



School District 49 Boardroom
Hagensborg, BC

October 11, 2016

**PUBLIC HEARING SUMMARY
BYLAW NO. 466, 2016**

Present: Central Coast Regional District – Alison Sayers, Chair
Cheryl Waugh, Recording Secretary

Members of the Public - Wayne Bittner (applicant)
Abra Silver

Call to Order: The Chair called the hearing to order at 7:04 p.m.

The chair explained the purpose of the public hearing and the process of amending a zoning bylaw.

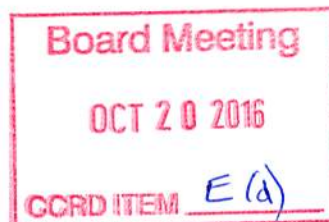
Written Submissions: The chair read aloud three letters; one from Fawn Gunderson, one from Carol Blake and the third from Lori George and Roxanne Burnett. All three letters were positive in nature and supported the rezoning application.

Verbal Submissions: None

Chair Sayers called three times for any further submissions or comments. No further submissions or comments were brought forward and the hearing was adjourned at 7:23 p.m.

“Certified as a true summary of this public hearing.”

Chair, Alison Sayers



**CENTRAL COAST REGIONAL DISTRICT
BYLAW NO. 466**

Being a bylaw of the Central Coast Regional District to amend Bella Coola Valley Zoning
Bylaw No. 71, 1984

WHEREAS the Board of the Central Coast Regional District can amend its zoning bylaw from time to time;

NOW THEREFORE the Board of the Central Coast Regional District in open meeting assembled, enacts as follows:

- 1) Bylaw No. 71, being the “Bella Coola Valley Zoning Bylaw, 1984” is hereby amended as set out in Schedules A and B attached to and forming part of this bylaw.
- 2) This Bylaw may be cited as “Bella Coola Valley Zoning Bylaw No. 71, 1984 Amendment Bylaw No. 466, 2016.”

READ A FIRST TIME this	8th	day of	September, 2016
READ A SECOND TIME this	8th	day of	September, 2016
PUBLIC HEARING HELD this	11th	day of	October, 2016
READ A THIRD TIME this	20th	day of	October, 2016
RECONSIDERED AND FINALLY ADOPTED this		day of	, 2016

CHAIR

CHIEF ADMINISTRATIVE OFFICER

I hereby certify the above to be a true and correct copy of Bylaw No. 466, cited as “Bella Coola Valley Zoning Bylaw No. 71, 1984 Amendment Bylaw No. 466, 2016”

CORPORATE ADMINISTRATOR

Board Meeting
OCT 20 2016
CCRD ITEM E(e)

**CENTRAL COAST REGIONAL DISTRICT
BYLAW NO. 466**

SCHEDULE 'A'

SECTION ONE TEXT AMENDMENT

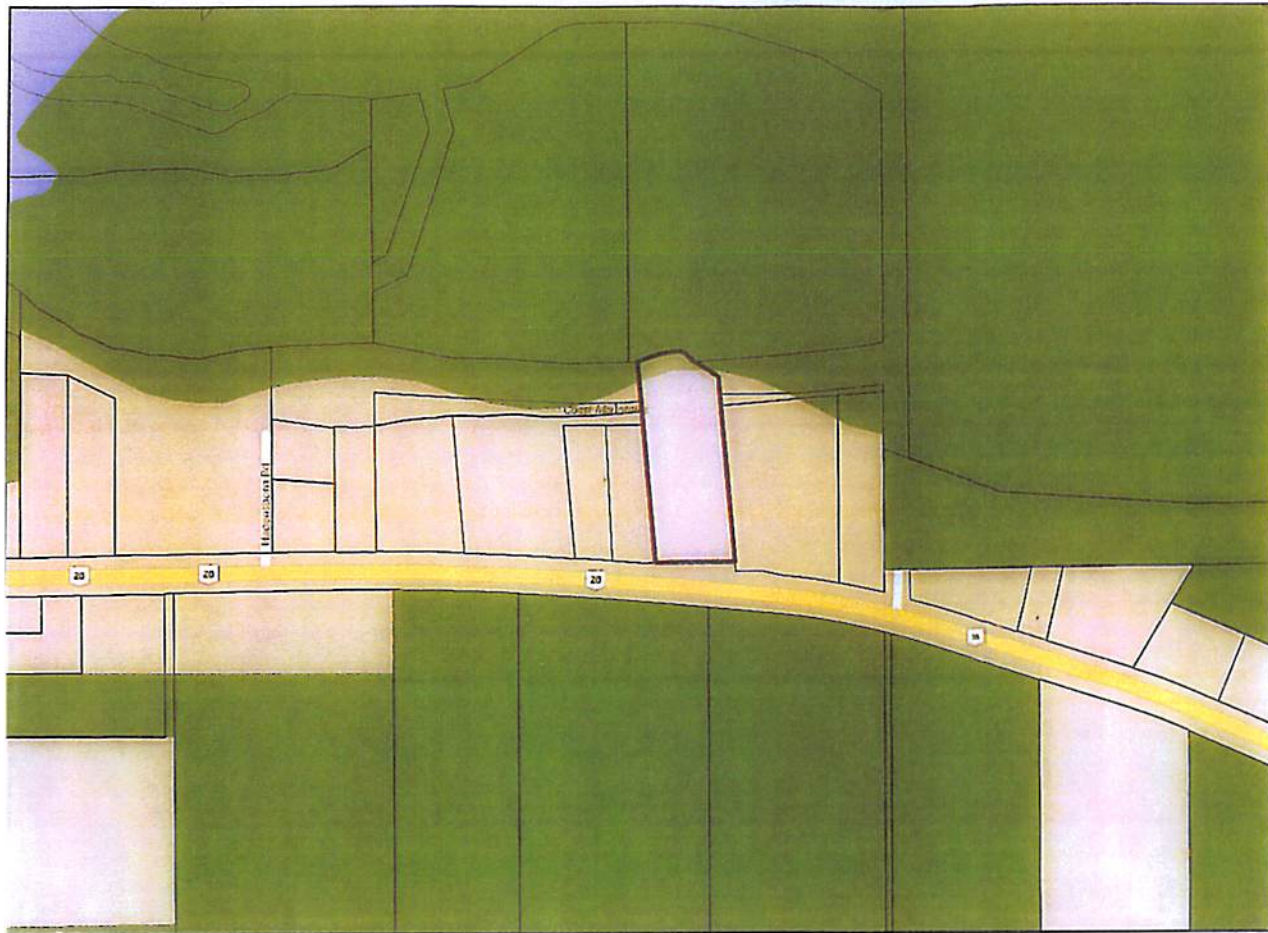
1) Section 8.0 – LARGE HOLDINGS DISTRICT, R-1 is hereby amended by inserting the following zone variation after section 8.5 and renumbering pages accordingly:

8.6 Zone Variation R-1(a)

1. In this Zone Variation, the following commercial uses are additional permitted uses:
 - i. retail sales of produce, meat and seafood, groceries including snack foods and beverages, personal-care products such as bath and beauty items, baked goods, giftware such as clothing and jewellery, kitchen and household supplies such as cookbooks, cleaners and containers, alcoholic beverages including wine, beer, cider, spirits and coolers; and
 - ii. storage of items to be sold on the retail premises.
2. Residential camp is not a permitted use in this zone variation.
3. Retail and storage uses are limited to a maximum of 112 square metres in an accessory building or buildings.
4. As conditions of use, the following requirements must be met:
 - i. a minimum of five parking spaces to be provided on site for customers;
 - ii. the appropriate provincial authorization for the storage and sale of alcoholic beverages to be obtained; and
 - iii. all other requirements of the R-1 zone, including setbacks, to be met.

SECTION TWO MAP AMENDMENT

1) The zoning map is hereby amended by rezoning property legally described as “Lot 1, Plan 17048, Sec. 7, Twp 4, Range 3, Coast Range 3 Land District” from Large Holdings District, R-1, to Large Holdings District, R-1(a) as shown on Schedule B to Bylaw No. 466, 2016



Sources: USGS, FAO, NPS, EPA, ESRI, DeLorme, TANA, and other suppliers; © 2010 Microsoft Corporation and its data suppliers



CENTRAL COAST REGIONAL DISTRICT

DATE: 12 October 2016

TO: CCRD Board of Directors

FROM: Darla Blake, Chief Administrative Officer

SUBJECT: Bylaw # 467, 2016 Board Meeting Procedures Bylaw (replacing bylaw 449)

BACKGROUND

Since the adoption of Bylaw #449, 2015 Board Meeting Procedures on 11th June 2015, the *Local Government Act* underwent changes which came into effect on 1 January 2016.

DISCUSSION

The Board is required to adhere to the legislative requirements of the *Local Government Act* (RSBC 2015), first and foremost. Legislation under the *Local Government Act* requires the board to have a meeting procedures bylaw. In order to ensure our Board Meeting Procedures Bylaw aligns with current legislation requirements a number of changes have been necessary. The proposed bylaw will bring our bylaw into compliance and provide greater clarity as it relates to board meeting practices.

The requirement to update the bylaw to accommodate the new requirements, also affords an opportunity to review the bylaw. The board will note there are a number of proposed additions to the bylaw have been written in red and proposed deletions from the bylaw shown as crossed out. Once the board has discussed and agreed on what is to remain in the bylaw, this will be tidied up in time for final approval at the 10 November 2016 board meeting.

