communicated for revenue sharing as agreed to by the Province with the Federal Government.

On behalf of the Sunshine Coast, we thank you for your consideration of these serious concerns.

Sincerely,



Darnelda Siegers,
Mayor, District of Sechelt

Chair, Sunshine Coast Regional District



District of Port Hardy

7360 Columbia Street ♦ PO Box 68
Port Hardy BC V0N 2P0 Canada
Telephone: (250) 949-6665 ♦ Fax (250) 949-7433
Email: general@porthardy.ca ♦ www.porthardy.ca



R2

EMERGENCY EQUIPMENT PROVINCIAL PROCUREMENT

BACKGROUND

Costs to purchase emergency equipment have a significant financial burden on taxpayers in small and rural communities. Through resolution B-61¹ to the UBCM in 2017, the District requested grant opportunities for emergency vehicles and equipment be made available to Municipalities and Regional Districts with populations less than 100,000 at a cost-share of no less than 50%. There is a need for grants to facilitate the renewal of ageing infrastructure and purchase fire department equipment and fleet vehicles through the use of the collected *Insurance Premium Tax*². The provincial response included amendments to the Gas Tax Agreement and the Investing in Canada Infrastructure Fund; however, those funds are still not available for fleet replacement or rehabilitation, equipment and gear to support fire departments.

The Mayors of several coastal communities requested the Honourable Minister Josie Osbourne to consider funding for small communities as fire equipment is costly and increasing at an alarming rate (letter attached).

This resolution seeks to find alternative ways to procure emergency equipment and apparatus in a cost-effective manner. Purchasing essential fire equipment and vehicles from provincially approved and negotiated sources would reduce costs and administrative time seeking best price opportunities. Currently, the Procurement Services Branch provides access to purchasing for specific goods where pricing has been adjusted through agreement.

¹ <https://www.ubcm.ca/convention-resolutions/resolutions/resolutions-database/funding-fire-equipment>

² https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/96232_01

INTERREGIONAL TRANSIT

The Regional District of Nanaimo (RDN) is collaborating with Cowichan Valley Regional District (CVRD) and BC Transit to develop interregional transit service between the CVRD and the RDN. Strong demand for this service was identified in market research conducted in 2015 by SNC Lavalin. A survey conducted by BC Transit, CVRD and the RDN in the fall of 2020 indicated strong support for interregional transit. The service will provide residents of both regional districts with a vital link to alternative transportation options such as the airport, BC Ferries, health services, educational opportunities and employment markets. Following Board direction, RDN staff have discussed the feasibility of interregional transit service with the Comox Valley Regional District and BC Transit, and anticipate similar discussions with Alberni-Clayoquot Regional District.

The success of interregional transit service is in jeopardy due to the current BC Transit model for expansion hours in which local governments apply for expansion hours, with the Province awarding to each local government, as provincial budget allows, to apply those hours within local area boundaries. It is recommended that a separate cost sharing model be considered to ensure the success of interregional connectivity.

Because of the broader scope of interregional service and the high demand for transit expansion hours within local government jurisdictions, an interregional transit system should be considered a provincial transportation matter, with interregional hours managed as cost-sharing contracts by BC Transit. This process would allow private sector enterprise or local governments the opportunity to bid on interregional segments of transit and would enable local governments to use their region's transit expansion hours to address transportation needs more effectively within their local area boundaries. In September 2021, the RDN and CVRD participated in a UBCM Minister's meeting with Minister of State for Infrastructure, Bowinn Ma, to discuss this proposal for an alternate model.

While there have been recent UBCM resolutions relating to the transit and transportation sector, there has not been a resolution identical to the proposed for consideration.

PRIORITIZING PROVINCIAL FUNDING FOR LARGE TRANSIT EXPANSIONS

Working collaboratively with the City of Nanaimo and BC Transit, the Regional District of Nanaimo (RDN) has developed the Transit Redevelopment Strategy, a system-wide transit review and redevelopment project. The goal is to create a 5-year revitalization plan, including large-scale expansions, to better serve residents and enable them to travel efficiently throughout the region. The 5-year plan will prioritize improvements toward previously set transit goals. The 2014 RDN Transit Future Plan identified the overarching goal of a transit mode share of 5% by 2039, which would require approximately 400,000 hours to achieve. Despite the useful expansions that have been conducted by RDN Transit and BC Transit year over year since 2017, these small-scale expansions (typically 5,000 annual hours) have achieved only modest gains towards the 5% mode share target.

To achieve the goals in the RDN Transit Future Plan, and to remain in line with regional and provincial strategic goals of sustainable transportation, larger expansions in the RDN transit system are necessary. With a current annual hour budget of approximately 136,000 hours, the system needs to expand by 15,000 to 20,000 hours per year over the next 14 to 18 years. A similar situation exists elsewhere in the province (e.g. Central Okanagan Region's mode share target of 7%, requiring 17,000 annual hours for each of the Transit Future Plan's 25 years). It is suggested that large transit expansions should be the priority of the Province when determining allocation of transit funding, since such expansions move regions and municipalities towards common goals and improve transit for a greater portion of the population.

**BACKGROUNDER: Expanding the Fare-Free Transit Program**

The District of Central Saanich (the “District”) has been committed to fighting climate change since adopting the “Central Saanich Energy Plan – An Action Plan to Reduce Energy Consumption and Greenhouse Gas Emissions in Our Community” in 2008. In July 2019, the District declared a state of climate emergency and adopted accelerated climate targets recommended by the United Nations Intergovernmental Panel on Climate Change (IPCC) to limit global temperature increase to 1.5°C.

Our climate is changing and addressing these changes is one of the most critical issues of our time. Some of these changes are already noticeable with more frequent extreme-weather events (droughts, floods, heat waves, fires), which British Columbia (B.C.) particularly faced in 2021. These changes are projected to increase the severity and duration of events over the coming decades. The Capital Regional District’s (CRD) climate projection report anticipates more extreme heat days and longer dry spells in summer, more precipitation in fall, winter and spring, and warmer winters with more intense extreme weather events, and rising sea levels¹.

A changing climate has many implications in our region – affecting our health, infrastructure, water supply, agriculture, ecosystems and species, and marine environments. The global scientific community agrees that the more we reduce our total greenhouse gas (GHG) emissions in the short term, the less intense these climate changes will be over time².

The costs of inaction exceed the cost of action, which has been estimated to be roughly 1% of global GDP if strong action is taken now. In addition, there are significant co-benefits to climate action, including, improved air quality, healthier active lifestyles, reduced operating costs, and potential local economic opportunities.

In response, international governments have set aggressive targets to reduce GHG emissions – collectively aiming to limit global temperature rise below 2 degrees Celsius this century³. In fall 2018, the IPCC released a Special Report on Global Warming of 1.5°C, which highlights the substantial elevated risk of long-lasting or irreversible changes associated with warming of 1.5°C or higher. The report states that global emission reductions on the order of 45% by 2030 (from 2010) are needed, reaching net zero by 2050, in order to limit warming to 1.5°C⁴.

¹ https://www.crd.bc.ca/docs/default-source/climate-action-pdf/reports/2017-07-17_climateprojectionsforthecapitalregion_final.pdf

² Stern Review, The Economics of Climate Change, 2007.

³ Compared to pre-industrial temperatures.

⁴ See <https://www.ipcc.ch/sr15/>



In 2016, both the Federal and BC governments released new climate action plans that commit Canada and BC to accelerated climate action. Both plans recognize we have a lot of work to do, and that all levels of governments need to work together with citizens and businesses to meet these targets.

The BC government announced new targets: 40% reduction in community wide GHG emissions by 2030, 60% reduction by 2040 and 80% reduction by 2050 (all relative to emissions in 2007), and released a new climate action plan in Fall 2018 that details how these targets will be met. Canada has committed to the Paris agreement and released the Pan-Canadian Framework on Clean Growth and Climate Change outlining how we will achieve Canada's targets.

Reducing our transportation emissions through low-carbon transportation, such as transit, will help the province and municipalities reach carbon neutrality targets. In November 2018, BC Transit approved a Low Carbon Fleet Program to support provincial targets for GHG emissions and to align with the provincial CleanBC plan⁵.

Expanding the fare-free transit program for youth 13 and under (grade 7), will support not only low-carbon transportation, but also assist in providing equitable transit options to youth.

During consideration of this motion, the District received several letters of support from residents and students in Central Saanich, further showing the need for this program:

“Not only will it help those who struggle to afford transportation, but it will also reduce our carbon emissions. This is one step towards a ‘green’ planet.” – Student at Stelly’s Secondary School.

“Research shows that those who use public transit as youths are more likely to forsake other forms of transportation as adults. This means a cleaner environment for all of us.” – Resident

“The quickest, most affordable way to reduce an economy’s carbon consumption is through expanded and fare-free bus service.” – Resident

“The benefits that a program like this provides to both the youth of British Columbia and to the environment are numerous. It encourages low-carbon, affordable transportation that will lead to less traffic congestion in the cities, higher productivity, lower health care costs, and most importantly, less environmental damage” – Student at Ecole Stelly’s Secondary School

“Only need to reflect on the plethora of extreme climate events we faced throughout BC in 2021 to realize that we must ramp up our efforts to address and/or mitigate extreme climate events.” - Resident

⁵ See <https://www.bctransit.com/about/sustainability>

RESOLUTION: PARTNERSHIPS FOR FARE-FREE PUBLIC TRANSIT**Background: Partnerships for Fare-Free Public Transit**

Equitable access to mobility is fundamental to full and meaningful participation in local communities, including access to education, employment, services, recreation, culture and community life. Emissions from transportation generate a majority of community-based emissions in many communities, meaning that changes in transportation options have the potential to have a substantial impact in reducing green-house gas emissions. The Province of British Columbia has shown leadership by eliminating use-fee barriers to public transit ridership for people 12 years of age and under, following the example of other forward-looking jurisdictions including Kingston, Ontario, Kansas City, Missouri, Luxembourg and Estonia.



R7

BACKGROUNDER:

MANAGED FOREST LAND VALUATION - COWICHAN VALLEY REGIONAL DISTRICT

WHEREAS the 2022 Assessment Roll marks the third year that the land value component of the formula for valuation of Managed Forest land has been frozen;

AND WHEREAS the valuation formula for Managed Forest land remains under review by BC Assessment, the Province and Industry:

THEREFORE BE IT RESOLVED THAT BC Assessment and the Province conclude the Class 7 Valuation Formula review and implement an understandable, fair and transparent formula.

Background

The valuation of Class 7 - Managed Forest land is based on a complex formula involving the value land has for the purpose of growing and harvesting trees and the value for cut timber.

As the formula is under review, a freeze was placed on the land value component of the calculation to provide stability while BC Assessment, Government, and Industry worked towards a new model for Managed Forest valuation. The 2022 Assessment Roll is the third year that Managed Forest bare land rates have been frozen.

As a result, the assessments for Managed Forest land only changed if timber has been harvested. There is a two-year interval between harvest and when the value is reflected on the Assessment Roll.

2022 RESOLUTION SUBMISSION TO AVICC

CLIMATE RISK AND VULNERABILITY ASSESSMENTS

ISLANDS TRUST

RESOLUTION:

WHEREAS the increasing impacts of climate change are requiring local governments and Islands Trust to develop robust climate adaptation plans and policies;

AND WHEREAS these adaptation plans and policies must be grounded in a detailed analysis of the unique climate risks and vulnerabilities of each local area;

THEREFORE BE IT RESOLVED that AVICC & UBCM call upon the Province of British Columbia to fund and support the development and integration of climate risk and vulnerability assessments into Official Community Plan review processes.

BACKGROUND:

As the impacts of climate change are rapidly increasing across local communities in British Columbia, local governments and Islands Trust are needing to integrate robust adaptation planning measures into their local Official Community Plans and other local planning processes. This requires, first and foremost, the development of climate risk and vulnerability assessments for each community, but local governments often lack the resources, capacity, data, and/or knowledge to undertake these assessments, particularly in small rural communities.

Climate risk assessments focus primarily on projected changes in climatic conditions in a particular area, highlighting potentially impacted assets and discerning the likelihood/severity of key impacts and their consequences. Climate vulnerability assessments tend to focus more on the exposure, sensitivity, and adaptive capacities of systems, assets, and populations with a certain area. Integrated climate risk and vulnerability assessments are needed to address both the vulnerability to, and impacts of, climate hazards in order to develop effective climate adaptation plans and foster resilient communities.

Provincial funding and support could help local governments and Islands Trust respond to the pressing need to adapt to climate change with enhanced adaptation planning capacity, improved data collection and analysis, and knowledge sharing on best practices and standards.

World Class Shipbreaking Regulations for BC and Canada - Comox Valley RD

Background Information:

The West Coast of Canada is home to ever-increasing commercial and industrial marine transportation activities, with the Port of Vancouver and others serving as major hubs for the North American transportation network. Over the decades, the Province of BC and the Government of Canada have supported the Ship Building and Ship Repair sectors, both on the regulatory and investment sides. However, the Shipbreaking sector has not received the same attention. The Federal government has yet to adopt key international conventions regarding Ship Dismantling and Recycling activities, and our country's and provincial regulatory environment remains in its infancy, leaving gaps and risks that hamper the sector's potential.

