



City of Powell River

Regular Council Meeting

Thursday, July 2, 2026 (5:30 PM)

Council Chambers, City Hall

Agenda

This meeting can be viewed through the live webcast at
<https://powellriver.ca/PAGES/WEBCASTS>

or viewed afterward by watching the recorded meeting video available at
<https://powellriver.civicweb.net/Portal/MeetingTypeList.aspx>

Members of the public can call in during:

- 1. Public Input Period to *make a comment* regarding an item listed under Legislative Matters, Committee Recommendations, or New Business;**
- 2. Public Clarification period to *ask a question* related to an agenda item.**

There is a delay between the live meeting and the webcast so if you are calling in, please turn off the sound on your device to avoid any feedback noise.

Written comments or questions regarding an agenda item received via info@powellriver.ca no later than 1:00 pm on the day of a meeting may be read out during Public Input Period or Public Clarification Period. Emails may be subject to quarantine by the City's cybersecurity filters.

Unless otherwise specified, the proceedings of Committee and Council Meetings are considered public. Any personal information provided at such meetings will be considered public and may be streamed live or posted to the internet for viewing at any time ("Meeting Recordings"). Written minutes of the proceedings are also recorded and published on the internet. Persons providing personal information at these meetings do so voluntarily and provide implied consent authorizing its public release. Personal information may include your image, name, address, and personal opinions.

Meeting Recordings of the proceedings may not be purposefully distorted or used for advertising, election campaigns or any other politically partisan activity. Any commercial use or rebroadcast of Meeting Recordings is expressly prohibited without the explicit written approval of the City of Powell River.

1. Call to Order

2. Adoption of Agenda

2.1 Adoption of Agenda

Recommendation:

THAT the agenda for the July 2, 2026 regular Council meeting be adopted.

3. Motion to Close the Meeting to the Public

Recommendation:

THAT Council move into a closed meeting to discuss matters covered by the *Community Charter* under Sections 90(1):

- (a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality;
- (c) labour relations or other employee relations; and
- (i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

4. Reconvene (7:00 PM)

5. Territorial Acknowledgement

6. Public and Statutory Hearings

7. Public Input Period

Subject to the rules of conduct set out in section 11 of the Council Procedure Bylaw, up to three members of the public have an opportunity to provide comment for a maximum of two minutes on items listed under:

- Legislative Matters
- Committee Recommendations
- New Business

Questions may not be asked about a public hearing where the bylaw has not yet been adopted, defeated or abandoned, nor on any of the other matters listed in section 19(8) of the Council Procedure Bylaw.

Call: 1-833-782-7295

Meeting ID: 501 967 28#

Please ensure any written comments are received by the Corporate Officer no later than 1 pm on the day of the meeting.

8. General Matters

- 8.1 **Proclamation: National Drowning Prevention Week - July 19 - 25, 2026** 7
- 8.2 **Delegation: Bob Hackett, Paddy le Flufy and Jan Slakov, qathet Climate Alliance regarding Information on the Risks of a Data Centre at the Mill Site** 8 - 12

9. Consent Agenda

Council may vote on and adopt in one motion all recommendations appearing in the Consent Agenda. A member may request that an item be removed from the consent agenda to be considered separately for any reason and without debate.

Recommendation:

THAT the July 2, 2026 Consent Agenda be adopted.

- 9.1 **Adoption of the Minutes of the Regular Council Meeting Held June 18, 2026** 13 - 19

THAT the minutes of the regular Council meeting held June 18, 2026 be adopted.

10. Items Removed from Consent Agenda

11. Legislative Matters

- 11.1 **Bylaw Notice Enforcement Bylaw 2818, 2026** 20 - 68
Corporate Officer

[Report from June 18, 2026 Council Agenda](#)

Recommendation:

THAT Bylaw Notice Enforcement Bylaw 2818, 2026 be adopted.

- 11.2 **Townsite Intersections Safety Study Outcomes and ICBC Funding Offers** 69 - 129
Sustainability Planner

Recommendation:

PURSUANT to the report of the Sustainability Planner dated for the

Council meeting of July 2, 2026, entitled “Townsite Intersections Safety Study Outcomes and ICBC Funding Offers”:

THAT Council direct staff to amend the *2026 - 2030 Financial Plan Bylaw 2794, 2026* to include ICBC Road Safety Improvement Program funding of up to \$72,600 for the Ash Avenue and Poplar Street intersection and up to \$57,600 for the Poplar Street, Lombardy Avenue, Aspen Avenue, and Willow Avenue intersection, under the Option 2 (Quick-Build) design.

- 11.3 **LCRB Referral for a New Liquor Primary Licence – 5110 Manson Avenue** 130 - 140
Planner I

Recommendation:

PURSUANT to the report of the Planner I dated for the Council meeting of July 2, 2026, entitled: “LCRB Referral for a New Liquor Primary Licence – 5110 Manson Avenue”:

THAT Council opt out of providing comment on the application for a Liquor Primary Licence submitted by the Association francophone de qathet to the LCRB for 5110 Manson Avenue.

- 11.4 **Development Permit 441 – Vacant Joyce Avenue at Glacier Street** 141 - 164
Planner I

Recommendation:

PURSUANT to the report of the Planner I dated for the Council meeting of July 2, 2026, entitled: “Development Permit 441 – Vacant Joyce Avenue at Glacier Street”:

THAT Council approve for issuance Development Permit 441 to 4264 Joyce Avenue Holdings Ltd., No. BC0867016, to facilitate the construction of a new automotive maintenance and service centre on the lands legally described as:

Lot 1 Block B District Lot 5108 Group 1 New
Westminster District Plan 14453

subject to the payment of a landscape security deposit to the satisfaction of the Director of Planning Services, and confirmation from the Ministry of Environment and Parks that development can proceed.