One significant change, the board should be aware of, is the requirement to elect a board chair and vice chair at the November meeting, in accordance with *Local Government Act* (RSBC 2015) section 215(1), where it states: *at the first meeting held after November 1 in each year, the board must elect a chair and a vice chair.*

All sections of relevant references to the *Local Government Act* have been updated; these have not been marked up.

Following discussion, the board is being asked to give first, second and third reading to an updated board meeting procedures bylaw with relevant changes from the *Local Government Act* (RSBC 2015). The new bylaw will rescind the current bylaw # 449, through the bylaw procedures process.

Board Meeting
 OCT 20 2016
 CCRD ITEM 5 (4)

LEGISLATION /POLICY

Local Government Act (RSBC 2015)
Community Charter (SBC, Chapter 26)

BUDGET/FINANCIAL IMPLICATIONS

Within current approved budget:	Yes
Requires further budget consideration	No

RISK MANAGEMENT

Administration has evaluated potential risks with the proposal and assessed there are minimal risks, with the only controls or mitigation being the requirement to meet the legislation.

CONCLUSION

In order to bring our Board Meeting Procedures Bylaw into alignment with the *Local Government Act (RSBC 2015)* and the standard practices of the CCRD, a new bylaw is being presented to the board for first, second and third reading. The proposed bylaw contains all necessary changes and relevant references to the *Local Government Act*.

The board are being asked to read the new bylaw #467, 2016 Board Meeting Procedures Bylaw, a first, second and third time at the October 20, 2016 meeting of the board, with the final reading to be at the 10 November 2016 board meeting.

RECOMMENDATION

That Bylaw No. 467, cited as "Central Coast Regional District Board Meeting Procedures Bylaw 467, 2016 be now introduced and read a first time.

That Bylaw No. 467, cited as "Central Coast Regional District Board Meeting Procedures Bylaw 467, 2016 having been given due and detailed consideration by the Board be now read a second and third time.

Respectfully submitted



Darla Blake
Chief Administrative Officer

CENTRAL COAST REGIONAL DISTRICT

BYLAW No. 467

Being a bylaw to amend the Central Coast Regional District Board Meeting Procedures Bylaw 449, 2015 and replace with Central Coast Regional District Board Meeting Procedures Bylaw 467, 2016.

WHEREAS Section 225 of the *Local Government Act* (RSBC 2015) directs the Board of the Central Coast Regional District to regulate Board Meetings by bylaw,

NOW THEREFORE the Board of the Central Coast Regional District in open meeting assembled ENACTS AS FOLLOWS:

SHORT TITLE

- 1. a) This Bylaw may be cited as the "Central Coast Regional District Board Meeting Procedures Bylaw 467, 2016."

BOARD MEETINGS

Definitions

- 2. In this Bylaw:

"Board" means the Board of Directors of the Regional District;

"CCRD" means the Central Coast Regional District;

"CCRD's notice board" means the notice board located at the Regional District's Administration Office.

"Chair" means the Chair of the Regional District;

"Community Charter" means "Community Charter, Chapter 26, 2003" as amended from time to time by the Provincial Government;

"Emergency" the definition of an emergency situation will be determined by the Chief Administrative Officer in conjunction with the Chair.

"Person responsible for Corporate Administration" means the Chief Administrative Officer, or his/her alternate, to which has also been assigned the corporate responsibilities of a Director of Corporate Administration for the Regional District;

"Local Government Act" means the "Local Government Act (RSBC 2015)" as amended from time to time by the Provincial Government;

"Regional District" means the Central Coast Regional District;

"Regional District's administration office" means the Regional District's offices located at 626 Cliff Street, Bella Coola, British Columbia.

"Regular meeting" means regular monthly meetings of the Board held on the second Thursday of each month (with the exception of January and August).

“*Special meeting*” means either a public meeting held outside of the time of a regular meeting, or an in-camera meeting closed to the public in accordance with Div 3 of the *Community Charter*, that is called by the Board to deal with a specific item(s).

“*Vice-Chair*” means the Vice-Chair of the Regional District.

Application of Rules of Procedure

3. a) All meetings of Board shall be governed by:
 - i) the *Local Government Act*;
 - ii) as further regulated in this Bylaw; and
 - iii) where it is not inconsistent with provisions of this Bylaw or the *Local Government Act*, by *Robert’s Rules of Order*.

Inaugural Meeting

4. a) The inaugural meeting of the Board must be held after November 1 in each year, in accordance with section 215(1) of the *Local Government Act*.
- b) The inaugural meeting shall be chaired by the Person responsible for corporate administration or a Member until such time as the Chair and Vice-Chair have been elected. The Person responsible for corporate administration or a Member shall act as the Chair only for the purpose of conducting the election of the Chair and Vice-Chair.

Election of Chair and Vice-Chair

5. a) **The Board shall elect a Chair and Vice Chair from amongst its Members at the first meeting held after November 1st in each year pursuant to section 215(1) and (4) of the *Local Government Act***

Time and Location of Meetings

6. a) Regular Meetings shall be held on the second Thursday of each month, excluding the months of January and August.
- b) Regular Meetings and In-Camera Meetings of the Board shall be held in the Regional District’s administration office, except that one Regular Meeting per year shall be held in either Electoral Area ‘A’, or Electoral Area ‘B’. The location of meetings held in Electoral Area ‘A’ or Electoral Area ‘B’ shall alternate from year to year.
- c) Regular Meetings shall be called to order at 9:00 **8.30am** or, if no quorum is present at that time, as soon as a quorum is assembled. Where no quorum has been assembled by 11:00 a.m., the meeting shall be deemed cancelled.
- d) Subject to the meeting extension provisions of this Section, Regular Meetings shall be adjourned not later than 8:00 p.m.

- e) Where the business of a Regular Meeting is not concluded by 8:00 p.m., the Chair may order the meeting extended by 1 hour.
- f) Where the business of a Regular Meeting is not concluded by 9:00 p.m., the Board may, by resolution, extend the meeting by a further 30 minutes.
- g) Where the business of a Regular Meeting is not concluded by the time the meeting is adjourned, the unfinished business shall be placed on the agenda of the next Regular Meeting.

Notice of Regular Meetings

- 7. a) At least 72 hours before any meeting regulated by this Bylaw the Person responsible for corporate administration must give public notice of time, place and date of the meeting by way of a notice on the CCRD's notice board.
- b) At least forty eight (48) hours before a regular meeting of the Board, the person responsible for corporate administration must give further public notice of the meeting by:
 - i) posting a copy of the agenda on the CCRD's notice board and website; and
 - ii) leaving copies of the agenda at the reception counter at the Regional District Offices for the purposes of making them available to members of the public.

Notice of Special Meetings

- 8. a) Except where notice of a special meeting is waived by a unanimous vote of all directors under Section 220(3) of the *Local Government Act*, before a special meeting of the Board the person responsible for corporate administration must:
 - i) at least 24 hours before the date of the meeting, give notice of the general purpose, time, place and date of the meeting by way of a notice posted on the CCRD's notice board and website; and
 - ii) at least 5 days before the date of the meeting, mail to each member the notice of the general purpose, time, place and date of the meeting.
- b) Despite section 8(a), in the case of an emergency, notice of a special meeting may be given in accordance with section 220(4) of the *Local Government Act*, and (a) with the consent of the Chair and 2 Directors, less than 5 days before the date of the meeting, and (b) need not be given in writing.

Electronic Meetings

- 9. a) Subject to the conditions set out in the *Community Charter*, sections 128 (1), (2) and (3) and where sections 221(1), (2) or (3) of the *Local Government Act* are met, a special Board meeting may be conducted by means of electronic or other communication facilities if:
 - (i) the Chair requires it pursuant to making a declaration of a state of local emergency under the *Emergency Program Act, RSBC 1996, c. 111*; or
 - (ii) the Board requires it.

- b) Subject to the conditions set out in the *Community Charter*, sections 128 (1)(b) and where sections 221(2) of the *Local Government Act*, a Member who is unable to attend at a regular or special Board meeting, in person, may participate in the meeting by means of electronic or other communication facilities, where the member is:
 - (i) physical incapacity due to injury or illness;
 - (ii) inclement weather;
 - (iii) physical absence from the Regional District boundaries while acting in the capacity as a Member on Regional District Matters; or
 - (iv) the presence of an emergency under the *Emergency Program Act, RSBC 1996, c. 111*;
 - (v) another reason which, in the view of the Board, renders attendance in person by the Member impractical.

- c) Any Member participating at a meeting in accordance with section 9(b) must be in receipt of the agenda and any applicable staff reports as have been provided to Members not participating electronically before the Board meeting and any information handed out at the Board meeting must be sent to that Member during the meeting or the matter will be adjourned to the next regular meeting.

The only exception to the statement above is with respect to in-camera meetings where no agenda or staff reports are made available to any member who is not at the meeting; and for the purpose of ensuring and maintaining confidentiality no board member may participate in an in-camera meeting electronically.

- d) Notice of a special Board meeting required under section 8 and conducted under section 9(a) must contain information of the way in which the meeting is to be conducted and the place where the public may attend to hear, or watch and hear, the proceedings of the meeting that are open to the public.

- e) A Member participating electronically by audio means only must indicate his or her vote verbally.

- f) A minimum of one Board member must be physically present in the designated meeting location identified in the public notices.

- g) Although every effort will be made to accommodate electronic participation in meetings, nothing in this Bylaw shall be construed to guarantee any Director

electronic access to a Board Meeting. In the event of an equipment failure or other occurrence which prevents or limits electronic participation, the Board Meeting will not be adjourned. Electronic participation in Board Meetings may be restricted by the capacity or dependability of the equipment employed.