This proposed resolution aims to encourage the Province of BC and the Government of Canada to introduce world class regulations and investment in the Shipbreaking sector, specifically by ratifying key international shipbreaking conventions; by enhancing the provincial and federal regulatory frameworks; and by investing with ship dismantling facilities to meet emerging regulations.

The International Context

Shipbreaking, also known as Ship Scrapping or Ship Dismantling, is a type of ship disposal involving the disassembling of large vessels, container ships, and barges for the extraction of raw materials, mostly for scrap. Currently, over 80 per cent of shipbreaking activities occur in India, Bangladesh, China, Turkey, Pakistan, and other South-east Asian countriesⁱ. Over the last 35 years, many efforts have been made internationally to address three main issues of concern for this global industry:

1. Address the dangerous nature of the work and associated labour risks;
2. Prevent the transfer of hazardous waste between countries;
3. Collaborate on the emergence of international standards for shipbreaking facilities.

These efforts have led to key sets of International Conventions and Regulations:

A) Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and Their Disposal (1989, United Nations, “The Basel Convention”)

The Basel Convention aims at controlling the transfer of toxic waste between countries. In 2002, the Basel Convention adopted the *Technical Guidelines for the Environmentally Sound Management (ESM) of the Full and Partial Dismantling of Ships*, in recognition that “Poor enforcement of regulations relating to this activity means that problems with local environmental pollution are commonplace and incidents of worker injury and fatality are high”ⁱⁱ

In 2019 the BAN Amendment also came into force, which prohibits the export of hazardous waste from developed to undeveloped countries, having direct implication for the scrapping of ships.

Convention Status as of 2021: 53 Signatories (includes Canada).

BAN Amendment – Ratified: 100 Countries. Canada has not ratified, accepted, or approved the BAN amendment

B) Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (2009, International Maritime Organization, “The Hong Kong Convention”)

The Hong Kong Convention aims at ensuring ships, when being recycled after reaching the end of their operational lives, do not pose any unnecessary risks to human health, safety and to the environment. The Hong Kong Convention intends to address all the issues around ship recycling, including the fact that ships sold for scrap may contain environmentally hazardous substances such as asbestos, heavy metals, hydrocarbons, ozone-depleting substances and others. It also addresses concerns raised about the working and environmental conditions at many of the world's ship recycling locations. (Government of Canada)ⁱⁱⁱ

Convention Status as of 2021:

Five countries have signed, 16 Countries have Contracted/ Assented. Canada has yet to do either.^{iv}

C) European Union Ship Recycling Regulation, 2013 “EU SSR”

In addition to the Conventions above, the EU SSR establishes a list and standards for approved shipbreaking facilities, along with a compliance regime. Measures additional to the Hong Kong Convention are included, for example “the beaching method is not allowed and requirements related to downstream toxic waste management as well as labour rights are included”.^v Independent certification is also required.

EU Regulations Status: Implemented and applies to EU countries. Canada and the Provinces do not have a comparable regulatory regime, but we have been collecting a basic inventory of facilities – both those active and those which could have potential to be active.

Policy Challenges in British Columbia and Canada: An Opportunity for Action

The basic policy and regulatory framework for Shipbreaking in Canada creates gaps, risks, and constraints to the sector's success. The failure of Canada to lead, and instead trail in the emergence of international shipbreaking conventions, regulations, and standards has left Canada and BC exposed to a more laissez-faire approach in the sector's emergence.

This proposed resolution, if adopted, would encourage the Province of British Columbia and the Government of Canada to be more pro-active in helping lead international efforts, and enhance the federal and provincial regulatory environment for the benefit of shipbreaking businesses; local communities; and international partners.

Endnotes

ⁱ Statista, 2019. “India and Bangladesh are scrapping bulk of old ships” Retrieved from: <https://www.statista.com/chart/17336/countries-scrapping-the-most-ships-and-countries-of-shipowners/>

ⁱⁱ United Nations - Basel Convention Ship Dismantling. Retrieved from: <http://www.basel.int/Implementation/ShipDismantling/Overview/tabid/2762/Default.aspx#:~:text=Parties%20have%20recognised%20that%20Basel,for%20ships%20going%20for%20recycling.&text=The%20Convention%20elaborates%20in%20its,recycling%20States%20and%20recycling%20facilities.>

ⁱⁱⁱ Government of Canada. Agreement on safe and environmentally sound recycling of ships: Hong Kong Convention. Retrieved from: <https://www.canada.ca/en/environment-climate-change/corporate/international-affairs/partnerships-organizations/safe-recycling-ships-hong-kong.html>

^{iv} International Maritime Organization. Status of IMO Treaties, 2021. Retrieved from: <https://wwwcdn.imo.org/localresources/en/About/Conventions/StatusOfConventions/Status%20-%202021.pdf>

^v NGO Shipbreaking Platform: “EU Ship Recycling Regulations. Retrieved from: <https://shipbreakingplatform.org/issues-of-interest/the-law/eu-srr/>



Corporation of the Village of Cumberland

R10

2673 Dunsmuir Avenue
P.O. Box 340
Cumberland, BC V0R 1S0
Telephone: 250-336-2291
Fax: 250-336-2321
cumberland.ca

File No. 0390-20
January 27, 2022

2022 AVICC Resolution

Pesticide Use within Community Drinking Water Supply Areas

Background

Timber harvesting companies operating on Private Managed Forest Land are subject to road maintenance standards, which include clearing of encroaching roadside vegetation. The best practices manuals set out various techniques that can be employed to eliminate or control competing/encroaching vegetation, and the use of herbicides is referenced as one of several options.

The *Integrated Pest Management Act* has a high level statement regarding a general prohibition on causing unreasonable adverse effects, which by definition in the Act include human health, animals and the environment. The regulation under the Act in many cases specifically refers to private land that is managed for forestry and it references drinking water supply areas and intakes.

The Province of BC may enhance its existing tools within the regulation and include the following:

1. A requirement that anyone using pesticides within a community drinking supply watershed be required to produce a Pest Management Plan;
2. That the Pest Management Plan be subject to public consultation;
3. In addition to the existing advertising requirements for that public consultation, that all adjacent landowners be directly notified of the consultation opportunity;
4. That water purveyors are referral agencies for the Pest Management Plan (direct engagement);
5. That approved Pest Management Plans in community watersheds be required to provide an Annual Report to the water purveyors; and
6. That water quality monitoring for residual chemicals be conducted at the water intake/point of diversion.

The required content of Pest Management Plans is specified in the IPM regulation and must include strategies to protect community watersheds. It must also include strategies to protect fish and wildlife.

The Province may also be requested to review and strengthen existing regulations, including:

- Increase the no treatment zone for the use of glyphosate from within 2m of the high water mark of any water course, even if it is dry at the time to 10m.
- Increase the restrictions on using pesticides within 30m of a domestic water intake to 100m and include intake reservoirs.
- Add a prohibition on the use of pesticides in community water supply areas for the treatment of native species

Links and Resources

Ministry of Environment and Climate Change Strategy, Integrated Pest Management Act, Forestry Pesticide User Audit, 2019

https://www2.gov.bc.ca/assets/gov/environment/pesticides-and-pest-management/pesticide-use/reports/2020-03-02_final_-_ipma_forestry_audit_report.pdf

Guidelines for Canadian Drinking Water Quality, Guideline Technical Document, Glyphosate

<https://www.canada.ca/content/dam/canada/health-canada/migration/healthy-canadians/publications/healthy-living-vie-saine/water-glyphosate-eau/alt/water-glyphosate-eau-eng.pdf>

Government of Canada, Guidelines for Canadian Drinking Water Quality: Guideline Technical Document – Glyphosate

<https://www.canada.ca/en/health-canada/services/publications/healthy-living/guidelines-canadian-drinking-water-quality-guideline-technical-document-glyphosate.html>

One of the research papers involved a study in Quebec where glyphosate was used in a typical forestry application, maintaining a **30m no-treatment zone** for streams and ponds. In 60 samples from the eight streams tested following application, the amount of glyphosate in the water was below the detection limit.

Ministry of Environment, BC Integrated Pest Management Regulations for Forestry, Noxious Weed and Industrial Vegetation Managers, Summary of Requirements and Explanatory Notes, Phase 1: Pest Management Plan Development, March 2012

<https://www2.gov.bc.ca/gov/content/environment/pesticides-pest-management/publications-guides/explanatory-notes>



City of Powell River

City Hall – MacGregor Building
 6910 Duncan Street, Powell River, BC V8A 1V4
 Telephone 604.485.6291 • Fax 604.485.2913
www.powellriver.ca • info@cdpr.bc.ca

File No. 0230-20-0001

Accelerating Zero Emissions Buildings

BACKGROUND

Homes and buildings are responsible for 11% of BC's greenhouse gas (GHG) emissions, with the majority of these emissions resulting from the burning of natural gas for space and water heating. Heating oil and propane also contribute to building sector emissions in certain regions of the province. Although there is a great deal of new construction occurring in BC, three-quarters of buildings that will exist in 2030 have already been built today.¹ In order to effectively mitigate building sector emissions, both new and existing buildings need to transition away from the use of fossil fuels for heating.

Unlike some other sectors of the economy, the technologies and products needed to decarbonize BC's building stock are readily available and cost-effective today. BC's electricity grid is low-carbon, resulting in a significant opportunity for electrification of homes and buildings to reduce emissions. This transition, when coupled with very energy efficient technologies like air source heat pumps, can be achieved with relatively small additional costs when compared with burning fossil fuels.²

The Province's Roadmap to 2030 announced some new measures to reduce emissions from the building sector, including a commitment to make all new buildings zero carbon by 2030, and to require that all space and water heating equipment sold after 2030 be at least 100% efficient. This would include electric baseboard heaters, electric resistance water heaters, and heat pump space and water heaters, but would exclude currently available fossil fuel furnaces and water heaters.³

Although the measures announced in the Roadmap to 2030 are positive, and will result in significant building sector emissions reductions by 2030, the Roadmap did not include an announcement of interim regulations and pathways that could begin reducing emissions from buildings significantly prior to 2030. The BC Building Electrification Road Map, developed in 2021 by multiple stakeholders including the Province of BC, BC Hydro and City of Vancouver, demonstrated such a pathway, including accelerated timelines for zero emissions new construction.⁴

Although heat pumps and other highly energy efficient building technologies are at a sufficient level of maturity to cost-effectively decarbonize the majority of BC's buildings in the short to

¹ <https://bcclimateleaders.ca/playbook/the-big-moves/where-we-live-and-work/retrofit-existing-buildings/>

² <https://www.pembina.org/pub/bc-heating-costs>

³ <https://www2.gov.bc.ca/gov/content/environment/climate-change/clean-buildings>

⁴ <https://www.zebx.org/wp-content/uploads/2021/04/BC-Building-Electrification-Road-Map-Final-Apr2021.pdf>

medium-term, some colder regions of the province may require heating system technologies that are currently less mature or more expensive, including cold climate heat pumps and hybrid heat pump systems. In these regions, it is reasonable to allow slightly longer timelines in order for technologies, supply chains, and industry capacity to mature.

Therefore, we strongly recommend that the timeline for requiring zero emissions new construction be accelerated from 2030 to 2025 for coastal regions of BC that are well-suited to currently available and mature technologies including electric heat pumps. For existing buildings, the risk of locking-in fossil fuel burning equipment must be mitigated by also requiring that all new space heating equipment purchased for this region be greater than 100% efficient by 2025.

For colder regions of the province, we recommend that an emissions intensity limit be introduced as part of the BC Building Code for new construction, such that GHG emissions from new buildings are reduced by at least 50% by 2025, in order to provide an interim target for zero emissions new construction that was announced in the Roadmap to 2030. Introducing a fuel agnostic, progressive emissions target for colder regions of the Province will allow industry and consumers time to adapt to changes in heating system design.

We believe that these interim and accelerated targets provide the best chance for BC to meet its sectoral 2030 building emissions target. By accelerating the adoption of zero carbon heating systems in mild regions of the province where the technologies and methods are proven, progress on emissions will be made, and industry capacity will be developed to tackle decarbonizing homes and buildings in the colder regions of the province.