11.5 **Pacific Point Strata Condominium Encroachment - Roof Canopies**

165 - 188

Director of Planning Services

Recommendation:

PURSUANT to the report of the Director of Planning Services dated for the Council meeting of July 2, 2026, entitled “Pacific Point Strata Condominium Encroachment – Roof Canopies”:

THAT pursuant to Section 35(11) of the *Community Charter*, Council resolves to raise title to two portions of public road, both adjacent to the Joyce Avenue and Tofino Street intersection and shown on plan EPP153463 attached to this report as Appendix D.

AND THAT Council directs staff to enter into the draft Easement (Encroachment) Agreement and Section 219 Covenant attached to this report as Appendix G that will grant to 1005940 BC Ltd. volumetric air space easements containing 248.2 m³ labelled Volumetric Easement 1 and 232.1 m³ labelled Volumetric Easement 2 on Explanatory Plan EPP153464 (attached to this report as Appendix E) over the Tofino Street and Joyce Avenue road dedications respectively, with covenants supporting City conditions for the use of the easement area, once the City has been reimbursed for any costs that may include legal, Land Title Office filing, administrative and appraisal fees it has paid to fulfill the request from 1005940 BC Ltd. to be granted these easements.

AND THAT Council directs the Mayor and Corporate Officer to execute all Land Title Office documents required to give effect to the first two parts of this resolution.

12. Unfinished Business

13. Committee Recommendations

13.1 **Homeless Encampments Located on City Property – Policy Direction**

189 - 238

Referred from Committee of the Whole, June 16, 2026

Recommendation:

THAT Council direct staff to amend “City of Powell River 2026 - 2030 Financial Plan Bylaw 2794, 2026” to include \$30,000 in 2026 for the cleanup of encampments on City land with the funding coming from the Financial Stabilization Reserve Fund;

THAT Council direct staff to include funding in the 2027 budgeting process for FireSmarting high-risk City parks; and

THAT Council direct staff to include funding in the 2027 budgeting process for increased capacity to deal with homelessness and homeless encampments within the City of Powell River, including additional dedicated bylaw enforcement resources, increased dedicated parks resources and funding for encampment cleanup responses.

14. New Business

14.1 **Letter received June 24, 2026 from Allan Johnsrude, Regional Executive Director, Ministry of Forests regarding Response to BC Timber Sales 2026-2030 Operating Plan**

239 - 240

15. Introduction of Late Items

16. Introduction of Notice of Motion

17. Public Clarification

Subject to the rules of conduct set out in section 11 of the Council Procedure Bylaw, members of the public may ask questions to clarify items discussed during the meeting for a maximum of 2 minutes.

Questions may not be asked about a public hearing where the bylaw has not yet been adopted, defeated or abandoned, nor on any of the other matters listed in section 19(8) of the Council Procedure Bylaw.

Call: 1-833-782-7295
Meeting ID: 501 967 28#

Written questions must be received by the Corporate Officer no later than 1 pm on the day of the meeting.

18. Adjournment

PROCLAMATION

National Drowning Prevention Week

WHEREAS the mission of Lifesaving Society Canada is to prevent drowning throughout this great country, and even one drowning in the Powell River is one too many; and

WHEREAS most drownings are preventable in a Water Smart community, and only through Water Smart education and a healthy respect for the potential danger that any body of water may present can we genuinely enjoy the beauty and recreation opportunities offered by these bodies of water; and

WHEREAS the Lifesaving Society urges Canadians and residents of Powell River to supervise children who are in and around the water, to refrain from drinking alcoholic beverages while participating in aquatic activities, and to always wear a lifejacket when boating; and

WHEREAS the United Nations General Assembly passed the UN Resolution on Drowning Prevention (A/75/L.76) and named July 25th of each year as World Drowning Prevention Day; and

WHEREAS Lifesaving Society Canada has declared July 19th-25th, 2026 National Drowning Prevention Week to focus on the drowning problem and the hundreds of lives that could be saved this year.

NOW THEREFORE, I, Mayor Woznow, hereby proclaim July 19 – 25, 2026 as National Drowning Prevention Week in the City of Powell River.

To: Powell River City Council and Staff

From: Paddy le Fluffy, for qathet Climate Alliance (climateactionpr@gmail.com)

**Re: July 2nd delegation on Mill Site Development, Data Centres, and Community Participation.
Part 1 of 2: About qathet Climate Alliance**

qathet Climate Alliance (qCA), formerly Climate Action Powell River (CAPR), has existed as a registered society since 2015. We have an eight-member board, and over 300 local residents on our email list of supporters.

Through participation on the City's Sustainability Committee and the application of BC Government funding, qCA (CAPR) was instrumental in generating a **Sustainability Report** and an **Ecological Footprint Report** for Powell River and the qathet Region in general.

In the decade from 2015 – 2025, qCA's activities included publishing the *Capricorn* journal, organizing Earth Day activities, presenting a lecture series on climate-related issues, and having a regular presence at community events.

Since March 2025, we have begun a renewed push for climate action in qathet, with multiple new board members, new projects, a renewed focus on impact, and updates to our website (qathetclimatealliance.ca).

Current qCA projects include *qathet carpool* (www.qathetcarpool.ca), active work to build support in qathet for national and international climate action campaigns, and increased participation in local politics. qCA recently organised a Climate Disinformation Workshop (held in March 2026) and is currently organising an All Candidates' Meeting for the October civic election.

CURRENT qCA BOARD MEMBERS

Gretchen Conti is a trustee on the Board of Education and works as the Community Engagement Coordinator at the Brain Injury Society. Her understanding of how to work effectively within the relevant local and wider systems is a particular asset to qCA.

Fred Guerin (Ph.D.) taught philosophy and environmental ethics at VIU and moderates a monthly Philosopher's Café.

Angelika Hackett is a retired language teacher and translator, and plays flute in the qathet Symphony Orchestra. Her excellent organisational skills are a particular asset to qCA.

Robert Hackett (PhD) has been a participant and researcher of media and environmental politics for decades, and has written eight collaborative scholarly books and numerous media articles on these topics.

Paddy Le Fluffy runs *qathet carpool* and is the author of *Building Tomorrow: Averting Environmental Crisis With a New Economic System*, one of the Financial Times' best economics books of the year 2023.