BOARD PROCEEDINGS

Attendance at Public Meetings

- 10. a) Subject to Section 226(1) of the *Local Government Act* and Section 90 of the *Community Charter*, all meetings shall be open to the public.
- b) Pursuant to Section 90 of the *Community Charter*, meetings may be closed to the public. Before closing a meeting or part of a meeting to the public, the Board must pass a resolution in a public meeting in accordance with section 92 of the *Community Charter*.
- c) This section applies to all meetings of the bodies referred to in section 93 of the *Community Charter*

Minutes of Meetings

- 11. a) Minutes of the Board meetings shall be administered pursuant to Section 223 of the *Local Government Act*. For the purposes of section 223 of the *Local Government Act*, the designated officer is the person responsible for corporate administration.
- b) In accordance with sections 97(1) and (2) of the *Community Charter*, minutes of the proceedings of the Board or of a body referred to in section 97 must be open for public inspection at the Regional District offices during their regular office hours, unless,
- c) Subsection 97(1)(b) and (c) relates to minutes of a Board meeting for that part of the meeting that is closed to the public pursuant to section 90 of the *Community Charter*.

Calling Meeting to Order

- 12. a) A quorum for a meeting of the Board shall be the majority of the Members of a Board.
- b) As soon after the time specified for a Board meeting as there is a quorum present, the Chair, if present, must take the chair and call the Board meeting to order, however, where the Chair is absent, the Vice- Chair must take the chair and call such meeting to order.
- c) If a quorum of the Board is present but the Chair or the Vice-Chair do not attend within 15 minutes of the scheduled time for a Board meeting:

- i) the person responsible for corporate administration must call to order the Members present, and
- ii) the Members present must choose a Member to preside at the meeting; and the Member chosen to preside shall do so unless the Chair or Vice-Chair arrives, in which case, the Chair or Vice-Chair shall preside at the meeting.

Agenda

- 13. a) Prior to each Regular Board meeting, the person responsible for corporate administration must prepare an agenda setting out all the items for consideration at that meeting. ~~noting in short form a summary for each item on the agenda.~~
- b) The deadline for submissions by the public to the person responsible for corporate administration of items for inclusion on the Regular Board meeting agenda is 4:00 pm seven days prior to the meeting.
- c) At least 48 hours before a regular meeting of the Board, the person responsible for corporate administration must deliver a copy of the agenda with any applicable staff reports to each Member at the place where the Member has directed notices be sent and place a copy of the agenda and supporting documentation on the Regional District website.
- d) At least 24 hours before a special in-camera meeting of the Board, the person responsible for corporate administration must deliver a copy of the agenda notice (noting relevant sections of Section 90 of the *Community Charter*) to each Member at the place where the Member has directed notices be sent and post a copy of the agenda notice on the Regional District website. Supporting documentation will **only** be handed out to Members **physically** present at the start, and collected at the end of the Special In-Camera Meeting. **To uphold and ensure confidentiality Members must be physically present to attend an in-camera meeting. There will be no provision for Members to attend in-camera meetings electronically, nor be provided an in-camera agenda, or take part in any in-camera meeting electronically.**
- e) The Board must not consider any matters not listed on the agenda unless a new matter for consideration is properly introduced as a late item pursuant to section 15.

Order of Proceedings and Business

- 14. a) The business of every Regular Meeting of the Board shall follow an agenda prepared in the form outlined in Schedule "A" attached to and forming part of this Bylaw.

Late Items

- 15. a) An item of business not included on the agenda must not be considered at a Board meeting unless introduction of the late item is approved by the Board at the time allocated on the agenda for such matters.
- b) If the Board makes a resolution under section 15(a), information pertaining to late items must be distributed to the Members.

Voting at Meetings

- 16. a) The following procedures apply to voting at Board meetings:
 - i) when debate on a matter is closed the Chair must put the matter to a vote of Members;
 - ii) after the Chair finally puts the question to a vote under subsection (i), a Member must not speak to the question or make a motion concerning it;
 - iii) the Chair's decision about whether a question has been finally put is conclusive;
 - iv) where a Member calls for a recorded vote, the names of the Members voting in favour and those opposed shall be recorded by the Person responsible for corporate administration.

Delegations

- 17. a) The board may, by resolution, allow an individual or a delegation to address the Board at the meeting on the subject of an agenda item, provided written application on a prescribed form has been received by the person responsible for corporate administration by 4:00 pm seven days prior to the meeting. Each address must be limited to 15 minutes unless a longer period is agreed to by unanimous vote of those Members present. The prescribed form upon which written application is made for the purposes of Section 17(a) is outlined in Schedule "C" attached to and forming part of this Bylaw.
- b) The Board must not permit a delegation to address a meeting of the Board regarding a bylaw in respect of which a public hearing has been held, where the public hearing is required under an enactment as a prerequisite to the adoption of the bylaw.
- b) The person responsible for corporate administration may schedule delegations to another Board meeting or Advisory Body as deemed appropriate according to the subject matter of the delegation.
- d) The Person responsible for corporate administration may refuse to place a delegation on the agenda if the issue is not considered to fall within the purview of the Board. If the delegation wishes to appeal the decision of the person responsible for corporate administration, the person responsible for corporate

administration must distribute the information under separate cover to the Board for their consideration.

- e) The Chair may deny any delegation the right to address a meeting if, in the Chair’s opinion, the spokesperson or any member of the delegation:
 - i) uses offensive words in referring to any Member or member of the public;
 - ii) shouts, immoderately raises his or her voice, or uses profane, vulgar or offensive language, gestures or signs; or
 - iii) addresses issues not contained within the written application of the individual or delegation.

BYLAWS

Adoption of Bylaws

- 18. The procedure for the adoption of bylaws shall be as outlined in Schedule “B” attached to and forming part of this Bylaw.
 - a) The first three readings of a bylaw may take place at the same meeting.
 - b) Unless otherwise authorized by the *Local Government Act*, the Board shall not proceed with the final adoption of a bylaw prior to one day after the meeting where such bylaw has received third reading.
 - c) After a bylaw is adopted, and signed by the Person responsible for corporate administration and the Chair of the Board meeting at which it was adopted, the Person responsible for corporate administration must have it placed in the Regional District’s records for safekeeping.

RESOLUTIONS

Copies of Resolutions to Members

- ~~19. a) A resolution may be introduced at a Board meeting only if a copy of it has been delivered to each Member at least 48 hours before the Board meeting, or all Members present at the meeting unanimously agree to waive this requirement.~~

Introducing Resolutions

- ~~b) The Chair, or at the Chair’s request, the person responsible for corporate administration may:

 - ~~(i) read the resolution; and~~
 - ~~(ii) request a motion that the resolution be introduced.~~~~

COMMITTEE OF THE WHOLE

Establishment of Committee of the Whole

~~20. a) A committee consisting of all members of the Board, and chaired by the Board's Chair, is hereby established. This committee shall be known as the Committee of the Whole, and its purpose shall be to deliberate, reflect, and debate issues of concern to the Board where the Board may not yet be ready to make a decision. As it is the purpose of the Committee of the Whole deliberations to explore ideas and give voice to doubt where doubt exists, Committee of the Whole deliberations shall not be bound by Robert's Rules of Order.~~

Going Into Committee of the Whole

- ~~21. a) At any time during a Board meeting, a majority of the Directors present may agree to resolve into Committee of the Whole.~~
- ~~b) A Committee of the Whole meeting held during a Regular Meeting of the Board shall be called with the following resolution: "That the Board do now recess and meet in Committee of the Whole for the purpose of considering . . . (name of issue referred)".~~
- ~~c) Having concluded the deliberations on the issue referred to it, the Committee of the Whole shall revert to the Regular Meeting of the Board with the following resolution: "That the Committee of the Whole now reverts to the Regular Meeting of the Board, and that the Chair report the findings of the Committee of the Whole to the Board."~~
- ~~d) Committee of the Whole meetings may be held in the form of a conference call.~~
- ~~e) No decisions binding on the CCRD may be made at a Committee of the Whole meeting.~~

Notice for Committee of the Whole Meetings

- ~~22. a) Subject to subsection (b) a notice of the day, hour and place of a Committee of the Whole meeting must be given at least 48 hours before the time of the meeting by:

 - ~~i) posting a copy of the notice on the CCRD notice board and website; and~~~~
~~b) Subsection (a) does not apply to a Committee of the Whole meeting that is called, in accordance with section 21, during a Board meeting for which public notice has been given under section 6 or 7.~~

Minutes of Committee of the Whole Meetings

~~23. a) Minutes of the proceedings of Committee of the Whole shall be administered pursuant to Section 223(2), 226 and 227 of the Local Government Act.~~

- 24. a) The Board may establish advisory bodies in the form of ad hoc committees, special committees, standing committees, commissions, or task forces. When doing so, the Board shall define the purpose of the advisory body created, and it shall establish the structure, the terms of reference, length of term, and the membership for such body.
- b) Public attendance at meetings of bodies established under this section shall be governed by Division 3 of the *Community Charter*.
- c) Minutes of advisory bodies established under Section 23 of this Bylaw shall be administered pursuant to Section 223(2), 226 and 227 of the *Local Government Act*.
- d) Minutes and reports of advisory bodies shall be presented at the next Regular Meeting of the Board, or as otherwise directed by their respective terms of reference.

ENACTMENT

- 25. a) If any section, subsection, sentence or clause of this Bylaw is for any reason held to be invalid by the decision of any court of competent jurisdiction, the invalid portion shall be severed and the part that is invalid shall not affect the validity of the remaining portions of this bylaw.
- b) Bylaw #449 is hereby repealed.

READ A FIRST TIME this 20th day of October, 2016.