R12

City of Powell River

City Hall – MacGregor Building
6910 Duncan Street, Powell River, BC V8A 1V4
Telephone 604.485.6291 • Fax 604.485.2913
www.powellriver.ca • info@cdpr.bc.ca

File No. 0230-20-0001

Clothesline Act

BACKGROUND

- 1 The [Clean Energy Act](https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/10022_01#part1), SBC 2010 c. 22
https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/10022_01#part1
- 2 [10 ways to cut the cost of doing laundry / BC Hydro Power Smart](https://www.powersmart.ca/tip/10-ways-cut-laundry-costs)
<https://www.powersmart.ca/tip/10-ways-cut-laundry-costs>
- 3 “Right to Dry” movements have rippled across Canada since 2000. Supporters of the idea in B.C argue that it’s a simple step in line with the province’s [energy reduction goals](https://www2.gov.bc.ca/gov/content/industry/electricity-alternative-energy/energy-efficiency-conservation). <https://www2.gov.bc.ca/gov/content/industry/electricity-alternative-energy/energy-efficiency-conservation>
- 4 SPEC, an urban sustainability advocacy group, has identified the renewal of a right to dry campaign in the province as [a priority](https://spec.bc.ca/right-to-dry-tips-to-save-energy-while-drying-clothing/). – *Dexter MacMillan – Capital Currents 2019*
<https://spec.bc.ca/right-to-dry-tips-to-save-energy-while-drying-clothing/>
- 5 The Province of Nova Scotia has had a Clothesline Regulation in place for over a decade. *Bill No.113 “Clothesline Act, 2010”*
https://nslegislature.ca/legc/bills/61st_2nd/3rd_read/b113.htm

TINY HOME BUILDING STANDARD

Tiny homes can provide an alternative form of housing that is quick to build, often utilizes green infrastructure, and showcases innovative designs and technologies. Local governments throughout BC continue to experience rising housing costs and reduced rental housing stock causing some to consider alternative forms of housing, such as tiny homes, as a year-round housing option. In addition, a cultural movement to simplify, downsize, or embrace more sustainable, potentially moveable, living options has resulted in increased interest in tiny homes. Although there is a high degree of interest province-wide in the option of tiny homes, the current lack of building standards has created a variety of barriers to their adoption.

A recent report prepared by BC Housing, *Tiny Homes – An Alternative to Conventional Housing*¹, defines tiny homes as ground-oriented permanent dwellings that are detached, moveable and non-motorized. Tiny homes are smaller in size than traditional housing, typically less than 500 square feet with an average of around 300 square feet. The compact design of tiny homes provides all the amenities of a dwelling unit including a kitchen, bathroom, and sleeping area. While many tiny homes are constructed of wood and are built on a chassis or flat deck (trailer), some use factory built (modular) designs or converted shipping containers as their frame. Tiny homes may be constructed or placed on a variety of foundation options including temporary (on a trailer), permanent and flexible such as a permanent concrete slab or concrete piers and blocks, and those that remain on wheels.

Local governments across British Columbia (BC) are required under the *Building Act* to follow the BC Building Code (BCBC). The BCBC is a provincial regulation that governs new construction, building alterations, repairs, and demolition to ensure requirements are met for safety, health, accessibility, fire, and structural and component protection of a building. The BCBC is based on the National Building Code (NBC) which establishes a baseline for all provincial codes. Small dwelling units and secondary suites that are site built are required to meet the BCBC for residential use. The Canadian Standards Association (CSA) Group develops and administers standards, also recognized by the BCBC, to ensure that built products and offered services are measured and evaluated against an industry-standard to ensure quality and safety. The only two CSA standards that are currently recognized by the BCBC and are certified for permanent residential use are CSA Z240 and CSA A277, which apply to manufactured and modular homes.

Challenges to the use of tiny homes

A multi-stakeholder workshop held by the BC Tiny House Collective in 2016 identified three principal barriers to tiny homes: political, financial, and cultural. While many types of tiny homes comply with zoning and provincial codes and standards for permanent residential use, tiny homes on wheels continue to be a challenge as local government zoning may not permit them. However, in many cases, even if zoning permitted tiny homes for residential use, building codes and safety standards, homeownership and tenure models, and servicing are often barriers to permitting them. Cultural barriers include neighbourhood concerns regarding parking, adequate servicing and potential impacts on wells and groundwater resources, noise from tenants, and fears of increased crime. Potential impacts to neighbouring property values and the stigma of poverty are also often identified as concerns associated with mobile home parks or similar affordable housing options. Key financial barriers to tiny homes include limited financing options and obtaining insurance. Mortgage financing cannot be obtained unless the home is on a permanent foundation as it is considered a chattel otherwise, and many tiny home owners struggle to find adequate insurance to cover their investment.

Many tiny homes are constructed on a trailer and often remain on wheels once parked on a site. While these homes are moveable and provide flexibility for tiny home owners who do not own the land where they are

¹ <https://www.bchousing.org/research-centre/library/housing-forms-designs/tiny-homes&sortType=sortByDate>

sited, they do not comply with the BCBC or CSA standards for permanent year-round occupancy. Most tiny homes constructed this way have no CSA certification, are not in compliance with the BCBC, and are not permitted. Some tiny homes that are factory built have the same or similar CSA certification as a recreational vehicle or park model.

It is important to distinguish tiny homes that are CSA certified for year-round occupancy from recreational vehicles or park models, which have a CSA standard (CSA Z240 RV, CSA Z240 Park Model and CSA Z241 Park Model). RVs and park models are designed and intended for temporary or seasonal use only. Similarly, tiny homes that are constructed to these standards are also only intended to be occupied on a seasonal or temporary basis and may be permitted within recreational vehicle parks and campgrounds.

Establishing specific building standards for tiny homes within the BC Building Code and/or creating a specific CSA standard will address many of the barriers that are preventing their wider-spread use. In particular, establishing minimum standards to address health and safety is essential to recognizing tiny homes as dwelling units and will provide opportunities for other barriers such as zoning regulations, financing and insurance, and stereotypes to be addressed.

Previous UBCM Resolutions

In 2020 the District of Squamish submitted Resolution NR71² titled “Tiny Home Legitimization” requesting that UBCM ask the Province to work with the BC Building Code Interpretation Committee to review 14 change requests made by the Canadian Home Builders Association, with the goal of incorporating them into the BC Building Code. Due to modifications of the UBCM conference due to COVID the resolution was referred to the Executive instead of being voted on by the membership. The UBCM Executive acknowledged past support of the membership in support of affordable housing (2019-B30, 2018-B55, 2018-B56); however, the Executive declined to endorse the resolution based on the very specific requests for change that the UBCM currently lacks policy on, as well as potential unintended consequences to development of tiny homes.

Current Resolution

The current resolution recognizes the urgent need for a diversity of housing options within the province, of which tiny homes could be one solution. This resolution does not identify the specific changes that need to be made to the BC Building Code, but requests that UBCM advocate to the Province to address this issue in an expeditious manner, recognizing the urgency and demand by the residents of BC for access to options for affordable housing. Once a building standard has been established, other barriers such as financing and insurance, which are tied to the lack of a standard, can be addressed.

² <https://www.ubcm.ca/convention-resolutions/resolutions/resolutions-database/tiny-home-legitimization>

Date: January 17, 2022
File No: 0390-20-AVICC

RESOLUTION for Consideration by Delegates at the AVICC 2022 AGM & Convention
Minimum Barrier Shelter Standards – Backgrounder

In alignment with Council's *2019-2023 Corporate Strategic Plan* and the goal of 'fostering a complete community that is safe, healthy and inclusive', Council for the City of Port Alberni is submitting the attached resolution for consideration.

The provincial government provides rental assistance for low-income individuals as part of a broader affordable housing strategy. Rental assistance is aimed at keeping low-income individuals renting in the private market and as such, includes the option for provision of rent directly to the landlord on behalf of the tenant. While this approach may provide benefit in certain circumstances, there remains a gap in the regulation of safe and affordable housing standards resulting in individuals finding themselves forced to settle for inadequate accommodations.

In light of this situation and in recognition of additional challenges presented by the housing shortage crisis, we call on the province to create a system for requirements and assessments to be included as part of the rental assistance approval process to ensure they are funding clients to live in safe and clean affordable housing.

Yours truly,
CITY OF PORT ALBERNI



Sharie Minions
Mayor

c: City Council
S. Smith, Acting Chief Administrative Officer
T. Slonksi, Director of Corporate Services



BACKGROUNDER:

SPECULATION AND VACANCY TAX REVIEW - COWICHAN VALLEY REGIONAL DISTRICT

WHEREAS housing availability and affordability impacts the health, social and economic well-being of communities;

AND WHEREAS the provincial speculation and vacancy tax generates revenues to support affordable housing initiatives in the areas where the tax is collected, but is currently only applicable in large urban centres:

THEREFORE BE IT RESOLVED that the Province consult with local governments on an evaluation of the *Speculation and Vacancy Tax Act* including a review of the specified areas and the impact on areas adjacent to the designated taxable regions.

Background

The speculation and vacancy tax is part of the Province's [30-Point Plan for Housing Affordability in British Columbia](#). It is an annual tax based on how owners use residential properties in major urban areas and is based on residency status and where owners earn and report their income.

The goal of the tax is to turn empty homes into housing for British Columbians, and ensure foreign owners and those with primarily foreign income contribute fairly to B.C.'s tax system with the revenues designated to support affordable housing initiatives.

The following are the specified areas / designated taxable regions listed in the *Speculation and Vacancy Tax Act*:

- (a) a municipality within the Capital Regional District;
- (b) a municipality, other than the Village of Lions Bay, within the Metro Vancouver Regional District;
- (c) the City of Abbotsford;
- (d) the City of Chilliwack;
- (e) the City of Kelowna;
- (f) the City of Nanaimo;
- (g) the City of West Kelowna;
- (h) the District of Lantzville;
- (i) the District of Mission;

- (j) that part of Electoral Area A within the Metro Vancouver Regional District that comprises the University of British Columbia and University Endowment Land as defined in section 1 of the University Endowment Land Act;
- (k) a prescribed area

The *SVT Act* provides for an annual consultation with the Mayors of the **specified areas**. A November 2021 provincial [News Release](#) states “This annual consultation is an opportunity for the ministry to share data and analysis generated from the tax with mayors and gather feedback. Mayors will soon receive region-specific 2020 SVT data for their communities. This will help inform the consultation about how the tax is working in their regions and help determine if any changes are necessary.” The technical briefing prepared for the consultation is available at https://news.gov.bc.ca/files/SVT_Annual_Mayors_Consultation_Technical_Briefing_2020.pdf.

UBCM has confirmed that continued engagement with the Province on implementation of the 30-point plan and other housing policy issues remains a priority. Direct consultation with local governments, specifically neighbouring communities may also be valuable. The CVRD lies between two jurisdictions that are subject to the tax – the Capital Regional District and the City of Nanaimo.

RESOLUTION: EXPLORE VACANCY CONTROL

Background: Explore Vacancy Control

The Canadian Mortgage and Housing Corporation (CMHC) Rental Market Report looks at the difference between average rents for vacant rental units and occupied ones. In the Victoria Census Metropolitan Area (CMA) “the gap between asking rent for vacant units and occupied units has climbed from \$39 to \$356 in the past 6 years”.¹

This indicates that rents are steadily rising faster than inflation and provincially allowable rent increases — and the report shows this has been occurring for five consecutive years. This situation is not at all unique to the Victoria CMA. Across the Province, 1 in 5 renters spend more than half of their income on rent.

While rent increases for existing tenants have long been regulated, once a tenant leaves or is displaced, rent for vacant units can be increased to whatever the market will bear.

This policy gap is pushing rents out of the range of affordable for many B.C. wages. This is creating barriers to attracting and retaining workers, damaging the health of our local economies, and putting increasing pressure on a housing continuum which already has challenges generating housing options affordable to people who live and work in our communities.

Unregulated rent increases also incentivize the growing issue of Real Estate Investment Trusts (REITs) which approach rental housing as a financial asset and increases profits for investors by displacing renters who occupy long-held, rent-controlled, affordable apartments to replace them with new renters and much higher market rents.²

Vacancy control regulations have been implemented to address the rapid loss of affordability or low income tenant displacement in rental housing in Manitoba, Prince Edward Island, Quebec, New York (state), Washington, D.C., San Francisco, Berkeley, Berlin, and recently in Single Room Accommodations (SRA) in Vancouver. British Columbia had a system of vacancy control between 1974 and 1983.

The City of Vancouver’s recent review of multiple jurisdictions shows that existing vacancy control regulations increased housing stability by reducing tenant turnover. Vacancy control policies have been enacted indefinitely or for a certain period of time and can be tailored to local context. Importantly when paired with allowances for

¹ CMHC Rental Report <https://assets.cmhc-schl.gc.ca/sites/cmhc/data-research/publications-reports/rental-market-reports/2020/rental-market-report-69720-2020-en.pdf?rev=936ca622-a6c5-4cbc-b937-d29b1d63cc14>

² Canadian Centre for Policy Alternatives. Vacancy Control: Taking the next step on affordable Housing <https://www.policynote.ca/vacancy-control/>

additional rent increases to recoup capital investments, vacancy control regulations had no discernible or very marginal impacts on the physical quality of the rental stock.³

In B.C. there are now new provincial mechanisms that allow a landlord to apply to the Residential Tenancy Branch for an additional rent increase if they have incurred eligible capital expenditures or expenses to the residential property in which the rental unit is located.⁴

Recognizing that new rental developments would continue to be able to set rent at what the market will bear, a vacancy control policy, enacted indefinitely or for a certain period of time, tailored to local context, and paired with allowances for additional rent increases to recoup capital investments, has, in the context of a housing crisis, the potential to address the negative impact of rent increases above, inflation, provincially allowable rent increases, and wages of many B.C. residents.