Bill Lytle-McGhee has an academic background and experience in Environmental Education. He publishes a comprehensive list of climate-related articles to our website, and is a regular contributor to the Climate Crossroads column in the PEAK.

Jordana Pangburn started the eco-group for students at Brooks High School when she was a student there and has continued to be deeply involved in environmental, LGBTQ2S+, and other social justice activism as she works on her degree at UVic.

Jan Slakov is president of qathet Climate Alliance as well as Conscience Canada. She is a long-time peace activist and since moving to qathet 5 years ago, she has become strongly involved in, and respected by, multiple community groups and initiatives.

To: Powell River City Council and Staff

From: Robert Hackett, for qathet Climate Alliance (climateactionpr@gmail.com)

Subject: July 2nd delegation on Mill Site Development, Data Centres, & Community

Participation: Part 2 of 2, Data Centres.

Given the time constraints of a five-minute presentation, qathet Climate Alliance would like to submit a summary of concerns and questions arising from the potential inclusion of a data centre at the former mill site.

We support the stated aim of Cranberry Business Park Ltd. to bring jobs and tax revenues to Powell River, particularly through industries that contribute to a more sustainable future. We note with concern, however, that Cranberry Business Park CEO Craig Austin has referred to “the potential for a data centre” at the redeveloped site that could “take advantage of the power generation at the site” (Goudron, May 2026).

Given the scale of investment and the potential impacts on the community, we believe that any data-centre proposal should be evaluated through a transparent public process and with access to clear and accurate information.

Communities, citizens’ groups, and local governments throughout the United States and increasingly in Canada have raised questions about the economic, environmental, and social impacts of data centres. Our preliminary review of media commentary and reports suggests several issues that merit careful consideration.

Employment and Economic Benefits

Data centres require substantial capital investment but generally create relatively few permanent jobs once construction is complete. (Food and Water Watch estimates they require 168 times as much capital per permanent job than the average of other US economic sectors.) While construction would provide valuable short-term employment, long-term staffing requirements for regional data centres are often limited to dozens rather than hundreds of workers.

Professor Anne Pasek, Canada Research Chair at Trent University, has noted that many specialized functions associated with data centres can be performed remotely, with local employment concentrated in maintenance, security, and facility operations. This raises questions about the extent to which a data centre would actually keep money in the community via local job creation.

Before any proposal advances, the community should be provided with realistic estimates of:

- Permanent local jobs created;
- The proportion of those jobs likely to be filled by local residents;
- Expected spin-off economic benefits for local businesses.

Tax Revenue and Public Subsidies

Data centres are frequently promoted as major contributors to local tax bases. However, experience in many jurisdictions suggests that projected benefits may be reduced by requests for tax incentives, subsidies, infrastructure investments, or other forms of public support. Reliance on public subsidies may be integral to the business model of corporate-owned data centres; J.B. Foster argues that “AI expansion today is backed by centers of finance manipulating government support, freeing it from dependence on actual profits....”

Residents should be informed of:

- Any tax concessions being sought;
- Public infrastructure costs associated with a project;
- Net projected fiscal benefits to the community.

Electricity Demand and Climate Change

Data centres can consume very large quantities of electricity. In some U.S. jurisdictions, rapid growth in data-centre-generated demand has prompted concerns about impacts on electricity systems and costs borne by other utility ratepayers.

The former mill site’s energy resources may also be subject to competing demands. Questions therefore arise regarding:

- The facility’s anticipated electricity requirements;
- Sources of power supply;
- Potential impacts on regional energy planning and electricity costs.

From a climate perspective, electricity devoted to a data centre may not be available for other priorities, including transportation electrification and building decarbonization.

Land Use

Data centres typically require large amounts of industrial land while generating relatively few permanent jobs relative to their footprint (Pasek, on CBC). Residents should have access to information about how a data centre compares with alternative uses of the site in terms of employment, tax revenues, and community benefits.

Water Demand

Water requirements vary considerably depending on facility design and cooling systems. However, some data centres are enormous water users.

Although qathet has been fortunate in recent years, population growth and climate change underscore the importance of protecting long-term water security. Any proposal should include clear information regarding:

- Projected water consumption;
- Seasonal demand patterns;
- Potential impacts on community water resources.

Neighbourhood Impacts

Communities hosting data centres have reported experiences of noise, lighting, traffic, and construction impacts, including sleep disruption, bright lights in children's bedrooms, and dangers from construction traffic (Cockburn).

Given the proximity of the mill site to Townsite/tiskwat and other residential areas, residents deserve information about:

- Noise generated by facility operations and backup power systems;
- Exterior lighting plans;
- Construction traffic impacts;
- Measures to mitigate effects on nearby neighbourhoods.

Long-Term Economic Risks

The rapid expansion of artificial-intelligence infrastructure has generated significant investment activity. At the same time, some analysts have questioned whether current growth projections will prove sustainable over the long term, given increases in debt loads and supply and construction costs (Cockburn).

As with any major industrial project, communities should consider the possibility that future demand may differ from current expectations. The long-term viability of a proposed facility and plans for site adaptation should therefore be part of any public discussion.

Public Participation and Accountability: The “Democratic Gap”

Perhaps most importantly, projects with major implications for land use, energy, water resources, taxation, and quality of life should be subject to meaningful public engagement.

Along with others, Professor Pasek has observed a “democratic gap”. Data-centre development often proceeds with limited public access to information, sometimes involving confidentiality agreements that restrict discussion of issues such as energy and water use.

Residents deserve timely access to information and meaningful opportunities to participate in decisions that may shape their community for decades. This concern is especially relevant given the City's limited jurisdiction over the former mill site under Article 21 of the City's Act of Incorporation.

Conclusion

At this point, we are not arguing that a data centre should automatically be rejected. Rather, we believe that any proposal should be evaluated through a transparent process that carefully weighs its economic benefits against its impacts on employment, energy use, water resources, greenhouse-gas emissions, neighbourhood livability, and democratic accountability.

Before commitments are made, the community deserves clear answers to these questions. On July 2nd, qathet Climate Alliance will offer several suggestions for action.