READ A SECOND TIME this 20th day of October, 2016.

READ A THIRD TIME this 20th day of October, 2016.

RECONSIDERED AND FINALLY ADOPTED this day of , 2016.

Board Chair

Chief Administrative Officer

Certified to be a true and correct copy of "Central Coast Regional District Board Meeting Procedures Bylaw 467, 2016.

Chief Administrative Officer

CENTRAL COAST REGIONAL DISTRICT

BYLAW NO. 467
SCHEDULE "A"

REGULAR BOARD MEETING AGENDA – (Date/Time)

PART I - INTRODUCTION

1. **Call to Order**

a. (Swearing in of Directors/Alternates; appointment of Chair/Acting Chair)

2. **Adoption of Agenda**

a. (Introduction of late items)

3. **Disclosures of Financial Interest**

The Chair to remind Board Members of the requirements of Sections 100(2)(b) and 101(1)(2) and (3) of the *Community Charter* to disclose any interest during the meeting when the matter is discussed.

A declaration under these section(s) requires that the nature of the interest must be disclosed. Consequently a member who has made a declaration must not preside, participate in, or be present during any discussion or decision making procedure relating to the matter the subject of the declaration.

The following pro forma declaration is provided to assist in making the disclosure:

*"I, Board Member ***** disclose that in accordance with Sections 100(2)(b) and 101(1)(2) and (3) of the Community Charter, I have a ***** (indirect/direct) **** (pecuniary/other) interest that constitutes a conflict of interest in item *** (*).*

*The reason for my declaration is: the item being discussed is *****.*

I will leave the room during the discussion of this item, in accordance with Section 101(1) and (2) of the Community Charter. "

4. **Disclosures of Interests Affecting Impartiality**

The Chair to remind Board Members that in the interest of good governance, where there is a perceived interest that may affect their impartiality in consideration of a matter, a declaration should be made. This declaration does not restrict any right to participate in or be present during the decision-making procedure.

The following pro forma declaration is provided to assist in making the disclosure.

"With regard to the matter in item x..... I disclose that I have an association with the applicant (or person seeking a decision). As a consequence, there may be a perception that my impartiality on the matter may be affected. I declare that I will consider this matter on its merits and vote accordingly."

(A) **IN CAMERA MATTERS**

(a) **Matters Brought out of Camera**

(B) **ADOPTION OF MINUTES**

(a) **(Date) – Previous Board Meeting**

PART II- PUBLIC CONSULTATION

- 1. Delegations
 - a. Regional District Residents
 - b. Others

PART III - LOCAL GOVERNANCE

(C) OPERATIONS UPDATES & POLICY MATTERS ARISING

Administrative Services

- (a) Chief Administrative Officer report, includes Strategic Plan Update
- (b) Grants in Aid
- (c) Other administrative items, not specific to particular functions/services

Financial Services

- (i) Financial Update – (date)
- (j) Other Financial Reports

Development Services

- (i) Economic Development
- (j) Land Use Planning

Public Works

- (k) Public Works Manager Report

Leisure Services

- (l) Bella Coola Parks & Recreation Commission
- (m) Denny Island Recreation Commission
- (n) Centennial Pool Commission
- (o) Vancouver Island Regional Library

Protective Services

- (i) Emergency Management
- (j) Fire Protection
- (k) House Numbering

Transportation Services

- (n) Bella Coola Airport/Denny Island Airport

(D) EXECUTIVE REPORTS

- (a) Chair’s Report
- (b) Electoral Area Reports

(E) BYLAWS AND POLICIES

- (a) Approval of bylaws – indicate what reading of a bylaw is being proposed
- (b) Review/approval of new or revised policies

PART IV- GENERAL BUSINESS

- (F) GENERAL CORRESPONDENCE**
Letters that do not require a Board Decision

- (G) ADJOURNMENT**

CENTRAL COAST REGIONAL DISTRICT

**BYLAW NO. 467
SCHEDULE "B"**

BYLAW APPROVAL RESOLUTIONS

1. For introduction and first reading of a bylaw, a resolution stating:
"That Bylaw #..., cited as the ..., be now introduced and read a first time."
2. For second reading of a bylaw, a resolution stating:
"That Bylaw #..., cited as the ..., having been given due and detailed consideration by the Board, be now read a second time".
3. For third reading of a bylaw, a resolution stating:
"That Bylaw #..., cited as the ..., be now read a third time."
4. Where the Board prefers to give second and third reading to a bylaw in a single resolution, a resolution stating:
"That Bylaw ..., cited as the ..., having been given due and detailed consideration by the Board be now read a second and third time."
5. For the final adoption of a bylaw, not less than one day following third reading of the bylaw, a resolution stating:
"That Bylaw #..., cited as the ..., having been reconsidered and having met all prerequisites for final adoption, be now finally adopted, sealed and signed by the Chair and the Person responsible for corporate administration."

CENTRAL COAST REGIONAL DISTRICT

BYLAW NO. 467
SCHEDULE "C"

DELEGATION to BOARD REQUEST FORM

Date of Application: _____ Board Meeting Date _____

Name of person or group wishing to appear before the Board of Directors: _____

Address: _____

Number of people attending: _____ Spokesperson Name: _____

Subject of presentation: _____

Purpose of presentation: information only
 requesting a letter of support
 Other (provide details) _____

Contact person (if different than above): _____

Daytime telephone number: _____

Email address: _____

Will you be providing supporting documentation? yes no

If yes: handouts at meeting (recommend delivered in advance)
 PowerPoint presentation
 publication in agenda (one original due by 4:00 pm seven days prior to your appearance date)
 Other (explain) _____

** Delegations will have a maximum of 15 minutes to make their presentation to the Board.
* Delegation speakers, please be advised that: All questions and answers during a delegation must only be directed or received to Board members. No questions are to be directed or received from the public.*

113-119



RECEIVED

SEP 27 2016

Central Coast Regional District

September 26, 2016

Reference: 260872

Dear Union of B.C. Municipalities and Local Governments:

Re: Nominations for New Stop of Interest Signs

Following my announcement at the 2016 Union of BC Municipalities (UBCM) Convention this morning, I am pleased to invite you and your representatives to participate in the Province of British Columbia's Stop of Interest sign engagement and nomination process, taking place this fall and winter.

The Province is proud to announce the addition of up to 75 new Stop of Interest signs throughout British Columbia, bringing further awareness and recognition to our collective history and provincial heritage. This process augments our work to rejuvenate approximately 100 of the 139 existing Stop of Interest signs province-wide.

In order to ensure a well-rounded and comprehensive complement of new signs, we are asking local governments, First Nations, tourism associations, stakeholders and the public to nominate people, places or events of provincial significance they would like to see commemorated. Please share this invitation with businesses in your community and anyone else who would be interested.

The nomination period will be open from September 26, 2016, to January 31, 2017, after which we will evaluate the submissions on criteria such as the impact that the person, place or event has had on the lives of British Columbians.

For more information on Stops of Interest and associated signs currently in place across the province, or to access the nomination form to suggest a new sign, please visit our engagement web site at <http://engage.gov.bc.ca/stopsinterest/>

Should you have any questions, please do not hesitate to contact Sandra Toth Nacey, the ministry's Director of Business Management Services. She can be reached in Victoria at 250 356-9768 or at Sandra.TothNacey@gov.bc.ca and would be pleased to assist you.

Board Meeting
OCT 20 2016
CCRD ITEM F(a)

.../2

- 2 -

I encourage you to take this opportunity to highlight more of your local history and connect your community and its visitors to British Columbia's captivating past.

Sincerely,



Todd G. Stone
Minister

Copy to: Sandra Toth Nacey, Director
Business Management Services Branch



Ministry of Community,
Sport and Cultural
Development

Local Government Infrastructure
and Finance Branch
PO Box 9838 Stn Prov Govt
(4th Floor - 800 Johnson Street)
Victoria BC V8W 9T1

CIRCULAR

115

Circular No. 16:14
ARCS File #: 195-20

October 3, 2016

To: All Chief Administrative Officers

Re: **Program Launch Clean Water and Wastewater Fund**

The program launch of the Canada-British Columbia Clean Water and Wastewater Fund (CWWF) was announced Friday, September 30, 2016.

Applications are now available online at: www.gov.bc.ca/cleanwaterwastewaterfund.

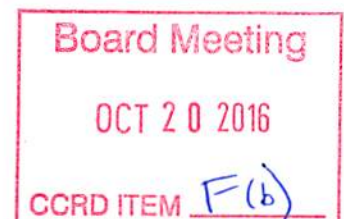
The CWWF will support the rehabilitation of local government drinking water, wastewater and stormwater infrastructure, and the planning and design of future facilities and upgrades to existing systems.

The deadline for submitting project applications online is November 23, 2016. All local governments are eligible to apply to this program. *Municipalities* may submit two applications. The applications may be for two capital projects or one capital and one planning project or two planning projects. *Regional Districts* may submit one application for each community in their area. A community is defined as a settlement area within a regional district electoral area or an established or proposed service area.

For a complete list of eligible applicants and project categories please see the provincial [Clean Water and Wastewater Fund Program Guide](#).

Please read the CWWF Program Guide to ensure you have completed your application in full. Applications are to be submitted online through the CWWF program website. Additional supporting material may be submitted through email or by post.

Project reviews will begin upon receipt of application. Program decisions are expected to occur in the spring of 2017.