³ Vacancy Control Regulations in Single Room Accommodation (SRA) Designated Properties
<https://council.vancouver.ca/20211117/documents/pspc5.pdf>

⁴ Additional Rent Increase <https://www2.gov.bc.ca/gov/content/housing-tenancy/residential-tenancies/during-a-tenancy/rent-increases/additional-rent-increase>

**SUNSHINE COAST REGIONAL DISTRICT****AVICC BACKGROUNDER FOR
ENFORCEMENT TOOLS FOR SHORT-TERM RENTALS****I. BACKGROUND:**

At the Sunshine Coast Regional District Regular Board meeting of January 27, 2022 the following resolution was approved for submission to AVICC:

Enforcement Tools for Short-Term Rentals (STRs)

WHEREAS, according to the June 2021 Report of the Joint UBCM-Province Advisory Group on Short-Term Rentals, the short-term rental industry has seen significant growth since the arrival of online accommodation platforms such that effective regulation of short-term rental activity is necessary to ensure community economic benefits of the industry are balanced with reducing impacts of concern such as long-term rental housing availability, affordability and neighbourhood livability;

AND WHEREAS many popular vacation areas lie outside of municipal boundaries in electoral areas;

AND WHEREAS enforcement tools to regulate short-term rentals (STRs) are more limited for regional districts than they are for municipalities;

AND WHEREAS the recommendations in the June 2021 report do not adequately consider the urgency of the matter nor the practical barriers to the implementation of business licensing in electoral areas:

THEREFORE BE IT RESOLVED THAT AVICC and UBCM urge the provincial government to develop and implement short-term rental enforcement solutions for all local governments, such as broadening authority to enforce compliance through simplified ticketing procedures, collection of evidence and the establishment of proof based on online investigation of accommodation listings, and expanding options to compel payment of unpaid fines through alternative mechanisms such as applying uncollected ticket fines to property taxes.

II. DISCUSSION:

The "Priorities for Action on Short-Term Rentals", a report of the Joint UBCM-Province Advisory Group on Short-Term Rentals, was released in June 2021. The report is clear that significant growth in the short-term rental industry has occurred since the arrival of online accommodation platforms. It further emphasizes the necessity for effective regulation of short-term rental activity to balance community economic benefits of the industry while also ensuring impacts of concern such as long-term rental housing availability, affordability and neighbourhood livability are minimized.

While the report summarizes the problem and outlines some laudable principles, it is limited in options for regional districts to meet the crisis in unincorporated areas of this province. Regional districts are disproportionately impacted by STRs since so many of BC's popular recreation and summer home areas lie outside of municipal boundaries.

The primary solution being held out is to institute business licensing in rural areas of regional districts. This measure would likely take 3 to 5 years to implement, and in the meantime local governments face the rising wrath of residents who have been waiting for years for a solution to a worsening problem.

Rural areas need a simple method of issuing bylaw tickets based on the existence of online listings (rather than requiring a bylaw officer to attend the property). And local governments in general would benefit from expanded options to enforce compliance with bylaws and compel the payment of the fines. Enforcing compliance might mean something like cancelling the occupancy permit. While enforcing fines could mean having the authority to apply unpaid fines to property taxes. This would be particularly beneficial given that many STR operators live out of province or out of the country and as a result local governments are not able to effectively compel compliance.

As such, the SCRD would like to see UBCM strike a task force of local government elected officials, that includes strong representation from regional district rural area directors, in order to develop short-term rental enforcement solutions for all that can be implemented quickly.

Local governments need help and they need it now. We are facing yet another challenging summer whereby we lack the ability to take any effective action in response to a growing list of complaints from angry neighbours. And the large profits that can be earned by repurposing residential housing stock as mini hotels is only compounding the provincial housing crisis. The necessity for effective regulation of short-term rental activity is paramount to ensuring impacts of concern such as long-term rental housing availability, affordability and neighbourhood livability are minimized. This will require expanding the range of enforcement tools available to local governments, in rural unincorporated areas in particular. The SCRD is urging the provincial government to support and assist with the implementation of enforcement solutions that are beneficial and readily available to all local governments.

Background: Non-Profit Housing Acquisition Strategy

In *Opening doors: unlocking housing supply for affordability* the Final report of the Canada-British Columbia Expert Panel on the Future of Housing Supply and Affordability experts note the need for community and affordable housing options to grow “as rapidly rising home prices and rents increase the number of households who can no longer afford market-rate housing”. The panel offered recommendations to expand the supply of community and affordable housing in B.C., including measures to ensure that the affordability that currently exists in the rental market is protected, as well as further flexibility in the tax treatment of charitable housing providers, encouraging this sector’s growth and capacity to innovate.¹

¹ Opening doors: unlocking housing supply for affordability. Final report of the Canada-British Columbia Expert Panel on the Future of Housing Supply and Affordability. https://engage.gov.bc.ca/app/uploads/sites/121/2021/06/Opening-Doors_BC-Expert-Panel_Final-Report_Jun16.pdf



District of Port Hardy

7360 Columbia Street ♦ PO Box 68
Port Hardy BC V0N 2P0 Canada
Telephone: (250) 949-6665 ♦ Fax (250) 949-7433
Email: general@porthardy.ca ♦ www.porthardy.ca



R19

PROVINCIAL COMMUNITY HOUSING DEVELOPMENT SUPPORTS

BACKGROUND

Communities across British Columbia are acutely aware of the challenges associated with both affordable housing and housing supply. This has resulted in myriad responses from local governments and the Province of BC in a scramble to find solutions. While some communities are impacted by housing affordability or available housing supply, others are impacted by both. There has been some modest improvement in some communities while other communities have seen little to no change in these circumstances. After facilitating early interventions, many communities, particularly small communities, are wondering what, if anything, can be done next.

RATIONALE

A key issue that is exacerbating the problem of the housing crisis is the lack of new land development and new housing starts. This is felt most acutely in smaller, rural BC communities. There are several contributing factors such as proximity to a larger metropolitan area and rigorous institutional commercial lending criteria, for example. Coupled with a low supply of building trades in smaller rural communities, there is frequently little to no new land development projects and housing starts.

This scenario results in structural problems for these communities where housing supply is scarce and key workers, such as schoolteachers or health care workers, for example, cannot find accommodation and too frequently choose not to work in the community. The economic and social ripple effects are considerable. One solution to sidestepping this issue is for interested local governments to take on the role of facilitating an increase in housing supply. Typically, local governments have access to two of the three core components necessary to facilitate a residential construction project: access to capital and land. The missing third component is technical expertise. So, while many local governments might have a desire to intervene in the housing supply side of the housing crisis, for these reasons, they cannot and do not. Accordingly, the supply crisis, particularly in smaller rural communities, remains.

So, how can a local government that has financial resources and a parcel of land to accommodate the development of a residential construction project and relieve the supply pressure, go about building such a project? Traditional models such as 3-Ps or requests for proposals, are typically beyond the capacity and capability of most local governments not to mention that a profit margin is built into the project calculus. One solution is the establishment of a central technical resource that interested local government could access to facilitate new housing development projects on their behalf. This would be a province-wide “one stop shop” that would take the housing objectives of the local government and translate them into a completed housing project.

The intent of the proposed Resolution is to have the Province of BC consider broadening the mandate of Infrastructure BC, as an easily accessible resource to local government, to deliver strategic residential construction projects on their behalf. The established purpose of Infrastructure BC is to support “the public sector by providing leadership in the procurement of complex capital projects” is significantly aligned with this objective. Acting in this capacity, Infrastructure BC, and in turn local governments, would realize otherwise unachievable economic and logistical benefits associated with economies of scale through the delivery of multiple projects, on a cost recovery basis. Similarly, it would also overcome inherent logistical issues of rural locations.

A not-for-profit residential development resource, such as Infrastructure BC, would be a game changer for communities that wish to address the housing crisis by actively filling otherwise unfilled gaps in the housing continuum.



R20

City of Powell River

City Hall – MacGregor Building
6910 Duncan Street, Powell River, BC V8A 1V4
Telephone 604.485.6291 • Fax 604.485.2913
www.powellriver.ca • info@cdpr.bc.ca

File No. 0230-20-0001

Increase to the BC Home Owners Grant

BACKGROUND

The Province of BC introduced the home owner grant program in 1957. The program was intended to help home owners reduce the amount of annual property taxes they pay on their home. While the intent of the program remains the same today, the relative benefit to residents of British Columbia living in their own homes has declined.

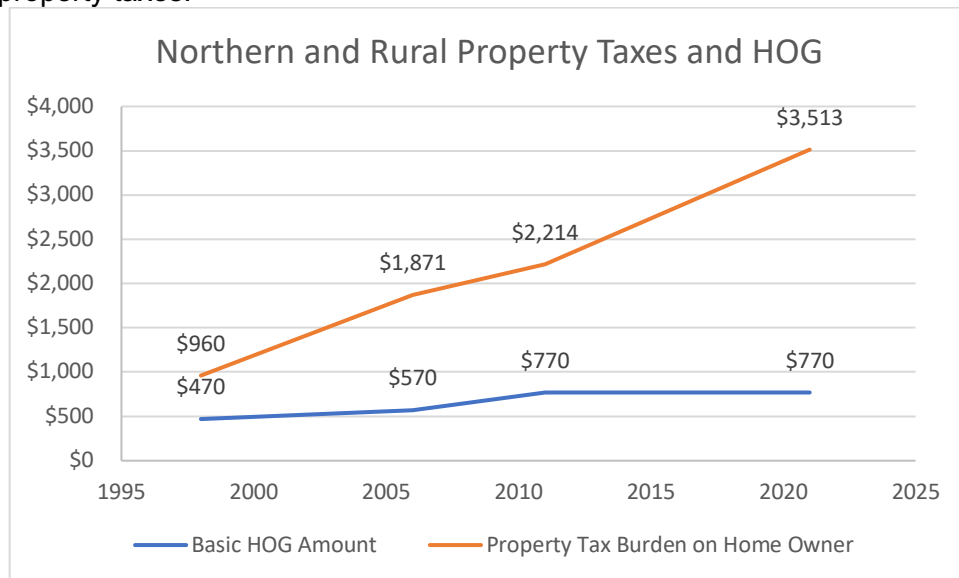
When the *Home Owner Grant* received Royal Assent on March 28, 1957, two grant amounts were established: for those with annual property taxes of \$29 or more, the grant would cover up to \$28; for property taxes less than \$29, the home owner was only required to pay \$1 with the grant covering the remainder.

The home owner grant program evolved over time to further assist BC resident home owners who were over the age of 65, lived with disabilities, or were veterans or spouses of veterans. Following is a summary of the changes to the basic grant since 1980.

Year	Location of Residence	Basic Grant Amount	Average BC Property Tax Amount	Difference between Basic Grant and BC Property Tax Average
1980	All of BC	\$470	-	
1998	All of BC	\$470	\$1430	\$960
2006	All of BC	\$570	\$2441	\$1871
2011	Lower Mainland	\$570	\$2984	\$2414
	Rest of BC	\$770		\$2214
2021	Lower Mainland	\$570	\$4083	\$3513
	Rest of BC	\$770		\$3313

In terms of inflation, home owners are carrying the full costs of these changes over time. According to the Bank of Canada, to match the basic grant of \$470 in 1980 requires a \$1495 grant in today's value.

Looked at from the above two perspectives, the cost burden on home owners has escalated as local governments attempt to provide community services through the only taxation method available: property taxes.



Additional factors to consider:

- Home ownership costs have risen dramatically at a rate that is creating hardship and contributing to homelessness.
- Municipalities are experiencing unprecedented levels of homelessness resulting in increased need for services and driving municipal costs up.
- Home owner grants increase affordability by offsetting some of the costs of home ownership.
- Home ownership for low-income households acts as a buffer to challenging economic times, provides stability for children and reduces demand for social assistance.
- Home ownership among lower to average income households is desirable and should not be put in jeopardy due to high inflation and rising taxes.



District of Port Hardy

7360 Columbia Street ♦ PO Box 68
Port Hardy BC V0N 2P0 Canada
Telephone: (250) 949-6665 ♦ Fax (250) 949-7433
Email: general@porthardy.ca ♦ www.porthardy.ca



R21

Amend the Homeowner Protection Act

BACKGROUND

Since 1999, every new home in British Columbia must be built by a licensed residential builder (with some exceptions), registered with the Homeowner Protection Office (HPO) and enrolled for home warranty insurance. A residential builder must obtain a licence from BC Housing before starting construction on a new project.

The *Homeowner Protection Act* defines a residential builder as a person who engages in, arranges for or manages, all, or substantially all, of the construction of a new home. **A "new home" is defined as a building, or portion of a building, that is newly constructed or being constructed and is intended for residential occupancy.** The *Act* further states that a local government must not issue a building permit for a proposed new home unless the applicant provides evidence that the proposed new home will be built by a licensed residential builder. Even in areas where building permits are not required, a licensed residential builder is responsible for construction. There is a similar set of regulations for people that wish to build their own home as an "owner-builder".