We thank Council and City staff for their consideration.

SOURCES

CBC Radio. *Just Asking*, June 13, 2026. Guests: Darius Snieckus, business reporter, Canada's National Observer; Prof. Anne Pasek, Canada Research Chair, Trent University.

CBC Radio. *As It Happens*. June 18, 2026.

Cockburn, Andrew. "The Data-Center Divide: Why politicians are squandering the anti-AI backlash." *Harper's Magazine*, June 2026, pp. 55-61.

Food & Water Watch (Washington DC), January 2026. [New Research Debunks Data Center Industry Job Claims | Food & Water Watch; RB_2601_DataCenterJobs.pdf](#)

Foster, John Bellamy. "The Fetishism of AI" *Monthly Review* (May 2026): 1-16. [The Fetishism of AI - Monthly Review](#)

Goudron, Pieta. "The Other Building Boom." *qathet Living* (May 2026).

KEY QUESTIONS FOR COUNCIL AND THE COMMUNITY

Should a data-centre proposal emerge for the former mill site, qathet Climate Alliance believes the following questions should be answered publicly before irrevocable decisions are made:

1. How many permanent jobs would the facility create, and how many of those jobs would likely be filled by local residents?
2. What tax revenues are expected, and what tax incentives, subsidies, infrastructure investments, or other forms of public support would be required?
3. How much electricity would the facility consume, and where would that electricity come from?
4. Would the project affect electricity availability, long-term energy planning, or costs for other users?
5. How much water would the facility require under normal and peak operating conditions?
6. What greenhouse-gas emissions would be associated with the project, directly or indirectly?
7. What impacts would construction and operation have on nearby neighbourhoods, including noise, lighting, traffic, and quality of life?
8. How does a data centre compare with alternative uses of the site in terms of jobs, tax revenues, land use efficiency, and community benefits?
9. What assurances exist regarding the long-term viability of the project, and what would happen to the site if market conditions change substantially?
10. How will residents be informed and consulted throughout the decision-making process?

Given the potential impacts on energy, water, land use, taxation, and community well-being, these questions should be addressed openly and transparently before any commitments are made.

City of Powell River

Minutes of the Regular Council Meeting held in the Council Chambers, City Hall on Thursday, June 18, 2026 at 5:30 PM.

Present: **Councillor G.W.F. Doubt, Acting Mayor**
Councillor E.L. Almeida
Councillor C.A. Elliott
Councillor T.E. Isakson
Councillor J.G. Palm
Councillor R.R.D. Southcott

Also Present: **Sundance Topham, Chief Administrative Officer**
Peter DeJong, Corporate Officer
Jessica Walls, Deputy Corporate Officer/Recording Secretary
Jeff Cadman, Chief Financial Officer
Jason Gow, Director of Planning Services
Jamie Bretzlaff, Director of Parks, Recreation & Culture
Mark Rowlands, Director of Infrastructure Services
Ryan Youngman, Senior Manager of Financial Services
Karsten Sian, IT Technician
Members of the Public
Media Representatives

Absent with Notice: **Mayor R.J. Woznow**

Note: The meeting was live-streamed and members of the public were invited to call in to participate during Public Input Period and Public Clarification.

1. Call to Order

1.1 Acting Mayor Doubt called the meeting to order at 5:30 pm.

2. Territorial Acknowledgement

2.1 Acting Mayor Doubt provided a territorial acknowledgement.

3. Adoption of Agenda

3.1 Adoption of Agenda

Res 26-131

Moved and seconded

THAT the agenda for the June 18, 2026 regular Council meeting be adopted.

Carried

4. Motion to Close the Meeting to the Public

Res 26-132

Moved and seconded

THAT Council move into a closed meeting to discuss matters covered by the *Community Charter* under:

Sections 90(1):

- (e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;
- (k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public;

Section 90(2):

- (b) the consideration of information received and held in confidence relating to negotiations:
 - (i) between the municipality and a provincial government or the federal government, or both, or between a provincial government or the federal government, or both, and a third party; and
 - (ii) between the municipality and another local government or between another local government and a third party.

5. Reconvene (7:00 PM)

5.1 The meeting reopened to the public at 7:00 pm.

6. Public and Statutory Hearings

7. Public Input Period

7.1 No members of the public provided input.

8. General Matters

8.1 **Delegation: Jennifer Houghton, Boundary Forest Watershed Stewardship Society regarding the Proposed New Forest Act and its Implications for Public and Private Forest Lands and Community Watersheds**

By unanimous consent, Council received the late submission of the delegation's presentation.

Jennifer Houghton, Boundary Forest Watershed Stewardship Society, provided a visual presentation regarding New Forest Act and its Implications for Public and Private Forest Lands and Community Watersheds.

9. Consent Agenda

Res 26-133

Moved and seconded

THAT the June 18, 2026 Consent Agenda be adopted.

9.1 Adoption of the Minutes of the Regular Council Meeting held June 4, 2026

THAT the minutes of the regular Council meeting held June 4, 2026 be adopted.

Carried

10. Items Removed from Consent Agenda

11. Legislative Matters

11.1 Unappropriated Accumulated General Surplus, Reserve Fund Transfer and Repealing Bylaws

Chief Financial Officer

Res 26-134

Moved and seconded

THAT Reserve Fund Transfer Bylaw 2814, 2026, be adopted; and

THAT Reserve Fund Repealing Bylaw 2815, 2026, be adopted.

Carried

11.2 2025 - 2029 Five-Year Financial Plan Bylaw 2751, 2025, Amendment Bylaw 2820, 2026

Chief Financial Officer

Res 26-135

Moved and seconded

THAT City of Powell River 2025 – 2029 Five-Year Financial Plan Bylaw 2751, 2025 Amendment Bylaw 2820, 2026 be adopted.

Carried

11.3 Election and Assent Voting Bylaw

Corporate Officer

Res 26-136

Moved and seconded

THAT Election and Assent Voting Bylaw 2821, 2026 be adopted.