For further information, please visit:

CWWF Program: www.gov.bc.ca/cleanwaterwastewaterfund

Infrastructure Canada: www.infrastructure.gc.ca/plan/cwwf-fepeu-eng.html

For any questions or feedback contact staff at:

Ministry of Community, Sport and Cultural Development

Local Government Infrastructure and Finance

Phone: 250 387-4060

Email: infra@gov.bc.ca



Liam Edwards

Executive Director

Local Government Infrastructure and Finance Branch



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RECEIVED

SEP 29 2016

September 23, 2016

Central Coast Regional District

Ref: 169059

Ms. Alison Sayers
Central Coast Regional District
PO Box 186
Bella Coola, BC V0T 1C0

Dear Chair Sayers:

As you may know, over the last several months, Minister Stone and I met with a number of stakeholders across the province to discuss the challenges and opportunities of ride sourcing in British Columbia's passenger transportation sector.

Through these consultations, we heard a range of valuable comments and recommendations, which are reflected in the enclosed Stakeholder Engagement Summary for your review. Please note that the themes and recommendations outlined in this report reflect the views of those who provided feedback, and do not reflect a provincial position.

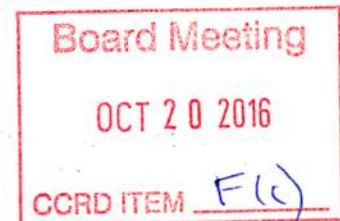
The feedback we receive will help to inform any decisions that our government may make with respect to this important issue. If you have any comments on the findings of this consultation, please email them at: RideSourcing@gov.bc.ca.

Sincerely,

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

Peter Fassbender
Minister of Community, Sport and Cultural Development
and Minister Responsible for TransLink

Enclosure



118

RIDE SOURCING IN B.C. STAKEHOLDER ENGAGEMENT SUMMARY

September 2016

The Honourable Peter Fassbender

Minister of Community, Sport and
Cultural Development and
Minister Responsible for TransLink



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MESSAGE FROM THE MINISTER



In today's modern world, app-based technologies have transformed the day-to-day lives of consumers and the way we access services. The advent of transportation network companies (TNCs), specifically, presents consumers with opportunities for new

passenger transportation services through the use of technology. Our government understands that British Columbians want choice and convenience, and as a government, we encourage innovation and competition. We embrace change and are excited to look to the future.

However, while new services can provide consumers with more transportation options, they cannot come at the expense of passenger and driver safety. It is also important to recognize the investments and jobs created by those individuals who already provide passenger transportation services in our province.

Our government believes that before we can have a productive conversation about any changes to passenger transportation services, we must first have a clear understanding of the perspectives of British Columbians regarding the role that passenger transportation plays in their lives. And, we must be informed by a clear understanding of the regulatory environment within which these services are currently delivered.

To help us gain this understanding, the Honourable Todd Stone, Minister of Transportation and Infrastructure has clarified the nature of the current regulatory environment, and I was pleased to lead consultations on behalf of the Government of British Columbia, in collaboration with Minister Stone. The conversations took place across the province, and I heard from a diverse group of stakeholders. These included representatives from the taxi and limousine industry,

transportation network companies, local governments, business and tourism associations, accessibility groups and industries that are affected by commercial passenger transportation regulations, such as insurance and consumer protection groups. In doing so, I was able to hear first-hand a range of insightful comments related to the opportunities and challenges of our Province's vehicle for hire industry.

The following report provides an overview of the:

- current vehicle-for-hire industry in B.C. and the regulatory framework in which it operates;
- methodology of the consultations undertaken since spring 2016; and,
- feedback from the many stakeholders who participated in the consultations.

I wish to thank the participants who took part in the productive consultations that will help to inform our government in determining possible next steps for a "Made in B.C." approach that takes into account the interests of sector participants and consumers. At the end of the day, the path we take will balance the interests of all stakeholders, protect passenger safety and address the public's desire for more choice, convenience and competition.

Our government looks forward to any additional comments that you may have relating to ride sourcing and would be pleased to receive your feedback at: RideSourcing@gov.bc.ca

Peter Fassbender
Minister of Community, Sport and Cultural Development and Minister Responsible for TransLink

I. B.C.'S TAXI INDUSTRY - REGULATORY FRAMEWORK & BACKGROUND

Regulatory Framework

The taxi/limousine sector is an important contributor to local economies. Across British Columbia there are currently more than 390 taxi/limousine licensees operating over 3,600 vehicles in about 110 municipalities. The sector employs more than 10,000 drivers, in addition to dispatch, vehicle maintenance and operations staff.

Unlike most other provinces, in B.C. the taxi industry is regulated at both the provincial and municipal levels, through six statutes (see Appendix II). The provincially mandated Passenger Transportation Board (PTB) determines the number of taxis that can operate within a municipality, sets the areas those taxis can operate in and determines fare structures. It may also implement policies and programs to address the personal safety of drivers and passengers, and accessibility for all riders, including those with disabilities.

Provincial legislation addresses passenger safety, vehicle safety and insurance. All vehicle-for-hire operators in B.C. must hold a National Safety Code Certificate. The National Safety Code (NSC) is a set of national standards supported by provincial regulations and administered through the Commercial Vehicle Safety and Enforcement Branch in the Ministry of Transportation and Infrastructure. The NSC standards establish minimum safety standards for commercial vehicles and drivers that must be met by all commercial carriers.

Provincial legislation also authorizes local governments to write by-laws that establish the requirements for commercial/business licensing, which may include how many and what types of vehicles can operate, and which can provide specific permitting requirements for drivers in each jurisdiction (Appendix II).

The Registered Owner of a passenger directed vehicle (i.e. vehicles-for-hire, taxis, limousines) must purchase the mandatory Basic vehicle insurance from ICBC. The Registered Owner may purchase additional insurance coverage over and above mandatory ICBC Basic insurance (e.g., extended liability protection, collision and comprehensive insurance) from ICBC or from private insurers in a competitive environment. Currently, there are no insurance coverage options for TNCs with ICBC.

What Makes Ride Sourcing Unique

Ride sourcing connects passengers to vehicles-for-hire through the use of a mobile smartphone app. Passengers who wish to access the services of a TNC vehicle must download a ride sourcing app on their smart phone and have a credit card on file. Using Global Positioning System technology (GPS), the passenger's location is catalogued when the passenger requests a ride through the app and the nearest driver partner is matched with the passenger.

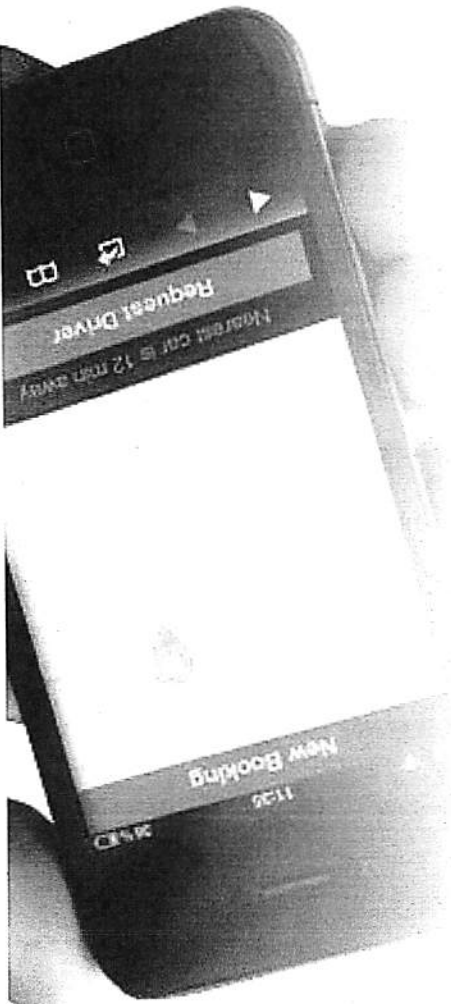
Typically, the app will provide information to riders to help driver and passenger connect including the first name and a photo of the driver and the vehicle type and licence plate number. The app will also offer options for estimating the cost of the ride, rating drivers and paying the trip fare. TNC drivers are often non-professional drivers who use personal vehicles to provide rides for a fare. TNCs differ from taxis in a number of ways. For example, TNCs allow drivers to use their personal vehicles to provide part-time, vehicle-for-hire services, whereas taxis operate as full-time vehicles-for-hire.

Approaches to Ride Sourcing in Canada

Across Canada, TNCs have begun to operate in local jurisdictions. Edmonton was the first Canadian city to approve and regulate ride sourcing through a city by-law on March 1, 2016. Its new regulatory framework for vehicles-for-hire supports consumer choice and passenger safety while complying with provincial regulations that legalize TNCs.

In the following months local governments in Calgary, Ottawa and Toronto also passed by-laws to regulate TNCs in their respective jurisdictions. In June 2016, Quebec passed legislation requiring TNC companies to purchase a taxi permit, and continues discussions with the taxi and ride sourcing industry on the final structure of its regulatory framework. Other jurisdictions across Canada have undertaken stakeholder engagements, consultations and/or surveys to explore potential approaches to taxi and TNC regulations.

B.C.'s current safety and economic regulatory framework for passenger transportation does not make provisions for today's technology and service options. In addition, there is no insurance product provided by ICBC that is priced for part-time, flexible vehicles-for-hire. Under the existing insurance regime, vehicle owners are required to purchase taxi or limousine insurance which is priced to reflect full time, higher risk commercial use.



II. STAKEHOLDER ENGAGEMENT OVERVIEW

Commitment to Stakeholder Engagement

The potential entry of ride sourcing into the province has implications for the B.C. economy, the taxi and limousine industry, local governments, consumers, the hospitality industry and other stakeholders. Consequently, it is important that government understands and carefully weighs the potential economic and social impacts of any new entrants to the province’s passenger transportation sector.