Communities across British Columbia are acutely aware of the challenges associated with both affordable housing and housing supply. This has resulted in myriad responses from local governments and the Province in a scramble to find solutions. While some communities are impacted by housing affordability or available housing supply, others are impacted by both. There has been some modest improvement in some communities while other communities have seen little to no change in these circumstances. After facilitating early interventions, many communities, particularly small communities, are wondering what, if anything, can be done next.

RATIONALE

A key issue that is exacerbating the problem of the housing crisis is the lack of new housing starts. This is felt most acutely in smaller, rural BC communities. Such communities have typically fewer resources in the building trades, and in particular, licensed builders. Prior to the requirement for builders to be licensed, builders would need to rely on qualified building inspectors to ensure construction met the BC Building Code regulations – in a "checks and balances" sort of system. While the notion of

ensuring higher quality and warranted building construction, as contemplated by the *Homeowner Protection Act*, was laudable, it would seem that there has been unintended negative impacts. This refers to a sharp reduction in residential builders in smaller rural communities due to licensing requirements. In many small BC communities, there are no licensed builders. This means that houses are not being built and new residential building additions are not being built in these communities. In other communities, there is simply an insufficient number of licensed builders to meet the demand for housing.

This scenario results in structural problems for these communities where supply is scarce and key workers, such as teachers or health care workers, for example, cannot find accommodation and do not choose to work in the community. The ripple effects are considerable. The intent of the proposed Resolution is to have the Province of BC reexamine the approach to builder licensing in an effort to facilitate more residential housing starts in smaller rural communities. At the core would be an amendment to the *Homeowner Protection Act* to facilitate a return to the reliance on appropriately qualified municipal building inspectors together with appropriate oversight (for small rural communities). Whether such an initiative is for a specific duration or permanent, it would lead to increased capacity translating into more housing starts. This would be a powerful step forward in the efforts to address the housing crisis.

Date: January 17, 2022

File No: 0390-20-AVICC

**RESOLUTION for Consideration by Delegates at the AVICC 2022 AGM & Convention
'Health Canada | Increased Cannabis Regulation Resources' – Background**

In alignment with Council's *2019-2023 Corporate Strategic Plan* and the goal of "fostering a complete community that is safe, healthy and inclusive", Council for the City of Port Alberni is submitting the attached resolution for consideration.

With the advent of the *Cannabis Act*, S.C. 2018, c.16 on October 17, 2018 and associated broadened exemptions to allow for the possession, use, production and sale of non-medical cannabis, local governments in British Columbia have expressed a number of challenges in addressing the nuisances relating to cannabis.

While municipalities have relatively broad powers to control the consumption and growth of cannabis within municipal boundaries, the ability to regulate the operation of licensed cannabis retail stores is largely beyond municipal jurisdiction, resulting in far-reaching implications for municipalities across the Province when addressing concerns that arise at the local level related to cannabis production and sale.

Recognizing the potential impact, a cannabis retail store would have on the social and economic character of the neighbourhood, municipalities are being expected to play a critical role in implementing and enforcing cannabis legislation without the granting of additional authorities, tools or capacity.

Health Canada is one of the federal organizations responsible for compliance and enforcement activities for cannabis, including *Part 5 of the Cannabis Regulations* which 'requires licence holders to follow Good Production Practices to help ensure cannabis is produced consistently and that all activities conducted by licence holders with cannabis meet quality standards appropriate to the intended use of the cannabis' including but not limited to filtration and ventilation.

[\[https://www.canada.ca/en/health-canada/services/cannabis-regulations-licensed-producers/good-production-practices-guide/guidance-document.html#a5\]](https://www.canada.ca/en/health-canada/services/cannabis-regulations-licensed-producers/good-production-practices-guide/guidance-document.html#a5)

As such, we implore the province to request that Health Canada be required to increase resources adequate to manage compliance and enforcement of regulatory cannabis requirements, including regulations related to preventing the escape of cannabis odours associated with cannabis plant material to the outdoors.

Yours truly,
CITY OF PORT ALBERNI



**Sharie Minions
Mayor**

c: City Council
S. Smith, Acting Chief Administrative Officer
T. Slonksi, Director of Corporate Services



R23

Year 2022

Sponsor Village of Queen Charlotte

RESOLUTION: Cannabis Taxation Revenue Sharing with Local Governments

BACKGROUNDER

In January 2021, The Village of Queen Charlotte requested an update from Ministry of Municipal Affairs staff on the status of the Ministry of Finance's efforts to develop a cannabis excise tax revenue sharing framework with local governments. Due to the significant advocacy work undertaken by UBCM itself, UBCM members will be aware that the federal government increased its allocation of cannabis excise tax revenue sharing with provinces by 25% specifically to ensure revenue sharing with local governments. As UBCM reports in its 2019 cannabis cost survey, local governments, including the Village of Queen Charlotte, have incurred one-time and incremental costs associated with the legalization of non-medical cannabis.

The Province's response to the Village of Queen Charlotte's inquiry was:

"While cannabis revenue is growing, initial targets for sales have yet to be realized while the costs of establishing the provincial regulation framework remain. The Province will continue to work with and listen to local governments about the cost pressures of legalization and will continue to be transparent with the public and our local government partners as the industry grows and more legal stores open...the Province is entering into a Memorandum of Understanding (MOU) with UBCM to work together to review the local government finance system and the recommendations in their Report [*Ensuring Local Government's Resiliency – Today's Recovery and Tomorrow's New Economy*, 2021]. The work under the MOU is a multi-year project and will be an opportunity to discuss all 20 recommendations in the report with UBCM based on the findings of the review".

While the Village of Queen Charlotte is encouraged that the Province has committed to enter into an MOU with UBCM to review the 20 recommendations in the 2021 report *Ensuring Local Government's Resiliency – Today's Recovery and*

Tomorrow's New Economy, including a request for a share of the provincial cannabis taxation revenue, the framing of the cannabis revenue sharing matter obscures the issue. The federal government explicitly increased the excise tax share with provinces to provide for a share of federal taxation revenue directly to local governments. The provincial intermediary is necessary because local governments are not constitutional partners under Canada's governance framework. The federal goal in increasing the provincial excise tax share was not to further assist the provincial government with ongoing costs to implement the provincial level regulation framework, but to assist local governments.

The Village of Queen Charlotte thereby seeks support to compel the provincial government to review its position on federal cannabis excise tax revenue sharing with local governments.

RESOLUTION: Cannabis Taxation Revenue Sharing with Local Governments

Whereas BC local governments have yet to receive a share of provincial cannabis taxation revenue, despite the federal government's decision to increase the provincial share of cannabis excise tax revenue by 25 per cent in recognition of the costs and responsibilities assumed by local governments;

And whereas the provincial government continues to enjoy growing taxation revenue from cannabis sales in local communities without sharing any of that revenue with local governments in spite of evidence of substantial one-time and incremental costs incurred by local governments associated with the legalization of non-medical cannabis detailed in findings from UBCM's 2019 cannabis cost survey;

Therefore be it resolved that UBCM urge the provincial government to commit to negotiating a cannabis taxation revenue sharing agreement with local governments that honours the intent of the federal excise tax revenue sharing scheme and addresses local government short- and long-term costs associated with the legalization of non-medical cannabis.

Management of Garbage – Highway Rest Stops

BACKGROUND

Increasing litter and improper waste disposal at highway rest areas and roadside stops is a concern brought up to the Comox - Strathcona Waste Management (CSWM) at the June 17, 2021, Board meeting. The CSWM presented a staff report to the Comox Strathcona Waste Management Board at the October 21, 2021, regular meeting clarifying the role of local governments and the CSWM service with regards to garbage receptacles and garbage collection at the highway rest areas and roadside stops within the CSWM service area.

The following functions of the CSWM Service were identified in the staff report dated October 13, 2021.

- management of waste and recycled material at its two landfills and transfer stations that service the Comox Valley and Strathcona regions
- provide oversight of the multi-material recycling program and
- oversee a range of education programs

In this regard the service does not manage receptacles, nor the collection of waste at highway rest areas and roadside stops. The report recommended that the management of waste collection be provided by the Ministry of Transportation and Infrastructure (MOTI). For the CSWM Service or other local government, providing roadside garbage receptacles and collection at destinations such as highway rest areas and roadside stops is a complex and costly proposition with the need for staff resources to manage the operations and proper authorization in the form of a licence of occupation, permit or agreement for use. The staff report recommended that the CSWM decline the request for the placement and management of waste bins highway rest areas and roadside stops within the CSWM service area.

On November 8, 2021, the CSWM issued a letter to the Comox Valley Regional District (CVRD) and the Strathcona Regional District (SRD) requesting assistance to bring this matter of waste collection at highway rest areas and roadside stops to the respective Boards including a potential resolution offered for submission to the Association of Vancouver Island and Coastal Communities (AVICC) 2022 Convention. On January 26th the SRD Board passed the following resolution for submission to the AVICC.

Highway Rest Stop Amenities

WHEREAS the Ministry of Transportation and Infrastructure is responsible for maintaining a network of rest areas and roadside stops along highways that include public amenities such as washrooms and waste receptacles;



AND WHEREAS increased travel and tourism throughout the Province of BC has led to those rest areas and roadside stops, many without such services and facilities, being inundated with litter and general waste that pollutes adjacent forests, beaches and waters;

AND WHEREAS the current maintenance program of the Ministry is insufficient to adequately deal with the level of use being experienced at these facilities;

THEREFORE BE IT RESOLVED THAT the AVICC request the Ministry of Transportation and Infrastructure to expand its maintenance program for highway rest areas and roadside stops to ensure that such facilities are kept clean, tidy and sanitary for the travelling public.



Year 2022

Sponsor Village of Queen Charlotte

RESOLUTION: BC Ferries Advisory Council

BACKGROUNDER

In 2018 the provincial government conducted a comprehensive review of the coastal ferry service in British Columbia to evaluate its performance in meeting the needs of ferry users and British Columbia's coastal communities. In the final report, Special Advisor Blair Redlin notes that "[t]he company's engagement process include regional Ferry Advisory Committees; however, those deal only with local ferry issues and there is no mechanism for advice about the system as a whole".¹ To address the need for enhanced public engagement, Mr. Redlin recommends that "[t]he Province... consider establishing an independent coastal ferry advisory council with representation from coastal business, labour, municipalities, and First Nations".²

In recognition that the Redlin recommendations are a product of the province's own 2018 review of coastal BC Ferry service, and that many of the key recommendations have not been implemented, the Village of Queen Charlotte seeks support to compel the Provincial government to implement a new ferry advisory council among other recommendations from the provincial coastal ferry review.

RESOLUTION: BC Ferries Advisory Council

Whereas BC Ferries Services Inc., created by Provincial legislation, is committed to support the economy, community sustainability and to partnering with labour to promote and support innovation through ferry service delivery, with changes in ferry service delivery having the potential

¹ *Connecting Coastal Communities: Review of Coastal Ferry Services*, Special Advisor Blair Redlin, June 30, 2018 at 4.

² *Ibid.*

for dire impacts on coastal and island community sustainability and the provincial economy;

AND WHEREAS *an equitable, transparent, accessible and consistent consultation process for adjusting sailing service levels with system users, stakeholders and tax payers is non-existent;*

THEREFORE, BE IT RESOLVED *that UBCM urge the Province to commit to establish an independent Coastal Ferry Advisory Council to complement the existing regional Ferry Advisory Committees, with representation from coastal business, labour, municipalities, and First nations.*



Year 2022

Sponsor Village of Queen Charlotte

RESOLUTION: BC Ferry Commission Mandate and Ferry Advisory Committees

BACKGROUND

BC Ferry Services Inc (BC Ferries) is a private company created by provincial legislation to deliver ferry service and is heavily subsidized by the province per the terms of the *Coastal Ferry Services Contract*. The beneficial shareholder of BC Ferries is the BC Ferry Authority, also created by the *Coastal Ferry Act*. While the Authority is responsible for overseeing the strategic direction of BC Ferries in support of the public interest (a change in mandate enshrined in the *Coastal Ferry Act* in 2019), the Authority does not have the legislated powers to bind BC Ferries to service levels irrespective of system inequities disproportionately affecting underserved, island bound communities. Nor does the Authority have a mechanism to interface directly with communities and stakeholders adversely impacted by service level changes and systemic inequities in the *Coastal Ferry Services Contract*.

The British Columbia Ferry Commission is the provincial government's preferred vehicle to regulate BC Ferries and ensure BC Ferries' corporate compliance with the *Coastal Ferry Services Contract*. However, the BC Ferry Commission does not have a mechanism to guide the strategic direction of BC Ferries, nor to set service levels, nor to address systemic impacts of service level inequities disproportionately affecting underserved, island bound communities, unless those service level inequities are the result of non-compliance with the terms of the *Coastal Ferry Services Contract*. Like the Authority, the Commission does not have a role in directly interacting with communities and stakeholders adversely impacted by service level changes and systemic inequities in the *Coastal Ferry Services Contract*.