Carried

11.4 2025 Statement of Financial Information

Senior Manager of Financial Services

Res 26-137

Moved and seconded

PURSUANT to the report of the Senior Manager of Financial Services dated for the Council meeting of June 18, 2026, entitled: 2025 Statement of Financial Information:

THAT the City of Powell River's 2025 Statement of Financial Information be approved for submission to the Ministry of Housing and Municipal Affairs; and

THAT the Acting Mayor and Chief Financial Officer be authorized to sign the Statement of Financial Information Approval form.

Carried

11.5 Bylaw Notice Enforcement Bylaw 2818, 2026

Corporate Officer

Res 26-138

Moved and seconded

PURSUANT to the report of the Corporate Officer dated for the Council meeting of June 18, 2026, entitled: "Bylaw Notice Enforcement Bylaw 2818, 2026":

THAT Bylaw Notice Enforcement Bylaw 2818, 2026 be read a first, second and third time.

Carried

11.6 Powell River South Harbour Authority Head Lease Renewal

Director of Infrastructure Services

Res 26-139

Moved and seconded

PURSUANT to the report of the Director of Infrastructure Services dated for the Council meeting of June 18, 2026, entitled: "Powell River South Harbour Authority Head Lease Renewal":

THAT Council authorize the Mayor and Corporate Officer to execute the Fisheries and Oceans Canada, Small Craft Harbours, Head Lease Agreement on behalf of the City of Powell River Harbour Authority;

AND THAT staff be directed to provide Fisheries and Oceans Canada, Small Craft Harbours with a Certified copy of this Resolution.

Carried

11.7 Draft 2025 Annual Report

Deputy Corporate Officer

Res 26-140

Moved and seconded

THAT Council approve the City of Powell River 2025 Annual Report as presented with an amendment to revise Councillor Isakson's Appointments & Liaisons section.

Carried

12. Unfinished Business

12.1 Update re. Application for Intervenor Status

Corporate Officer

Res 26-141

Moved and seconded

PURSUANT to the report of the Corporate Officer, dated for the Council meeting of June 18, 2026, entitled: "Update re. Application for Intervenor Status":

THAT Council supports the expanded scope of the City's application for Intervenor status regarding the export licence application by PREI.

Carried

13. Committee Recommendations

13.1 Union of BC Municipalities Convention, Resolutions, and Meeting Requests for Cabinet Ministers and Provincial Staff

Referred from Committee of the Whole, June 2, 2026

Res 26-142

Moved and seconded

PURSUANT to the report of the Corporate Officer dated for the Committee of the Whole meeting of June 2, 2026, entitled: Union of BC Municipalities Convention, Resolutions, and Meeting Requests for Cabinet Ministers and Provincial Staff:

THAT Council direct staff to request a meeting with the Minister of Energy and Climate Solutions regarding protecting mutual interests for locally produced power.

THAT Council direct staff to request a meeting with the Minister of Forests regarding the Powell River Community Forest's request for approval for license expansion to include the new annual allowable cut.

THAT Council direct staff to request a meeting with the Minister of Housing and Municipal Affairs regarding concerns about the suspension of the community housing fund and to request funding to aid in the homeless encampment process, including clean up, as a result of a lack of shelter from April 2025 to April 2026.

THAT Council direct staff to request a meeting with the MLA and

Minister of Jobs and Economic Growth for support of the redevelopment of the old mill site and support for modernization of and strategic investment in the Island Coastal Economic Trust.

THAT Council direct staff to request a meeting with BC housing regarding an open selection process and associated timelines for service providers of shelter and/or supportive housing services for the unhoused in the community.

Carried

Res 26-143

Moved and seconded

THAT Council directs staff to send a letter to MLA Randene Neill sharing some of the positive local impact that the Island Coastal Economic Trust has had in our region, most recently the new PRISMA Arts Hub and Mount Mahoney trails, and encourage her to continue to support the strategic investment in the trust in upcoming budget deliberations.

Carried

13.2 Wildlife Attractant Bylaw

Referred from Committee of the Whole, June 2, 2026

Res 26-144

Moved and seconded

PURSUANT to the report of the Corporate Officer dated for the Committee meeting of June 2, 2026, entitled: "Wildlife Attractant Bylaw":

THAT Council directs staff to engage the public to obtain feedback on the draft Wildlife Attractant Bylaw prior to bringing the proposed bylaw to Council for consideration of readings.

Carried

14. New Business

15. Introduction of Late Items

16. Introduction of Notice of Motion

17. Public Clarification

17.1 Members of the public sought clarification regarding item 11.6.

18. Adjournment

18.1 Acting Mayor Doubt adjourned the meeting at 8:18 pm.

The next regular Council meeting will be held on July 2, 2026 at 7:00 pm.

Certified Correct

Presiding Member

Corporate Officer

CITY OF POWELL RIVER

A bylaw respecting the enforcement of bylaw notices

WHEREAS the Council of the City of Powell River may, by bylaw, enforce its bylaws through the provisions of the *Local Government Bylaw Notice Enforcement Act and Regulation*;

NOW THEREFORE the Council of the City of Powell River, in open meeting assembled, enacts as follows:

Citation

1. This bylaw may be cited for all purposes as “Bylaw Notice Enforcement Bylaw 2818, 2026”.

Definitions

2. In this bylaw:

“*Act*” means the *Local Government Bylaw Notice Enforcement Act*;

“*City*” means the City of Powell River;

“*Paid*” means the amount required has in fact been received by the City in the manner specified;

“*Registry*” means the City of Powell River Bylaw Notice Adjudication Registry.

“*Regulation*” means the *Bylaw Notice Enforcement Regulation*.

3. Subject to section 2, the terms in this bylaw have the same meaning as the terms defined in the *Act* and the *Regulation*.