To this end, the Honourable Peter Fassbender, Minister of Community, Sport and Cultural Development and the Honourable Todd Stone, Minister of Transportation and Infrastructure, engaged in comprehensive, multi-stakeholder consultations over the spring, summer and fall of 2016. Through a targeted engagement process, the Ministers have had the opportunity to hear and understand a range of perspectives on the challenges and benefits that ride sourcing offers for British Columbians. Feedback was received from a wide range of stakeholders including representatives from:

- the taxi/limousine industry;
- TNCs;
- local governments;
- business and tourism associations;
- accessibility groups; and,
- industries affected by vehicle-for-hire regulations, such as insurance and consumer protection groups.

Ensuring that stakeholders were heard through this dialogue is critical to government’s analysis of ride sourcing, and provides important information for any future decisions.

Emerging Principles

Over the course of the consultations, a number of frequently articulated principles emerged. These principles, along with associated recommendations, reflect the views and opinions of stakeholders with whom the Ministers consulted, and are provided for information. This input will be a key aspect of government’s consideration of this issue, but does not reflect a provincial position.

Principle 1—*Ensuring Passenger Safety and Vehicle Safety*

A large number of stakeholders indicated that the physical safety of passengers should be a priority in any consideration of changes to the passenger transportation framework in B.C. Paired with this, ensuring the safety of passenger vehicles was also identified as a critical issue.

Stakeholder recommendations on how to achieve this included:

- requiring all vehicle-for-hire drivers to complete a background check that includes a criminal record and safe driving check;
- ensuring that drivers have safe driving training;
- requiring adequate liability insurance for all vehicles-for-hire to ensure that passengers and drivers are protected in the event of a vehicle accident and/or injuries; and,
- requiring all vehicles to be newer models and pass regular inspections.

Some stakeholders also observed that the entry of additional vehicles into the market could lead to lower fares. In turn, this increases the likelihood that individuals will choose to use vehicles-for-hire rather than driving under unsafe conditions, leading to an overall increase in road safety.

The issue of leased vehicles for vehicles-for-hire operations was also raised as a consideration. More specifically, in a situation where a leasing company owns a vehicle that is used as a taxi, bus, or limousine, that company remains fully liable for any claims that could arise from a vehicle-related accident.

Principle 2—*Meeting Consumer Demand*

The need to ensure that there are enough vehicles on the road to meet consumer demand for services was raised by a number of stakeholders. Several noted difficulties in accessing taxis quickly in urban centres, particularly during peak hours, holidays and special events. By extension, these types of shortages were also perceived by some as an issue of unsatisfactory customer service.

To address consumer demand, some stakeholders suggested that the Province should consider:

- increasing the number of taxi licenses, particularly in urban centres to meet customer demand in a timely manner; and,
- allowing TNCs to operate in B.C. to meet the growing consumer demand for passenger transportation services that can be secured easily and quickly through app-based technology.

WHAT STAKEHOLDERS SAID...

Remove red tape to improve transportation affordability and flexibility.

TOURISM INDUSTRY

The greatest potential benefactor of ridesharing would be consumers.

BUSINESS ASSOCIATION

New transportation service should adhere to the current regulations.

TAXI INDUSTRY STAKEHOLDER

Adopt a regulatory framework that ensures public safety, fairness, equity.

MUNICIPALITY

Insurance premiums for vehicles and inspections should apply to everyone in the industry.

TAXI INDUSTRY STAKEHOLDER

Choice, competition and innovation are the cornerstones of a vibrant business-friendly economy.

BUSINESS ASSOCIATION

Principle 3—Guaranteeing Accessibility

A number of stakeholders highlighted the need to ensure that any new entrants to the passenger transportation sector are able to meet the needs of residents and visitors with accessibility issues. Specific feedback addressed a range of associated issues including:

- not compromising the supply of accessible vehicles and ensuring that there are sufficient vehicles to meet the needs of seniors and people with disabilities;
- requiring that all vehicles-for-hire provide a range of booking and payment options; and,
- ensuring that drivers are trained to work with people with disabilities and that high quality services are provided for passengers.

Some stakeholders also suggested that there may be an opportunity for government to develop incentives and establish requirements for TNCs that would support ongoing delivery of accessible services for seniors and people with disabilities.

Principle 4—Ensuring a Fair and Level Playing Field

Many stakeholders cautioned against creating a two-tier regulatory framework with different rules for TNCs and the existing passenger transportation sector, and expressed the view that all passenger transportation service providers, including TNCs, taxis and limousines, should be subject to similar regulatory requirements. This would ensure fairness across the sector (a level playing field) and a balanced, safe environment for consumers and industry service providers.

Some respondents were concerned that the entry of large numbers of TNCs to the passenger transportation sector could result in a reduction in the value of existing taxi shares. This could negatively impact the livelihood of sector participants, many of whom have made significant investments in the industry, within the parameters of the existing regulatory environment.

Some suggestions from stakeholders to address these issues include:

- implementing consistent regulatory requirements for all passenger transportation providers in the areas of insurance, passenger and vehicle safety requirements, licensing and accessibility standards;
- requiring that all new entrants to the passenger transportation sector pay applicable federal and provincial taxes including Goods and Services, personal or corporate taxes;

- enforcing the same fare structures and rules for TNCs, taxis and limousines; and,
- amending the framework that regulates the passenger transportation sector industry to allow for greater competition between existing and new service providers —many stakeholders suggested that current passenger transportation service providers could satisfy consumer demand for app-delivered services if provided with a modernized regulatory framework.

Principle 5— *Building a Streamlined and Modernized Passenger Transportation Sector*

Some stakeholders suggested that B.C.’s passenger transportation sector is overregulated, and hampered by overlapping provincial and municipal regulatory requirements. They suggest that this has resulted in a complex and unwieldy sector where participants must interact with two levels of government, and in a regulatory structure that is challenged to respond to changing consumer interests.

Several also expressed the view that the current regulatory framework has led to lengthy delays in licensing applications and to supply caps that unnecessarily restrict the number of vehicles-for-hire. It was suggested that the resulting disconnect between supply and demand can negatively affect service standards and the ability for providers to meet the full scope of consumer interests.

A number of stakeholders suggested these challenges could be addressed by modernizing B.C.’s passenger transportation licensing structure, including by:

- amending and streamlining existing industry requirements in the vehicle licensing structure to reduce complexity and overlap in regulatory requirements between the province and municipalities; and,
- considering a regulatory model that requires all vehicles-for-hire to meet uniform, provincially-specified driver safety requirements to operate in B.C. This could enable consistent inter-municipal regulations and reduce duplicative or unique permitting requirements prescribed by individual municipalities.

Several stakeholders also suggested that existing passenger transportation providers could enhance their services through the use of value-added app based services, including through features such as providing passengers with trip costs in advance of their securing a ride.

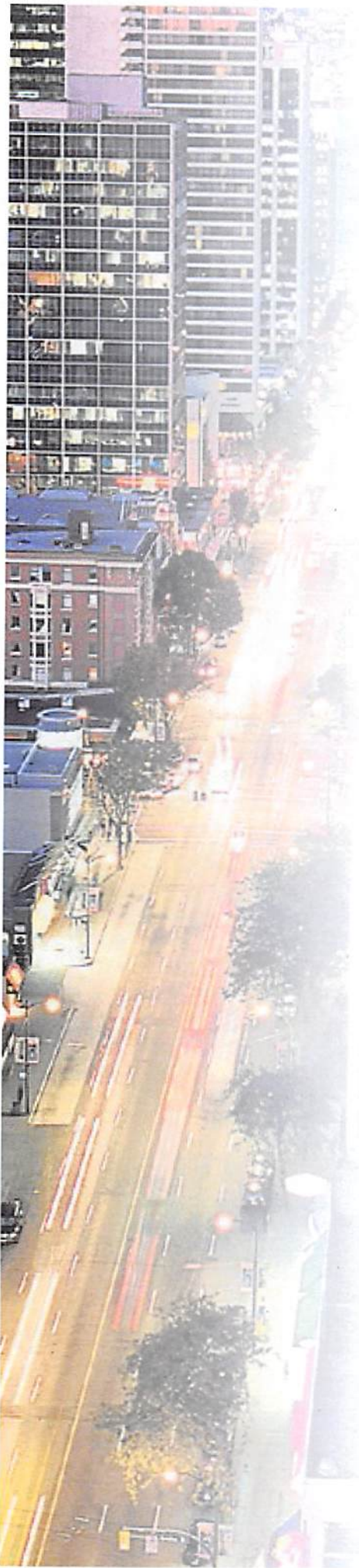


III. MOVING FORWARD

Government is committed to transparent and open consultation with British Columbians on issues that affect them. Stakeholders have provided valuable and thoughtful feedback on ride sourcing and their perspectives of associated issues and opportunities. This study is intended to provide an overview of what was heard through that process.

The information provided by stakeholders will be an important part of government's consideration of this issue, and its assessment of the possible impacts of potentially allowing new entrants into the passenger transportation sector.

Feedback on the findings of this consultation can be provided at: RideSourcing@gov.bc.ca



APPENDIX I

DEFINITIONS FOR THE PURPOSE OF THIS STUDY

“app based” is a term used to describe a type of software that can be used for a variety of purposes. In this study this term is used to describe the phone application software used to match up a driver partner with a passenger or passengers.

“driver partners” is a term used by ride sourcing companies to describe the individuals who drive for the ride sourcing company as independent contractors.