While BC Ferries (the corporation) consults with the 13 Ferry Advisory Committees representing the communities and regions served by BC Ferries, neither the Authority, nor the Commission, nor elected provincial representatives

have mandated direct access to the Ferry Advisory Committees.¹ Rather, the Commission relies on BC Ferries to report accurately and meaningfully on the meetings of the Ferry Advisory Committees with the information that the Commission, Authority, Province, and public consider regarding service levels and impacts of service level changes exclusively presented through the filter of the corporation.

North and central coast communities and smaller island bound communities throughout BC Ferries' operational area experience significant inequity in service levels resulting in disproportionately higher service cancellations, service delays and passengers left behind. Despite this pervasive experience, the BC Ferry Commission, Authority and Province remain largely oblivious to the dire impacts at the community/stakeholder/system user level of these inequities in their respective roles influencing BC Ferries service outcomes because none of these parties are obligated to directly interact with the Ferry Advisory Committees. As the Commission is the province's preferred regulatory body over coastal ferry service, at the very least the Commissioner's mandate should be broadened in the legislation to directly interact with the 13 Ferry Advisory Committees as part of the Commissioner's regulatory process.

Village of Queen Charlotte representatives have made a good faith effort to engage with and be involved with its Ferry Advisory Committee and find that issues raised at the Committee meetings are frequently unaddressed and for those matters BC Ferries considers for action, the turnaround time is excessive and demonstrates a total lack of responsiveness to the local concerns and input. Having a Ferry Commission representative take part in Ferry Advisory Committee discussions would help ensure that local matters are given timely and effective consideration. For these reasons, the Village of Queen Charlotte seeks support in urging the provincial government to amend the BC Ferry Commission's mandate to include representation on the 13 Ferry Advisory Committees.

RESOLUTION: BC Ferry Commission Mandate and Ferry Advisory Committees

WHEREAS the Province of British Columbia is responsible to provide for appropriate oversight of BC Ferries Services Inc. and has selected to provide

¹ Ferry Advisory Committee Terms of Reference
https://www.bcferrries.com/web_image/h6d/h58/8798747688990.pdf

that oversight through the statutory establishment of a BC Ferries Commissioner;

AND WHEREAS *the BC Ferries Commissioner's statutory mandate does not include direct interaction the 13 Ferry Advisory Committees, representing all the communities and stakeholders in BC Ferries' service area, whose issues and concerns are frequently not resolved, acknowledged or answered by BC Ferries;*

THEREFORE, BE IT RESOLVED *that UBCM urge the provincial government to commit to amend the BC Ferry Commissioner's statutory mandate to require a BC Ferry Commissioner representative to sit on the Ferry Advisory Committees to hear service concerns directly from the 13 committees.*



R27

Year 2022

Sponsor Village of Queen Charlotte

RESOLUTION: BC Ferries Provincial Statutory Guidance

BACKGROUNDER

BC Ferry Services Inc (BC Ferries) is a private company created by provincial legislation to deliver ferry service and is heavily subsidized by the province per the terms of the *Coastal Ferry Services Contract*. The beneficial shareholder of BC Ferries is the BC Ferry Authority, also created by the *Coastal Ferry Act*. While the Authority is responsible for overseeing the strategic direction of BC Ferries in support of the public interest (a change in mandate enshrined in the *Coastal Ferry Act* in 2019), the Authority does not have the legislated powers to bind BC Ferries to service levels irrespective of system inequities disproportionately affecting underserved, island bound communities.

The British Columbia Ferry Commission is the provincial government's preferred vehicle to regulate BC Ferries and ensure BC Ferries' compliance with the *Coastal Ferry Services Contract*. However, the BC Ferry Commission does not have a mechanism to guide the strategic direction of BC Ferries, nor to set service levels, nor to address systemic impacts of service level inequities disproportionately affecting underserved, island bound communities, unless those service level inequities are the result of non-compliance with the terms of the *Coastal Ferry Services Contract*.

North and central coast communities and smaller island bound communities throughout BC Ferries' operational area experience inequity in service levels, to the point that only northern and central coast routes are allocated service levels calculated in *weekly* as opposed to daily increments in the *Coastal Ferry Services Contract*. In addition to the overt and obvious inequity of this distinction, northern and central coast routes experience disproportionately higher service cancellations, service delays and passengers left stranded.

In 2018 the provincial government conducted a comprehensive review of the coastal ferry service in British Columbia to evaluate its performance in meeting the needs of ferry users and British Columbia's coastal communities. Among other recommendations, Special Advisor Blair Redlin encouraged the province, via the Ministry of Transportation, to develop a provincial vision and plan in recognition of the provincial government's responsibility to set public policy for coastal ferries.¹ As noted in the review "[t]he Coastal Ferry Services Contract specifies the particular ferry routes that the Province is willing to pay BC Ferries to operate, so it is up to the provincial government to determine which routes and service levels make sense within the context of its overall plan for coastal transportation".² Mr. Redlin explained that the vision and plan should be "broad in scope and should examine big ideas for change... Challenging issues such as... improved service for the North Coast should also be considered".³ Mr. Redlin further recommended that "[o]nce the Province determines provincial objectives for a diversity of transportation choices, basic levels of service, fair and equitable treatment of users and the reduction of greenhouse gas emissions, it should enshrine its new vision in the *Coastal Ferry Act* and to the extent possible the *Coastal Ferry Services Contract*".⁴

As the current oversight mechanism in place for BC Ferries continues to prove inadequate to meet the public interest for the most dependent communities relying on the service as part of their highway transportation corridors, the Village of Queen Charlotte seeks support to compel the Provincial government to develop a guiding vision and plan for BC ferry services so that public accountability in ultimate service level decisions and outcomes is better achieved with more equitable distribution of service levels for all communities in the BC ferry service area.

RESOLUTION: BC Ferries Provincial Statutory Guidance

WHEREAS *BC Ferries Services Inc., created by Provincial legislation, is committed to support the economy, community sustainability and to partnering with labour to promote and support innovation through ferry*

¹ Connecting Coastal Communities: Review of Coast Ferry Services, Special Advisor Blair Redlin, June 30, 2018 at 7.

² *Ibid.*

³ *Ibid.*

⁴ *Ibid.*

service delivery, with changes in ferry service delivery having the potential for dire impacts on coastal and island community sustainability and the provincial economy;

AND WHEREAS *an equitable, transparent, accessible and consistent consultation process for adjusting sailing service levels with system users, stakeholders and tax payers is non-existent;*

THEREFORE, BE IT RESOLVED *that UBCM urge the provincial government to commit to develop a provincial vision and plan as recommended in the Redlin 2018 report, reviewing coastal ferry services, that has a broad scope, examines big ideas for change, considers challenges for improved service to the north coast and other underserved communities, and that said new vision and plan is to be enshrined in the Coastal Ferry Act and to the extent possible in the Coastal Ferry Services Contract.*



District of Port Hardy

7360 Columbia Street ♦ PO Box 68

Port Hardy BC V0N 2P0 Canada

Telephone: (250) 949-6665 ♦ Fax (250) 949-7433

Email: general@porthardy.ca ♦ www.porthardy.ca



R28

EMERGENCY EQUIPMENT PROVINCIAL SALES TAX REBATE

BACKGROUND

Costs to purchase emergency equipment have a significant financial burden on taxpayers in small and rural communities. Through resolution B-61¹ to the UBCM in 2017, the District requested the creation of grant opportunities for emergency vehicles and equipment be made available to Municipalities and Regional Districts with populations less than 100,000 at a cost-share of no less than 50%. There is a need for grants to facilitate the renewal of ageing infrastructure and purchase of fire department equipment and fleet vehicles through the use of the collected *Insurance Premium Tax*². The provincial response included amendments to the Gas Tax Agreement and the Investing in Canada Infrastructure Fund; however, those funds are still not available for fleet replacement or rehabilitation, equipment and gear to support fire departments.

The Mayors of several coastal communities requested the Honourable Minister Josie Osbourne to consider funding for small communities as fire equipment is costly and increasing at an alarming rate (letter attached).

This resolution seeks to find an alternative solution to accessing funding for communities to purchase emergency equipment and apparatus through the opportunity to provide Provincial Sales Tax rebates, which currently is 100% expensed to the municipalities. The last large purchase the District made was an aerial apparatus costing \$1,100,000 a PST rebate would have put \$71,962 back into the repayment. While this amount may seem small, to a community the size of Port Hardy, this is the equivalent of a 2.05% tax increase.

¹ <https://www.ubcm.ca/convention-resolutions/resolutions/resolutions-database/funding-fire-equipment>

² https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/96232_01



**Funding for Water Improvement Districts
2022 AVICC Resolution
Background Information**

Improvement districts in qathet, along with elsewhere throughout BC are struggling to manage and operate local water systems on behalf of their residents. With small numbers of ratepayers within their jurisdictions it is all but impossible to generate the funds to bring their water quality up to current health standards.

Grant funding is equally evasive as regional districts prioritize their own projects first. There is nothing more basic to our social fabric than clean, safe drinking water yet many improvement districts are unable to provide for this most basic need for their residents who are also citizens of regional districts.

Therefore, the ask is for the province to provide a one-time fund to upgrade water quality that improvement districts have no other means to address.



**Prohibiting Use of Expanded Polystyrene in the Marine Environment
2022 AVICC Resolution
Background Rationale**

Expanded polystyrene (EPS), also called “Styrofoam™”, which is a trademarked brand of closed-cell extruded polystyrene foam, is often used for flotation in marine infrastructure, such as docks. Docks and other marine infrastructure are often damaged during storm events or left unmaintained in the marine environment. Even when EPS is enclosed in hard casing, the harsh marine environment inevitably results in the dispersion of foam along shorelines and elsewhere in the marine environment, where it is known to pose ecological risks. Ocean Legacy estimates that one EPS billet can release up to 3.9 million small pieces (called “nurdles”) once damaged and leaking in the marine environment. Once released into the environment, plastic such as EPS, doesn’t decompose and can last hundreds to thousands of years wreaking havoc on marine ecosystems (The National Oceanic and Atmospheric Administration, 2018).

Shoreline clean up efforts have been undertaken in the qRD, some with support from the qRD Waste Management service. For example, the annual “Lasqueti Styrofoam Day” has been organized for a number of years, with the clean up of Lasqueti shorelines, nearby islands and Southern Texada Island. Other annual clean up efforts in the region have included shorelines on Savary, Hernando and Harwood Islands, Thunder Bay in Electoral Area C and Malaspina/Okeover Inlet in Electoral Area A. This year, Let’s Talk Trash coordinated 5 largescale shoreline clean ups in the area with funding through the Province’s Clean Coast Clean Waters Initiative. In 36 field days, the 5-7 person crew collected 3,770 kg (3.77 tonnes) or 284,050 ft³ of clean divertible EPS. These numbers do not include dirty, non-divertible EPS that was collected.

While these efforts have represented incredible volunteer work, volunteers and workers often find deep piles of EPS that have broken down into nurdles, which may be mixed with sand, gravel, wood and other various organic materials. These piles are difficult to impossible to effectively clean up, and are disheartening to volunteers and workers. Most of the EPS found is sourced from docks, buoys and other damaged marine infrastructure.

The only effective way to prevent ecological damage from EPS in the marine environment is to stop using it in the first place. Given that there are alternative, more ecologically benign options for flotation, we believe that calling on higher-level governments to ban the use of EPS in the marine environment within their spheres of jurisdiction is feasible and justified.

The 2020 Provincial document “*What we Heard on Marine Debris in BC*” has useful general information on marine debris issues, with a section on EPS on page 3 that states “*Polystyrene foam has been used as flotation for docks, floats, aquaculture facilities, and other marine infrastructure but breaks up easily in the marine environment into small pieces that can be ingested by wildlife and contribute to microplastics pollution. Combined with tiny pieces of plastic, polystyrene foam is the most common form of garbage found during the Great Canadian Shoreline clean-ups.*”.

https://www2.gov.bc.ca/assets/gov/environment/waste-management/zero-waste/marine-debrisprotection/marine_debris_what_we_heard_report_final_web.pdf

PAST AVICC RESOLUTIONS

A review was made of past AVICC resolutions dating back to 1996 that mention polystyrene or Styrofoam in relation to the marine environment. The following two were found.

The 2017 resolution from the Islands Trust makes a more permissive request to the Provincial and Federal governments to *implement measures* to prevent polystyrene foam pollution in the marine environment. Such measures may, and have, included use of EPS enclosed in plastic, which may increase the lifespan of flotation, but since the enclosed EPS may be structurally weaker than un-enclosed EPS, if and when the enclosure break, the dispersion into small pieces may be quicker.

The 2020 resolution from the Sunshine Coast RD is focused on asking the Province for funding and resources to help with cleanup efforts. While this is a very good request, it does not address the prevention of marine debris as directly as the proposed resolution.