Application and Form

4. In accordance with the *Act*, the *Regulation* and the *Local Government Act*, the bylaw contraventions designated in Schedule “A” attached hereto and forming part of this bylaw:

(a) may be dealt with by bylaw notice under this bylaw, notwithstanding any penalties, remedies or other means of enforcement set out within the bylaws cited in Schedule “A”; and

(b) where the City elects enforcement under this bylaw:

(i) such bylaw contraventions designated in Schedule “A” shall not constitute the creation of an offence, notwithstanding wording to the contrary within any of the bylaws cited in Schedule “A”; and

- (ii) the issuance of a bylaw notice for any of the bylaw contraventions designated in Schedule “A” shall not constitute the charging of a person with the commission of an offence.
5. Whether a bylaw contravention has occurred or not shall be determined based on the wording of the bylaws cited in Schedule “A”, rather than the summary description of the contravention in Schedule “A” of this bylaw. All bylaws listed in the Appendices to Schedule “A” are to the bylaws as amended, if applicable.
 6. A bylaw notice or other notice, form or certificate under this bylaw shall be in the form prescribed by the *Act* or *Regulation*, if any, or may otherwise be in a form approved by the Corporate Officer of the City.

Penalties for Bylaw Contraventions

7. The penalty for a bylaw contravention designated in Schedule “A” of this bylaw is as follows:
 - (a) subject to subsections 7(b) and 7(c), the penalty amount set out in Column A1 of Schedule “A” corresponding to the bylaw contravention;
 - (b) if Paid within 14 days of the bylaw notice being received or being presumed received under the *Act*, the amount payable in subsection 7(a) shall be reduced by the amount of the discount in Column A2 of Schedule “A”;
 - (c) if Paid after 28 days of the bylaw notice being received or being presumed received under the *Act*, the amount of the surcharge in Column A3 of Schedule “A” shall be due and payable in addition to the amount in subsection 7(a); and
 - (d) if Paid in accordance with a compliance agreement where available, the amount in subsection 7(a) may be reduced by the amount of the discount applicable in Column A4 of Schedule “A”.

Period for Paying or Disputing a Bylaw Notice

8. A person who wishes to pay a bylaw notice may do so in accordance with the calculations in section 7 and the instructions specified in the bylaw notice.
9. A person who wishes to dispute a bylaw notice must do so in writing in accordance with the instructions specified in the bylaw notice.
10. A bylaw notice dispute under section 9 must be received by the City, in the manner specified, within 14 days of the disputant receiving the bylaw notice, or being presumed to have received it in accordance with the *Act*.

11. Where a person was not served personally with a bylaw notice and advises the City, in accordance with the requirements of section 25 of the *Act*, that they did not receive a copy of the original notice, the time limits for responding to a bylaw notice under this bylaw do not begin to run until a copy of the bylaw notice is redelivered to them in accordance with the *Act*.

Bylaw Notice Dispute Adjudication Registry

12. The Registry is established as a bylaw notice dispute adjudication system in accordance with the *Act* and *Regulation* to provide for the hearing and determination of disputes in respect of whether:
 - (a) the contravention alleged in a bylaw notice occurred as alleged; or
 - (b) the terms and conditions of a compliance agreement were observed or performed.
13. The postal and civic address of the Registry is: City of Powell River, 6910 Duncan Street, Powell River, BC, V8A 1V4.
14. The Corporate Officer is authorized to enter into, approve and execute from time to time, Dispute Adjudication Registry Agreements in the event other local governments wish to join the Registry.
15. The Corporate Officer is authorized to enter into, approve and execute from time to time agreements or other process documents with Adjudication Roster Organizations and their adjudicators appointed by the Deputy Attorney General in accordance with the *Regulation*.
16. The Chief Administrative Officer is authorized to approve such Registry operations policies and procedures as may be required for the administration of Registry operations.
17. Every person who is unsuccessful in a dispute adjudication in relation to a bylaw notice or a compliance agreement must pay the City an additional fee of \$25 for the purpose of recovering the costs of the adjudication system.

Screening Officers

18. The position of screening officer is established and any person who is employed by the *City* and comes within the following classes of persons are hereby designated as a screening officer:
 - (a) Chief Administrative Officer
 - (b) Director of Administrative Services (Corporate Officer);

- (c) Deputy Corporate Officer;
- (d) Director responsible for Bylaw Enforcement, if not the Corporate Officer;
- (e) Director of Fire and Emergency Services (Fire Chief);
- (f) Deputy Fire Chief;
- (g) Director of Planning Services;
- (h) Manager of City Development;
- (i) Director of Parks, Recreation and Culture;
- (j) Manager of Parks and Facilities;
- (k) Manager of Recreation and Culture;
- (l) Director of Infrastructure;
- (m) Manager of Engineering Services;
- (n) Manager of Operational Services
- (o) Manager of Partnerships, Intergovernmental and Public Relations
- (p) Legislative and Privacy Assistant.

19. The Council hereby delegates to the Chief Administrative Officer the authority to add to or subtract from the classes of persons designated as screening officers in section 18 of this bylaw.

20. The powers, duties and functions of screening officers are as set out in the *Act* and *Regulation* and include, without limitation, the following powers, duties and functions:

- (a) the ability to review all records related to the alleged bylaw contravention, including the subject bylaw and any other bylaws and policies of the City pertaining to the matter;
- (b) where requested by the person against whom a contravention is alleged, to communicate:
 - (i) information respecting the nature of the contravention;
 - (ii) the provision of the bylaw contravened;

- (iii) the facts on which the contravention allegation is based;
 - (iv) the penalty for a contravention;
 - (v) the opportunity to obtain a discount of the penalty amount (if applicable);
 - (vi) the potential for a surcharge to the penalty amount;
 - (vii) the opportunity to proceed to a bylaw notice dispute adjudication hearing;
 - (viii) the opportunity to enter into a compliance agreement (if applicable); and
 - (iv) the fees payable in relation to the hearing process;
- (c) to communicate with any, or all, of the following for the purposes of performing their powers, duties and functions under this bylaw or the *Act*:
- (i) the person against whom a bylaw contravention is alleged, or their representative;
 - (ii) the person who issued the bylaw notice;
 - (iii) a complainant or their representative regarding a bylaw contravention allegation;
 - (iv) City staff regarding interpretation of the bylaw alleged to have been contravened and any other relevant enactments, and the disputant's history of bylaw compliance, or the lack thereof; and
 - (v) any other persons relevant to the performance of their powers, duties and functions.
- (d) where permitted under Column A4 of Schedule "A" to this bylaw, to prepare and enter into compliance agreements under the *Act* with persons who dispute bylaw notices, such compliance agreements to be in a form prescribed by the Corporate Officer and including establishment of terms and conditions for compliance that the screening officer considers necessary or advisable, such as, but not limited to compliance with the bylaw, time periods for payment of penalties and any monetary discount listed in Column A4 of Schedule "A", all in accordance with the *Act* and approved City policies;
- (e) to cancel bylaw notices in accordance with the *Act* and approved City policies; and
- (f) to review and determine applications to set aside bylaw notice debts in accordance with section 5 of the *Regulation* and approved City policies, provided they are not the screening officer who entered into the compliance agreement, if applicable.