“Passenger Transportation Board” is an independent tribunal in British Columbia, established under the Passenger Transportation Act, whose primary responsibility is to make decisions on applications relating to the licensing of vehicles-for-hire and inter-city buses in B.C.

“ride sourcing” is a means of connecting riders with drivers via a website or smart phone app. A passenger uses a website or smart phone app, provided by a third party facilitator, to request or hail a ride. The driver typically uses a personal vehicle to transport the passenger for payment (a fare).

“transportation network companies” means companies that provide ride sourcing through app based software.

“vehicle-for-hire” means any vehicle that is used for the transportation of passengers for payment and includes taxis, limousines and ride sourcing vehicles. This term is synonymous with passenger transportation vehicles.



APPENDIX II

CURRENT STATUTES REGULATING B. C. TAXI INDUSTRY

- **Passenger Transportation Act - 2004**

The Act requires any vehicle operated by a person who charges or collects compensation for transporting passengers to hold a passenger transportation licence.
- **Commercial Transport Act - 1959**

The Act sets out the safety rules and standards for the mechanics of the vehicles including inspections, vehicle configuration and safety standards. The Minister of Transportation and Infrastructure is responsible for commercial vehicle safety and enforcement.
- **Insurance (Vehicle) Act - 2007**

The Act establishes the vehicle-related basic and optional insurance products that can be provided by ICBC and private insurers. Vehicle owners are required to purchase insurance specific to the activities/risks of the vehicle.
- **Motor Vehicle Act - 1924**

The Act defines requirement for Class 4 (restricted) driver's licence, which are the responsibility of ICBC, under the administration of the Minister of Public Safety and Solicitor General. The Act also covers vehicle safety standards, semi-annual inspections and enforcement tools.

 - Class 4 (Restricted) Requirements – must have or be eligible for a class 5, minimum age is 19, no more than 4 penalty points in past 2 years, no motor vehicle related criminal code convictions in past 3 years and must pass a medical exam every 5 years.
- **Local Government Act - 2000 and Community Charter - 2003**

Under the Community Charter, councils are given a broad power, subject to limitations, to licence. The specific regulation of carriers and licensing of commercial vehicles is found in the Local Government Act.
- **Vancouver Charter - 1953**

The Vancouver Charter allows the City of Vancouver to issue commercial vehicle licences and set conditions on the operation of passenger transportation vehicles in Vancouver, including the supply of vehicles.



GREEN COMMUNITIES
COMMITTEE

September 21, 2016

Ref: 168779

Ms. Alison Sayers
and Members of the Board
Central Coast Regional District
PO Box 186
Bella Coola, BC V0T 1C0

RECEIVED

SEP 27 2016

Central Coast Regional District

Dear Chair Alison Sayers and Board Members:

On behalf of the joint Provincial-Union of British Columbia Municipalities (UBCM) Green Communities Committee (GCC), we would like to extend our congratulations for your efforts to reduce greenhouse gas emissions in your corporate operations and community over the 2015 reporting year.

As a signatory to the Climate Action Charter you have demonstrated your commitment to work with the Province of British Columbia and UBCM to take action on climate change and to reduce greenhouse gas emissions in your community and corporate operations.

The work that local governments are undertaking to reduce their corporate emissions demonstrates significant climate leadership and sets the stage for broader climate action in the community. With the recent release of the B.C. Climate Leadership Plan, your leadership and commitment continues to be essential to building on progress already made and ensuring the achievement of our collective climate action goals. For more information about B.C.'s Climate Leadership Plan, please go to: <https://news.gov.bc.ca/releases/2016PREM0089-001501>.

The GCC was established under the Charter to support local governments in achieving their climate goals. In acknowledgement of the efforts of local leaders, the GCC is again recognizing the progress and achievements of local governments such as yours through the multi-level Climate Action Recognition Program. A description of this program is enclosed for your reference.

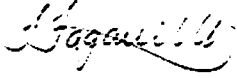
As a Charter signatory who has demonstrated progress on the fulfillment of one of more of your commitments, we are pleased to acknowledge your achievement of Level 1 recognition – 'Progress on Charter Commitments.'

Congratulations again on your progress. We wish you continued success in your ongoing commitment to the goal of corporate carbon neutrality and your efforts to reduce emissions in the broader community.

Board Meeting
OCT 20 2016
CCRD ITEM F(d)

Ms. Alison Sayers and Board Members
Page 2

Sincerely,



Tara Faganello
Assistant Deputy Minister
Local Government Division



Gary MacIsaac
Executive Director
Union of British Columbia Municipalities

Enclosures



GCC Communiqué on the Climate Action Recognition Program

B.C. local governments continue to play a critical role in reducing GHG emissions across the province. In acknowledgment of the ongoing efforts of local leaders, the joint Provincial-UBCM Green Communities Committee (GCC) is pleased to be continuing the Climate Action Recognition Program for B.C. local governments for the 2015 reporting year. This is a multi-level program that provides the GCC with an opportunity to review and publicly recognize the progress and achievements of each Climate Action Charter (*Charter*) signatory.

Recognition is provided on an annual basis to local governments who demonstrate progress on their *Charter* commitments, according to the following:

Level 1: Progress on Charter Commitments

All local governments who demonstrate progress on fulfilling one or more of their *Charter* commitments will receive a letter from the GCC acknowledging their accomplishments.

Level 2: Measurement

Local governments who achieve Level 1 recognition, have completed a corporate carbon inventory for the reporting year, and demonstrate that they are familiar with the Community Energy and Emissions Inventory (CEEI) will receive a 'Climate Action Community 2015' logo, for use on websites, letter head and similar.

Level 3: Achievement of Carbon Neutrality

Local governments who achieve Level 1 and Level 2 recognition and achieve carbon neutrality in the reporting year will receive a 'Climate Action Community – Carbon Neutral 2015' logo, for use on websites, letter head and similar.

To be eligible for this program, local governments will need to complete a Climate Action Revenue Incentive Program (CARIP) Climate Action/Carbon Neutral Progress Survey and submit it online to the Province in accordance with the program guidelines. Determination of the level of recognition that each community will receive will be based on the information included in each local government's annual CARIP report. Additional information on CARIP reporting is available online at: www.cscd.gov.bc.ca/lgd/greencommunities/carip.htm .

September 7, 2016

Darla Blake, CAO
Regional District of Central Coast
PO Box 186 626 Cliff St
Bella Coola, BC V0T 1C0

RECEIVED

OCT 04 2016

Central Coast Regional District

Dear Darla Blake,

Re: Another Opportunity to Have Your Say in Canada Post Review

I am following up on our June 6th correspondence about the Canada Post Review to provide you with additional information on phase 2 of the review.

This fall, a parliamentary committee will be consulting with Canadians on postal service and the options identified by a task force in phase 1. The committee will make recommendations to the government by year's end. The government expects to announce its decisions about Canada Post in the spring of 2017.

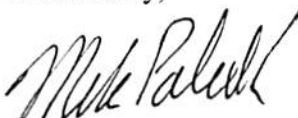
You may be interested to know that the options identified by the task force include major changes to the moratorium on post office closures in rural and small towns. The task force suggests "updating" or "refreshing" the moratorium. It outlines the cost savings that could be achieved by converting to franchises or closing all corporate outlets, or only the 800 highest yielding offices. You can see the full task force discussion paper at <http://www.tpsgc-pwgsc.gc.ca/examendepostescanada-canadapostreview/rapport-report/consult-eng.html>

CUPW would like to ensure that the views of municipalities are considered during each stage of the Canada Post Review. Therefore, we are urging you to fill out the parliamentary committee's online survey from September 26 to October 21 at parl.gc.ca/OGGO-e and encourage residents to do likewise. During this time, paper surveys will be available upon request. The committee will also hold public consultations across the country.

The union has attached information on how to provide input in phase 2, as well as a new resolution for your consideration. You can learn more about the review by going to CUPW.ca/canadapostreview and Canada.ca/canadapostreview

Thank you for taking the time to read this letter and anything you can do to help us convince the parliamentary committee to recommend against further cuts at Canada Post in favour of building a 21st century post office that expands services, generates revenues and meets the needs of Canadians.

In solidarity,



Mike Palecek
National President

c.c. National Executive Committee, Regional Executive Committees, National Union Representatives, Regional Union Representatives, Specialists, Campaign Coordinators, Negotiators

/bk cope 225

Board Meeting
OCT 20 2016
CCRD ITEM Fle



Public review on future of Canada Post

Whereas Canada Post announced drastic cutbacks to our public postal service in December 2013, including plans to end home mail delivery in our country.

Whereas there was a huge public outcry in response to the cutbacks and stiff opposition from most federal parties, including the Liberal Party, which promised to halt the delivery cuts and conduct a review of Canada Post, if elected.

Whereas the delivery cuts were halted and our Liberal government is currently conducting a Canada Post Review, which started earlier this year with an independent task force to identify options for the future of postal service in this country.

Whereas a parliamentary committee will hold e-consultations and meetings in various locations across the country on postal service and the options that have been identified by the task force and then make recommendations to the government on the future of Canada Post.

Whereas it will be crucial for the parliamentary committee to hear our views on key issues, including the importance of maintaining the moratorium on post office closures, improving the Canadian Postal Service Charter, adding postal banking, greening Canada Post, keeping decent post office jobs in our communities, preserving daily delivery, restoring home mail delivery, developing services that help older Canadians remain in their homes and providing services that assist people with disabilities,

Therefore be it resolved that (name of municipality) 1) Fill out the parliamentary committee's on line survey about Canada Post from September 26 to October 21 at parl.gc.ca/OGGO-e and encourage residents to do likewise 2) Attend the public consultations being held across the country

Have your say!