2017

R9. Preventing Polystyrene Foam Pollution in the Marine Environment

Islands Trust

WHEREAS foam from marine infrastructure is an increasing source of pollution on British Columbia's beaches;

AND WHEREAS there is concern that plastic-associated chemicals from polystyrene and other types of rigid foam are harming the marine environment and contaminating food webs;

THEREFORE BE IT RESOLVED that UBCM request the provincial and federal governments to implement measures that prevent rigid foam pollution in the marine environment.

Resolutions Committee comments:

The Resolutions Committee advises that the UBCM membership has not previously considered a resolution calling on the provincial and federal governments to implement measures to prevent pollution of the marine environment with rigid foam and associated chemicals.

AVICC: Endorsed

UBCM: Endorsed

2020

12) Marine Debris Sunshine Coast RD

Whereas a large volume of marine debris including plastics, styrofoam, components of boats, docks, and fishing gear is increasingly washing up on local shores which is environmentally damaging to marine environments, poses risks to fish and wildlife, creates a safety hazard for marine traffic, and places added pressure on communities to collect and haul shoreline marine debris to disposal facilities which is costly and logistically complex;

And whereas local governments have no jurisdiction on shorelines, as that is under the authority of the Province, and provincial efforts to increase producer responsibility for product stewardship have not been sufficient at reducing pollution caused by marine debris due to the diversity of materials and their often unknown source of origin:

Therefore be it resolved that that AVICC and UBCM urge the provincial government to adequately resource and develop a provincial program to assist with marine debris shoreline clean-up efforts that focusses on increasing regulation and enforcement for sectors responsible for the majority of marine debris, expanding recycling options for commonly found materials such as styrofoam, and funding communities that are struggling to address significant marine debris pollution on their shorelines so that regular community-led shoreline clean-up events are supported and collected marine debris can be safely transported to disposal facilities.

Resolution

R31

Construction and Demolition Waste Regulation

Background

Historical Commitment for Inclusion

- The Recycling Regulation is an important part of B.C.'s work towards zero waste and supporting a circular economy. Since 2004, B.C. has regulated the most packaging and products in Canada through Extended Producer responsibility (EPR) under the Recycling Regulation, and is a leader in North America. EPR has proven itself in B.C. as an effective way to improve the transparency of recycling and the increase diversion of recyclable materials.
- In 2009, the B.C. government made a commitment to fulfill the Canadian Council of Ministers of Environment Canada-Wide Action Plan for Extended Producer Responsibility (CWAP-EPR).
- Construction materials, demolition materials and carpets are identified in the CWAP-EPR as Phase 2 materials and products to be incorporation into operational EPR programs by 2017.

Recent Engagement and Feedback

- The Recycling Regulation Policy Intentions Paper was released September 12, 2020 and did not include the Phase 2 materials committed to in the CWAP-EPR.
- Feedback on the intentions paper summarized in a March 8, 2021 report indicated that several submissions requested consideration of construction and demolition materials within the expanded Recycling Regulation.

Lost Opportunities

- Construction and demolition waste makes up one third of municipal waste in Canada, and over 75% of the materials which are disposed of could have been salvaged, resold, or recycled.
- Exclusion of construction and demolition materials from within the EPR Five-Year Action Plan (2021-2026) will significantly reduce the lifespan of existing landfills within BC communities.
- Gypsum, clean wood waste, asphalt shingles, concrete and sheet plastics should be prioritized for EPR programs based on market readiness, suitability and environmental impact.

UBCM 2010

Extended Producer Responsibility - Construction Waste

B90 - Endorsed

Sunshine Coast RD

In October 2009, the Canadian Council of Ministers of the Environment CCME supported the Canada-wide Action Plan for EPR. Many of the Canada-wide Action Plan for EPR recommends programs in place by 2015 for packaging and printed materials, electronic and electrical products, mercury-containing products, household hazardous and special wastes, and automotive products. By 2017, the Action Plan recommends programs be in place for construction and demolition materials, furniture, textiles and carpet, and appliances including ozone-depleting substances. B.C. is committed to the Canada-wide Action Plan and intends to regulate construction and demolition waste within the target timelines.

UBCM 2021

Construction and Demolition Waste Strategy

NR35 – Endorsed

North Vancouver District

Whereas construction and demolition waste comprises approximately 2.8 million metric tonnes of materials annually in British Columbia, and about one-third of municipal solid waste disposed in the Province; And whereas the materials disposed could have been resold, reused or recycled, they represent sources of embodied carbon, and deconstruction provides six times more job opportunities: Therefore be it resolved that UBCM request the Ministry of Environment and Climate Change Strategy develop a plan, including changes to regulations, provincial procurement policy, and economic and industrial policy, to significantly reduce construction and demolition waste.

Data

<https://open.library.ubc.ca/soa/cIRcle/collections/undergraduateresearch/52966/items/1.0074565>

Assessing the Potential for Extended Producer Responsibility in Construction, Renovation and Demolition Waste in Metro Vancouver. ENVR 400. University of British Columbia, Vancouver

SUBMITTED BY: Andrea Balba; Cecilia Montauban; Jenny (Yeon Mi) Kim; Debbie Yeh. May 7, 2013



TOWN OF GIBSONS

PO Box 340
474 South Fletcher Road
Gibsons BC | V0N 1V0

R32

T 604-886-2274

F 604-886-9735

info@gibsons.ca

www.gibsons.ca

OFFICE OF THE MAYOR | WILLIAM BEAMISH

BACKGROUNDER – TOWN OF GIBSONS

Resolution Re: Local Government Incentives for Climate Change Resiliency

The Town of Gibsons shares the concerns being raised by our neighbouring communities and their respective local governments – including the Sunshine Coast Regional District, the District of Sechelt, the Shíshálh (Sechelt) and the Skwxwú7mesh Úxwumixw (Squamish Nation) – about the increasingly severe impacts of climate change on our environments.

Council for the Town of Gibson is seeking to implement improved measures for addressing climate change resiliency by undertaking a review of the Development Permit Areas and the guidelines stated for environmental protections within its Official Community Plan, as well as working towards the adoption of new bylaws regarding Wildlife Attractants and Single Use Plastics, an Integrated Stormwater Management Plan, and other legislative measures. We are working towards fulfilling the goal of a comprehensive set of bylaws and long-term planning to enable us to improve our climate change mitigation efforts. We are also seeking to improve our bylaw enforcement of building code terms and infrastructure requirements under our development and subdivision regulations and procedures, such that we more effectively advance our GHG emission reduction targets and overall energy efficiency.

The Town of Gibsons is a signatory to the B.C. Climate Action Charter and has joined the UN's Race to Zero with a net zero commitment. We desire to see there be more substance to these commitments and seek the support of the Province of BC in developing a comprehensive set of bylaws and a long-term plan that will actualize our goals. Specifically, we note that GHG emissions from buildings account for 17% of Canada's total emissions and would like to see more initiatives for incentivizing communities to undertake building retrofits that produce many co-benefits. We also suggest measures that would effectively encourage micro mobility (or e-mobility). Further, we request ongoing funding and legislation that would support projects for green infrastructure, such as (for example):

- onsite waste diversion,
- onsite wastewater treatment,
- onsite stormwater management,
- water efficient landscaping,
- site planning to encourage car sharing, HOV, and cycling,
- reducing runoff from roadways,
- water use reduction,
- building regulation,
- building siting in relation to ventilation, performance envelopes, solar shading, solar gain and sun patterns,
- LEED rating requirements, recycled material use, non-toxic material use,
- Building Code constraints,

TOWN OF GIBSONS

"Nature is our most valuable asset"

- Zoning bonusing, amenities, density transfers, phased development agreements,
- Etc.

Council for the Town of Gibsons has considered the 2016 resolution that was provided by the Sunshine Coast Regional District, which references the Climate Leadership Team and its Recommendations to Government dated October 31, 2015, and would like to see actions taken on all recommendations. We have also considered the CleanBC Roadmap to 2030 and find the commitments expressed therein to local government to be encouraging.

We seek that the Province increase the tangible and concrete tools provided to local government through funding and improved legislation so that we can better incentivize our communities and lead through example by actively undertaking measures designed to mitigate climate change and improve our resiliency.



**AVICC BACKGROUNDER FOR
STORMWATER MANAGEMENT**

I. BACKGROUND:

At the Sunshine Coast Regional District (SCRD) Regular Board meeting of January 27, 2022 the following resolution was approved for submission to AVICC:

Stormwater Management

WHEREAS property, infrastructure and the natural environment are vulnerable to extreme weather events and other impacts of climate change, particularly in relation to stormwater run-off;

AND WHEREAS increasingly extreme weather events are intensifying the frequency and severity of stormwater issues causing overland flooding which is damaging critical infrastructure such as roads, bridges, culverts, and active transportation systems, as well as impacting the natural environment, such as salmon-bearing streams, and further compounding challenges with respect to the management of stormwater run-off:

THEREFORE BE IT RESOLVED THAT AVICC and UBCM urge the provincial government to bring together the Ministry of Transportation and Infrastructure, the Ministry of Forests, Lands, Natural Resource Operations and Rural Development, the federal Department of Fisheries and Oceans, and local governments to collaborate on the development of an action plan that implements best practices for stormwater management, assigns clearly defined jurisdictional responsibilities and includes strategies to address risks to property, critical infrastructure and the natural environment.

II. DISCUSSION:

In 2020, the SCRD sponsored a UBCM resolution on Stormwater Management calling for increased collaboration between local governments and the Ministry of Transportation and Infrastructure to work towards implementing stormwater management strategies that recognize the necessity to develop integrated approaches to stormwater management at a broader watershed level and to involve greater provincial oversight of stormwater related issues on an ongoing basis. The Provincial Response to that resolution focussed on the Ministry of Transportation and Infrastructure's current approach to working with contractors and other local governments to target improvements to our infrastructure network on a year-by-year basis and highlighted that strategic improvements elsewhere were on a case-by-case basis determined by available resources.

Given the lack of demonstrable change with respect to the province's approach to collaboration on stormwater management, the SCRD is again calling for action to bring all levels of government to the table (local, provincial and federal agencies) to create stormwater management solutions and fund them before we have more disastrous washouts in areas across the province. Further, the SCRD continues to emphasize the need for agencies to consider the cumulative impacts of land use decisions (as per our

previous resolution to UBCM in 2020) especially in regards to degradation of biodiversity and disaster risk mitigation in the face of climate change.

It is critically important to recognize the need to develop an action plan that accounts for and recognizes more frequent and intense storm events that will amplify the impact of problems such as overland flooding, erosion, and slope stability which is damaging to critical infrastructure as well as the natural environment. A multi-jurisdictional approach is required to effectively coordinate efforts and develop action plans that will result in effective best management practices for stormwater runoff and drainage related problems as well as improving responsiveness to property and safety issues occurring as a result.

As such, the SCRD is advocating for increased collaboration to bring together the Ministry of Transportation and Infrastructure, the Ministry of Forests, Lands, Natural Resource Operations and Rural Development, the federal Department of Fisheries and Oceans, and local governments to collaborate on the development of an action plan that implements best practices for stormwater management, assigns clearly defined jurisdictional responsibilities and includes strategies to address risks to property, critical infrastructure and the natural environment.

Stumpage Fee Revenue to Support Local Governments – Village of Gold River**Background:**

- Over the past several decades mills have shut down or centralized operations into larger centres on Vancouver Island. This has resulted in smaller rural communities losing industry and jobs to support their communities.
- Although mills have closed in these smaller rural communities and lost the associated revenue, forestry continues to occur outside their boundaries. As this activity is outside municipal boundaries, municipalities do not have the ability to assess and tax those operations to provide tax revenue to support the communities including the forestry workers and their families that live in the community.
- The Province has entered into agreements in northeast British Columbia to provide those communities with revenue from the resource operations that are occurring outside their boundaries thereby supporting their local communities and the resource workers and families calling their communities home.
- The Province has the necessary mechanism to determine forestry activity in the various regions of the province through stumpage fee collection and an existing model to direct revenue to support the financial sustainability of these communities.

LEGISLATIVE REFORM INITIATIVE

Regional districts face complex challenges within the current legislative framework. Changes in demographics and population growth have resulted in increasing demands on electoral areas. Many rural areas are experiencing higher population densities and increased development, while others have unique rural challenges that require more adaptable legislation to assist with service provision in sparsely populated areas. These changes highlight the question of limitations on the powers of regional districts in comparison with municipalities in several areas. Some of the areas of concern included business licensing authority, authority to approve subdivisions, regulation of fireworks discharge, parking enforcement, tree management, and taxation and funding models for services.

In addition, the extraordinary circumstances associated with the Covid-19 pandemic have highlighted problematic and inefficient areas in the current legislative scheme as it relates to regional district authority, including revenue generation models, the conduct of meetings and public participation.

On June 25, 2021, the Regional District of Nanaimo (RDN) hosted a virtual session with regional district Chairs and CAOs across BC, in collaboration with Don Lidstone, Q.C., to explore the possibility of mobilizing a collaborative effort to modernize the *Local Government Act* to be more flexible and responsive to current social and economic environments and realities. Participants indicated an interest in moving forward with a comprehensive legislative reform initiative in accordance with a process similar to that presented by Mr. Lidstone, pending endorsement of their Boards.