21. All bylaw contraventions in relation to which a screening officer may enter into a compliance agreement are listed in Column A4 of Schedule "A".
22. The maximum duration of a compliance agreement is one year.
23. A screening officer may not screen a bylaw notice which they have issued.
24. The Chief Administrative Officer is authorized to approve such screening officer policies and procedures as may be required for the administration of the screening function.

Bylaw Enforcement Officers

25. Persons designated as Bylaw Enforcement Officers under Bylaw Enforcement Officer Bylaw 2793, 2026 (Bylaw 2793) are designated as bylaw enforcement officers for the purposes of this bylaw and the *Act*, and may exercise any of the powers and authorities vested in them under Bylaw 2793, the *Act*, the *Community Charter* and the *Local Government Act*, or any other Act or lawful authority, for the purposes of this bylaw and the *Act*.

Severability

26. If any word, phrase, clause, sentence, subsection or section in this bylaw is, for any reason, held to be invalid by a court of competent jurisdiction, the word, phrase, clause, sentence, subsection or section shall be severed from the bylaw and the remainder of the bylaw shall be deemed to have been adopted without the severed word, phrase, clause, sentence, subsection or section.

Effective Date

27. This bylaw shall come into force and take effect upon adoption.

READ A FIRST TIME	this 18 th day of June, 2026.
READ A SECOND TIME	this 18 th day of June, 2026.
READ A THIRD TIME	this 18 th day of June, 2026.
ADOPTED	this day of _____, 2026.

Ron Woznow, Mayor

Peter DeJong, Corporate Officer

Schedule “A”, Appendix Index

- Appendix 1: Animal Control Bylaw 1979, 2003, as amended
- Appendix 2: Backyard (Residential) Burning Bylaw 1931, 2001, as amended
- Appendix 3: Building Bylaw 2141, 2007, as amended
- Appendix 4: Business Licence Bylaw 2226, 2010, as amended
- Appendix 5: Controlled Substance Property Bylaw 2052, 2004
- Appendix 6: Fire Prevention Bylaw 1932, 2001
- Appendix 7: Fireworks Regulation Bylaw 2359, 2013
- Appendix 8: Mobile Home Park Bylaw 1644, 2000
- Appendix 9: Noise Control Bylaw 1913, 2000
- Appendix 10: North Harbour Rates and Regulations Bylaw 2702, 2022
- Appendix 11: Nuisance Bylaw 865, 1976
- Appendix 12: Parking Lot Bylaw 2313, 2012
- Appendix 13: Property and Building Maintenance Standards Bylaw 2649
- Appendix 14: Sanitary Sewer and Storm Drain Source Control Bylaw 2054, 2005
- Appendix 15: Secondhand Dealers, Pawnbrokers and Auctioneers Bylaw No. 2017, 2005
- Appendix 16: Sidewalk Patios and Parklets Bylaw 2609
- Appendix 17: Sign Bylaw 1945, 2002
- Appendix 18: Skateboards, In-line Skates, and Scooters Bylaw No. 2017, 2005
- Appendix 19: Smoking Regulation Bylaw 2232, 2009
- Appendix 20: Solid Waste Collection Bylaw 2784, 2025
- Appendix 21: South/Westview Harbour Rates and Regulations Bylaw 2718, 2022

Appendix 22: Street Vending Bylaw 2536, 2018

Appendix 23: Traffic Bylaw 931, 1978

Appendix 24: Tree Protection Bylaw 2174, 2008

Appendix 25: Waterworks Regulations and Rates Bylaw 2425, 2015

Appendix 26: Willingdon Beach Campsite Bylaw 2658, 2023

Appendix 27: Wood Burning Appliance Control Bylaw 2658, 2023

Appendix 28: Zoning Bylaw 2100, 2006

Schedule A

Appendix 1

Animal Control Bylaw 1979, 2003					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
3	Unlicensed Dog	\$100	\$20	\$20	Not Applicable
6	License tag not on dog	\$100	\$20	\$20	Not Applicable
14	Animal at large	\$100	\$20	\$20	Not Applicable
15	Dog not leashed or tethered	\$100	\$20	\$20	Not Applicable
16	Dangerous dog not leashed or tethered and muzzled	\$300	\$30	\$30	Not Applicable
17	Dangerous dog not securely confined	\$300	\$30	\$30	Not Applicable
18	Female Dog in heat not securely confined	\$100	\$20	\$20	Not Applicable
19	Dog in prohibited area	\$100	\$20	\$20	Not Applicable
20	Grazing animal not confined or tethered	\$100	\$20	\$20	Not Applicable
21	Use of electric fence in prohibited zones	\$100	\$20	\$20	\$50
21 a)	Failure to comply with electric fence controller regulations	\$100	\$20	\$20	\$50
21 b)	Unlawful siting of electrified fencing within setback areas	\$100	\$20	\$20	\$50
21 c)	Failure to comply with electrified fence warning sign regulations	\$100	\$20	\$20	\$50
22	Horse in prohibited area	\$100	\$20	\$20	Not Applicable
23	Horse grazing in public place	\$100	\$20	\$20	Not Applicable
24	Horse galloping on highway	\$100	\$20	\$20	Not Applicable
25	Ride, walk or use a horse between dusk and dawn	\$100	\$20	\$20	Not Applicable
27	Failure to remove animal excrement in public place	\$100	\$20	\$20	Not Applicable
28	Keeping more than 3 dogs	\$100	\$20	\$20	\$50
28	Keeping more than one unspayed female dog	\$100	\$20	\$20	\$50
29	Keeping more than 3 cats	\$100	\$20	\$20	\$50
29	Keeping more than one unspayed female cat	\$100	\$20	\$20	\$50
30	Unlawful keeping of animal	\$100	\$20	\$20	\$50
31 a)	Keeping more than 12 poultry or 20 rabbits on RA1 zone less than 0.5 acres	\$100	\$20	\$20	\$50
31 b)	Keeping more than 24 poultry or 50 rabbits on RA1, A1 or A2 zone	\$100	\$20	\$20	\$50