1) Fill out the parliamentary committee's on line survey from September 26 to October 21 at: parl.gc.ca/OGGO-e. During this time, you can also request a paper version of the survey by phoning 613-995-9469 or writing to Standing Committee on Government Operations and Estimates, Sixth Floor, 131 Queen Street, House of Commons, Ottawa, Ontario, K1A 0A6 Canada.

2) Attend one of the public consultations being held across the country. For more information, go to:

<http://www.parl.gc.ca/HousePublications/Publication.aspx?Language=e&Mode=1&Parl=0&Session=0&DocId=8391013> (Note: Information on western and northern locations to come)

You can get information on the process and key issues in the weeks to come at CUPW.ca/canadapostreview.

What to say

Let the committee know what your key issues are:

- Getting your home mail delivery back?
- Keeping your public post office?
- Greening the post office?
- Creating services that support seniors and people with disabilities?
- Bringing back our postal bank for more inclusive, accessible financial services for everyone?

List of locations to be visited by the parliamentary committee:

- Corner Brook and St. John's, Newfoundland
- Sydney and Halifax, Nova Scotia
- Charlottetown, Prince Edward Island
- Bathurst, New Brunswick
- Levis, Quebec City, Blainville and Montreal, Quebec
- Toronto, Kitchener, Windsor, Dryden, and Sandy Lake First Nation, Ontario
- (Following locations to be confirmed)
- Surrey, British Columbia
- Edmonton and Calgary, Alberta
- Yellowknife, Northwest Territories
- Regina and Moose Jaw, Saskatchewan
- Winnipeg, Manitoba

Please share your input with us at Feedback@cupw-sttp.org or mail to Mike Palecek, President, Canadian Union of Postal Workers, 377 Bank Street, Ottawa, Ontario, K2P 1Y3

Darla Blake

From: Granholm, Christina AGLG:EX <Christina.Granholm@aglg.ca> on behalf of Ruth, Gordon AGLG:EX <Gordon.Ruth@aglg.ca>
Sent: Tuesday, October 04, 2016 11:03 AM
To: Granholm, Christina AGLG:EX
Subject: Invitation to Participate in the Audit Planning Survey for the Office of the Auditor General for Local Government

Re: Invitation to Participate in the Audit Planning Survey for the Office of the Auditor General for Local Government

Further to my letter dated September 19, 2016, I would like to invite you to participate in the office of the Auditor General for Local Government’s Three Year Audit Planning Survey.

As mentioned in the letter, our office is in the process of developing the three-year audit plan for 2017/18-2019/20. A critical component of the process is to obtain input from local governments to help determine the topics we will undertake over the next three years, to review the work we have done thus far and to improve the services we offer to the local governments of British Columbia.

To do this, we have been working with Berlineaton, a management consulting firm, to help us reach a variety of audiences in several different ways in order to receive the most effective feedback possible. **All responses are confidential.** Berlineaton will review the responses and only consolidated themes will be reported.

The survey can be found here [Audit Planning Survey](#) and should take approximately 15 minutes to complete. Please complete no later than 4pm on Friday, October 14, 2016.

If you have any questions, please contact **Norma Glendinning** from [Berlineaton](#) via email at nglendinning@berlineaton.com

RECEIVED

Regards,

OCT 04 2016

Gordon Ruth FCPA, FCGA
 Auditor General for Local Government

Central Coast Regional District



**AUDITOR GENERAL FOR
 LOCAL GOVERNMENT**

ACCESSIBILITY INDEPENDENCE TRANSPARENCY PERFORMANCE

Board Meeting
 OCT 20 2016
 CCRD ITEM F(5)

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October 4, 2016

Alison Sayers, Chair
Central Coast Regional District
Box 186 Bella Coola, BC V0T 1C0
asayers@ccrd-bc.ca

Dear Ms Sayers,

RE: Building Community Relations through Regular Consultation

This request for consultation follows an initial request to meet the Central Coast Regional District (sent to C McCullugh, April 2016) to discuss certification of our Ocean Falls hatchery. We would like to meet at your convenience either in-person or by phone should there be interest from you, councilors or community members in talking to our employees.

One of the ways Marine Harvest is leading the Blue Revolution is by participating in the Global Salmon Initiative and the Aquaculture Stewardship Council (ASC) certification program. The Revolution focuses on four key values to promote innovation and achieve goals within our company: passion, change, trust and share.

One of the best ways to build trust and to share with the communities in which we operate is through a more formalized approach of regular engagement. Our hope is that this consultation will allow us to answer your questions about our operations and ensure we understand and acknowledge the needs of your community. Consultations will include communities near to Marine Harvest Canada operations seeking ASC certification.

Information that may be of interest to you and can be included for discussion:

- Certification – Marsh Bay was the first North American salmon farm to be certified by the Aquaculture Stewardship Council. Four additional sites, Duncan Island, Doyle Island, Monday Rock and Goat Cove have achieved ASC certification, while certification of Bull Harbour and Glacier Falls is pending.
- New technology – to achieve such things as further strengthening our farm infrastructure, reducing feed conversion rates, and reducing fresh water use
- Therapeutic treatment
 - As our developing certification requires we provide details of therapeutic treatments, additional information on these programs and our treatments is attached.
- Future growth opportunities

Please let us know if you would like to meet and, if so, what discussion topics should be included on the agenda. We look forward to hearing back from you and to establishing regular opportunities to share experiences that will strengthen Marine Harvest Canada’s relationship with the Central Coast Regional District.

Best regards,

Ian Roberts
Director of Public Affairs
Ian.Roberts@marineharvest.com
250-850-3276 x 7256

Katherine Dolmage
Certification Manager
Katherine.Dolmage@marineharvest.com
250-850-3276 x 7228





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Certification

Aquaculture Stewardship Council

ASC certification is the aquaculture equivalent of the well-known MSC (Marine Stewardship Council) certification for wild commercial fisheries.

The ASC Salmon standard was initiated and developed by the World Wildlife Fund (WWF) as part of its salmon aquaculture dialogue (SAD) process. Participants in this extensive process represented non-governmental organizations, industry and academia. The result is a transparent standard that covers a wide range of environmental and social aspects.

Globally, Marine Harvest has set a goal of achieving ASC certification at all sites by 2020.

Best Aquaculture Practices

The BAP certification program includes four standards (represented by four stars) for farm-raised salmon - Salmon Farms, Seafood Processing, Feed Mill and Hatchery. Each standard encompasses environmental, food safety and social aspects.

To address issues specific to the species being raised, each BAP standard's development includes technical committee as well as public input. For farm-raised salmon, the standard's clauses cover the following topics: fish containment; wildlife interactions; water quality and ocean floor monitoring; fish health and welfare; and fishmeal and fish oil conservation.

Marine Harvest Canada first achieved the Global Aquaculture Alliance's Best Aquaculture Practices Salmon Farms certification in 2012. Marine Harvest Canada's Port Hardy Processing Plant achieved certification to the BAP Seafood Processing Standard, which is GFSI recognized, in July 2013. In 2015, we achieved certification at our hatchery facilities. Combined with the BAP certification of our fish feed manufacturer, Skretting Canada, Marine Harvest Canada is now a BAP 4 star producer.

In October, 2015, Marine Harvest Canada became the first aquaculture producer in the world to complete the BAP group audit, a testament to our strong performance and management systems.

Therapeutic Treatment

Disease prevention and therapeutic treatment at Marine Harvest Canada facilities falls into three categories:

- 1) Vaccination of all hatchery fish for bacterial or viral diseases common in BC's marine environment; and
- 2) Surface or topical treatments, primarily formalin at hatcheries and hydrogen peroxide at marine sites
- 3) In-feed treatments at marine farms to treat bacterial infection (antibiotic) or to respond to regulated sea lice thresholds (SLICE).

It is a rarity for our hatcheries to require in-feed antibiotic treatment. Marine Harvest Canada has received approval for use of hydrogen peroxide (Paramove 50) as an alternative sea lice management product on our farm sites. This product is being used on a trial basis until logistics and effects of its application can be studied.



Tarps or wellboats are used to contain the compound during treatment. Hydrogen peroxide is successfully used in other global aquaculture regions and is considered to have less environmental effect than other sea lice treatments as it rapidly breaks down into water and oxygen in the environment.

All therapeutic treatments at Marine Harvest Canada use products authorized by the Veterinary Drugs Program of Health Canada for use in Aquaculture, as prescribed by a licensed and practicing veterinarian. Drug treatment history for each fish harvest is recorded on the Dept. of Fisheries and Ocean's Drug Treatment History Form and is submitted to the Canadian Food Inspection Agency (CFIA) approved primary processor. Marine Harvest Canada complies with or exceeds the veterinarian prescribed withdrawal period requirements on all treated fish prior to harvest. By these means, Marine Harvest Canada assures our customers and final consumers receive a healthy product.

The following links provide information on therapeutic treatments authorized for use in production:

List of Veterinary Drugs that are Authorized for Sale by Health Canada for Use in Food-Producing Aquatic Animals http://www.hc-sc.gc.ca/dhp-mps/vet/legislation/pol/aquaculture_anim-eng.php

List of Veterinary Drugs that are Authorized for Sale by Health Canada for use in Hatchery Eggs http://www.hc-sc.gc.ca/dhp-mps/vet/legislation/pol/aquaculture_anim-eng.php

Additional study of interest:

[Study show Marine Harvest Canada's antibiotic use low compared to historic use](#)

The following graph provides an update on the above study, to 2015.

Grams of active antibacterial/ton of salmon