Several resolutions requesting a review of the *Local Government Act*, specifically in relation to regional district authority, have been advanced in recent years (CVRD: 2018, Sunshine Coast RD: 2018; CVRD: 2015). The RDN has submitted a proposal for a panel session on this topic at the 2022 AVICC Convention.

RESOLUTION: ADVOCACY FOR LIVEABLE INCOME SUPPORT PROGRAMS

Background: Advocacy for Liveable Income Support Programs

Adequate incomes are essential for the wellbeing of community members and families. The current level of Income Assistance is not sufficient to cover the cost of the necessities of life, a problem made worse by sharp increases in the cost of housing, food, transportation and other human needs.

Background: Guaranteed Livable Basic Income (GLBI)

A federally funded Guaranteed Livable Basic Income (GLBI) program would help alleviate financial pressures on municipalities by addressing poverty and managing services associated with homelessness and social inequity, while boosting local consumer spending that supports local economies. When people have a sufficient income, there is less strain on municipalities and the services they provide. A federally funded GLBI would help municipal services remain sustainable and affordable for everyone. Working in concert with social support services, a GLBI would help ensure that all people have an income sufficient to live with dignity and health, enabling them to fully participate in community.

Municipalities are at the front line in dealing with community impacts when people are unable to support their own wellbeing. The Covid-19 pandemic has exacerbated municipal constraints, leaving them to deal with exposed gaps in our social safety net resulting from growing economic, racial and health inequalities.

Evidence from basic income research and pilots shows that when people have a sufficient and secure income their mental and physical health improves; they have the capacity to secure more affordable, suitable, and safe housing, childcare, healthy food, and transportation; and poverty rates decrease thereby helping to alleviate the downloaded pressure on municipalities to support the wellbeing of their residents. The provision of a guaranteed livable basic income would benefit individuals, families and communities and protect the most vulnerable in society, it would also support community resilience by facilitating the transition to a local economy that responds to the climate crisis and other major challenges,

Evidence shows that a federally funded basic income that improves people's financial stability is possible, as successful income transfer programs already exist in Canada for seniors (Old Age Security and the Guaranteed Income Supplement) and parents (Canada Child Benefit (CCB)).

The following Motion is informed and supported by these documents:

Federation of Canadian Municipalities. (2017, July). Ending Poverty Starts Locally: municipal recommendations for a Canadian poverty reduction strategy. Available at:

<https://fcm.ca/sites/default/files/documents/resources/submission/ending-poverty-starts-locally.pdf>

Slack, E. Hachard, T. (2021, June 9). Let's empower municipalities, too often the little siblings of federalism. Policy Options. Institute for Research on Public Policy. Available at:

<https://policyoptions.irpp.org/magazines/june-2021/lets-empower-municipalities-too-often-the-little-siblings-of-federalism/>.

Federation of Canadian Municipalities. (2020, November). Building back better together: Municipal recommendations for Canada's post-COVID recovery. Available at:

<https://data.fcm.ca/documents/COVID-19/fcm-building-back-better-together.pdf>

Canadian Public Health Association. (n.d.). What are the Social Determinants of Health? Available at: <https://www.cpha.ca/what-are-social-determinants-health>

Living Wage Canada. (n.d.). Living Wages are good for your health. Available at: <http://www.livingwagecanada.ca/files/2913/8443/7004/Health-Fact-Sheet1.pdf>

Forget, E. L. (2020, October). Basic Income for Canadians: from the covid-19 emergency to financial security for all.

Pasma, C. Regehr, S. (2019). Basic Income: Some Policy Options for Canada. Available at: https://basicincomecanada.org/wp-content/uploads/2021/04/Basic_Income-Some_Policy_Options_for_Canada.pdf

Ferdosi, M. et al. (2020, March). Southern Ontario's Basic Income Experience. McMaster University. Available at: <https://labourstudies.mcmaster.ca/documents/southern-ontarios-basic-income-experience.pdf>

Forget, E. L. (2011). The town with no poverty: The health effects of a Canadian guaranteed annual income field experiment. Canadian Public Policy. Available at: <https://utpjournals.press/doi/pdf/10.3138/cpp.37.3.283>

McIntyre, L. et al. (2016, August 15). Impact of a guaranteed annual income program on Canadian seniors' physical, mental and functional health. Canadian Journal of Public Health. Available at: <https://www.jstor.org/stable/pdf/90006452.pdf?refreqid=excelsior%3A4550717cc61398d6567c389476cdc5ca>

Baker, M., Messacar, D., and Stabile, D. (March 2021). The Effects of Child Tax Benefits on Poverty and Labor Supply: Evidence from the Canada Child Benefit and Universal Child Care Benefit. Available at: https://www.nber.org/system/files/working_papers/w28556/w28556.pdf.



Year 2022

Sponsor Village of Queen Charlotte

RESOLUTION: British Columbia Changes to Paramedic Service Delivery

BACKGROUND

The Provincial Health Services Authority (PHSA) oversees BC Ambulance Service and Patient Transfer Services through BC Emergency Health Services (BCEHS). The Provincial Health Services Authority is provided a mandate letter for each operational year by the Premier and Executive Council which guides the Authority and its agencies such as BCEHS.

BC Emergency Health Services (BCEHS) is responsible for the delivery and governance of pre-hospital emergency medical care and inter-facility patient transfer services through the BC Ambulance Service and the BC Patient Transfer Network.

On August 30, 2021, Health Minister Adrian Dix wrote to Mr. Tim Manning, Chair of the Board of Directors of the Provincial Health Services Authority to advise him of amendments to the 2021/22 Mandate Letter. In his letter, Minister Dix advises Mr. Manning that “the requirements to embed the referenced BCEHS services into the health system will become the responsibility of the BCEHS Board Chair [Mr. Jim Chu, announced as Board Chair for BCEHS as part of a renewed governance structure and additional leadership focus for BC Emergency Health Services (BCEHS)].¹

Specifically, the Provincial Health Services Authority and the British Columbia Emergency Health Services under new leadership is directed to work collaboratively with the Ministry of Health and First Nations Health Authority “to ensure that the rural and first nations communities Emergency Service Transportation and Patient Supports Framework (the Framework) is fully implemented and maintained. Services are to be embedded as an ongoing part of the health system by the end of 2021/22”. Minister Dix further emphasised that “[g]oing forward, the required commitment for PHSA to collaborate on the implementation and sustainability of the Framework continue to be expected”.²

Minister Dix’s guidance is somewhat reflected in the Ministry of Health’s 2021/22 – 2023/24 Service Plan under Objective 2.2 where the first key strategy noted is to “[w]ork in partnership with BC Emergency Health Services to continue to improve paramedic services, including access to services in First Nations communities. Fully implement and embed the rural and First

¹ Letter to Mr. Tim Manning, Board Chair, Provincial Health Services Authority dated August 30, 2021 from Minister Adrian Dix, Minister of Health, at page 14 of PHSA 2021/22 Mandate Letter (<http://www.phsa.ca/about-site/Documents/PHSA-2021-22-mandate-letter.pdf>).

² *Ibid.*

Nations emergency service transportation and patient support framework as an ongoing part of the health system”.³

In spite of the guidance and strategic focus from the Ministry of Health on paramedic services, paramedic service delivery has devolved to crisis levels on Haida Gwaii, and the Village of Queen Charlotte believes the impacts of recent sweeping changes to BCEHS staffing are impacting rural and remote communities in other parts of British Columbia. While the Village of Queen Charlotte understands and supports addressing the longer-term capacity and retention matters the new BCEHS staffing model seeks to resolve, implementation has proved weak and dangerous. There remain alarming disproportionate vacancies in rural communities while at the same time alienation of existing service providers. The ‘all or nothing’ approach the BCEHS has evoked fails to consider a bridging or intermediary solution beyond the extraordinary expense of flying in and temporarily housing paramedics from other communities who are fully employed in the new system.

The Village of Queen Charlotte is seeking support to compel the provincial government to intervene with the Provincial Health Services Authority (PHSA) and its agency BC Emergency Health Services to immediately implement an effective bridge or interim framework. The interim framework would serve to better ensure paramedic service delivery is adequate and sustainable in rural communities throughout British Columbia until the staffing and capacity goals the new model envisions can be effectively implemented taking into account all the barriers presented by rural remote recruitment and retention.

RESOLUTION: British Columbia Changes to Paramedic Service Delivery

WHEREAS Sweeping changes have recently been instituted by the British Columbia Emergency Health Services in the manner of staffing and compensating paramedic service providers;

AND WHEREAS the impact of those changes has led to a dramatic drop in coverage for many rural and remote communities;

THEREFORE, BE IT RESOLVED that UBCM urge the provincial government to intervene and ensure that British Columbia Emergency Health Services institutes an adequate interim framework to restore paramedic service levels in rural and remote communities and encourage 100 % coverage for British Columbians no matter where their communities are situated in the province.

³ BC Ministry of Health 2021/22 – 2023/24 Service Plan, April 2021
(https://www.bcbudget.gov.bc.ca/2021/sp/pdf/ministry/hlth.pdf?bcgovtm=20200319_GCPE_AM_COVID_4_NOTIFICATION_BCGOV_BCGOV_EN_BC_NOTIFICATION) at 14.

2022 RESOLUTION SUBMISSION TO AVICC

AFFORDABLE HOUSING SUPPORT FOR RURAL AREAS

ISLANDS TRUST

RESOLUTION:

WHEREAS the Province of British Columbia has implemented the “Homes for BC: A 30-Point Plan for Housing Affordability in British Columbia”;

AND WHEREAS the Plan largely benefits urban areas that have better access to both resources and support services than rural areas;

THEREFORE BE IT RESOLVED that AVICC & UBCM call upon the Province of British Columbia to provide funding and support to local governments to facilitate affordable housing projects in rural areas in British Columbia.

BACKGROUND:

British Columbia is facing an acute shortage of affordable housing options needed to support the long-term sustainability and resilience of local communities. The Province of British Columbia has instituted “Homes for BC, a 30-Point Plan for Housing Affordability in British Columbia” in order to address some of these challenges. However, the plan largely caters to high-density urban areas that have good access to the resources and support services needed to access BC Housing funding mechanisms. It is vital that the Province also provide capacity building support to rural communities in British Columbia to address their unique housing affordability challenges.

Amidst a heated real estate market and a global pandemic that has encouraged people to migrate to rural areas where they can work from home or have ‘staycations’ in second homes, rural areas are facing unprecedented housing demands and lack adequate affordable housing to support the basic needs of local seniors, working class families, tradespeople, and other key members of diverse and healthy rural communities. The dramatic deficit of affordable housing in rural areas has led to significant challenges for local governments, Islands Trust, and non-profits working in this field. Local rural governments are often required to expend significant resources putting in place supportive zoning, water, and personnel to support proposed housing projects before even being considered for BC Housing funding. These are resources that rural communities, in comparison to their urban counterparts, do not have. Rural BC needs more resources to be able to get projects to the point of being “shovel-ready” so that they are able to access the bulk of affordable housing funding intended for construction.

Provincial funding and support could help local governments and Islands Trust respond to the urgent and rapidly-increasing need to support affordable housing projects in their local jurisdictions, thus supporting the Province’s broader strategy for housing affordability in British Columbia.

Background: Legal Aid Funding for Tenancy Issues

British Columbia is in the midst of a housing crisis which has pushed many tenants into increasingly vulnerable living situations.

Understanding rights and responsibilities as a tenant or a landlord requires understanding B.C.'s tenancy laws and rules. Landlords and renters can apply for dispute resolution, through the Residential Tenancy Branch, if they can't resolve a problem related to their tenancy. This process is similar to a court proceeding and often within these formal proceedings tenants find themselves at a disadvantage in terms of knowledge and resources.

Legal Aid is an essential mechanism by which individuals who can not afford legal representation are made aware of their legal rights and obligations and are provided with a fair opportunity to participate in the adjudication of their legal challenges.

Provincial funding cuts in the early 2000's resulted in the loss of 85% of legal aid offices across British Columbia and the poverty law legal aid funding that assisted low-income people with issues such as disability benefits and tenancy issues.

Without this assistance, those in our society, tenants or landlords, who cannot afford legal representation are at a severe disadvantage in addressing their tenancy issues.

The currently available free to low cost legal services, namely legal advocacy and pro bono work, do not meet the growing needs of B.C. residents.

Online legal information, self-help, and resource guides may provide some limited assistance to people who cannot afford a lawyer, but are an insufficient substitute for actual legal representation and advice. Language, health, disability, trauma, literacy, poverty, access to technology and technical knowledge, all represent additional barriers to accessing these types of resources.

Other provinces have maintained Legal Aid funding for poverty law. Legal Aid Ontario assists tenants with housing issues at the majority of their community legal clinics, as well as Legal Aid Manitoba through their Public Interest Law Centres.