31 c)	Keeping more than 6 poultry on R1, R2 or R3 zone	\$100	\$20	\$20	\$50
32 a) i	Failure to locate poultry and rabbit enclosure within rear yard of property	\$100	\$20	\$20	\$50
32 a) ii	Locating poultry and rabbit enclosure within 3.0 m of lot line	\$100	\$20	\$20	\$50
32 a) iii	Failure to provide protection for poultry and rabbits from natural predators	\$100	\$20	\$20	\$50
32 a) iv	Failure to keep enclosures dry, unsoiled and free from odours or vermin	\$100	\$20	\$20	Not Applicable
32 b)	Failure to dispose of manure, soiled bedding and all other associated waste products such that there is no odour or vermin	\$100	\$20	\$20	Not Applicable
32 c)	Keeping poultry and rabbits in a manner that causes a public nuisance	\$100	\$20	\$20	Not Applicable
34 a)	Failure to provide sufficient food and water for kept animals	\$100	\$20	\$20	Not Applicable
34 b)	Failure to provide clean food and water receptacles for kept animals	\$100	\$20	\$20	Not Applicable
34 c)	Failure to provide periodic exercise for kept animals	\$100	\$20	\$20	Not Applicable
34 d)	Failure to provide necessary veterinarian care for kept animals	\$100	\$20	\$20	Not Applicable
35 a)	Failure to provide protection from heat, cold and wetness for kept animals	\$100	\$20	\$20	Not Applicable
35 b)	Failure to provide sufficient shade from sun for kept animals	\$100	\$20	\$20	Not Applicable
36	Failure to provide clean and sanitary shelter for kept animals	\$100	\$20	\$20	Not Applicable
37 a)	Failure to provide sufficient ventilation for animals	\$100	\$20	\$20	Not Applicable
37 b)	Animal fastened to fixed object with a choke device, or rope or cord directly tied around the animal's neck	\$100	\$20	\$20	Not Applicable
50	Breaking open the Pound	\$400	\$40	\$40	Not Applicable
51	Taking or releasing animal from the Pound without consent	\$400	\$40	\$40	Not Applicable
55	Feeding or attracting pigeons, causing a public nuisance	\$100	\$20	\$20	Not Applicable
57	Obstruction of Animal Control Officer	\$450	\$50	\$50	Not Applicable

Appendix 2

Backyard (Residential) Burning Bylaw 1931, 2001					
Section	Description	A1 Penalty	A2 Early Payment Penalty	A3 Late Payment Penalty	A4 Compliance Agreement Available
3 (b)	Burning during prohibited period	\$100	\$20	\$20	\$50
3 (e)	Burning without a permit	\$100	\$20	\$20	\$50
3 (e) (iii)	Burning outside of permitted hours	\$100	\$20	\$20	\$50
3 (e) (iv)	Burning during a non-designated period	\$100	\$20	\$20	\$50
3 (e) (v)	Burning too close to property lines, buildings, fences, etc.	\$150	\$25	\$25	\$75
3 (e) (vi)	Burning without supervision of person over 16 years	\$100	\$20	\$20	\$50
3 (e) (vii)	Burning without emergency equipment readily available	\$200	\$40	\$40	\$100
3 (e) (viii)	Burning without taking every precaution to prevent nuisance smoke	\$200	\$40	\$40	\$100
4	Burning of garbage or noxious material	\$200	\$40	\$40	\$100
6	Burning during unsatisfactory ventilation index	\$200	\$40	\$40	\$100
5 (e)	Obstructing or preventing the Fire Chief or acting authority from conducting an inspection	\$450	\$50	\$50	Not applicable

Appendix 3

Building Bylaw 2141, 2007					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
4.1	Unpermitted work	300	30	30	\$150
6.1	Failure to obtain building permit	\$300	\$30	\$30	\$150
6.2	Failure to obtain plumbing permit	\$300	\$30	\$30	\$150
6.3	Occupying or use of building or structure without occupancy permit	\$200	\$20	\$20	\$100
6.4	Submission of false or misleading information to Building Official	\$400	\$40	\$40	\$200
6.5	Tampering with notice, permit or certificate posted upon building or structure	\$200	\$20	\$20	\$100
6.6	Undertake work substantially different to accepted designs or plans of issued permit	\$300	\$30	\$30	\$150
6.7	Obstruction of Building Official	\$450	\$50	\$50	Not applicable
15.1	Failure to install drainage on buildings with roof area exceeding 538sqft	\$200	\$20	\$20	Not applicable
15.3	Failure to install perimeter drainage and private service connections by plumber in good standing	\$200	\$20	\$20	Not applicable
18.4.	Failure to obtain applicable inspection	\$100	\$20	\$20	Not applicable
18.5	Concealing of work prior to acceptance of work by Building Official	\$400	\$40	\$40	\$200
18.7	Failure to provide building location certificate	\$100	\$20	\$20	Not applicable
19.1	Failure to obtain Occupancy Permit before occupying	\$200	\$20	\$20	\$100
21.1 & 21.2	Failure to comply with canopy or awning regulations	\$100	\$20	\$20	\$50
22.1	Failure to obtain permit to move a building	\$450	\$50	\$50	Not applicable
23.1	Failure to obtain pool permit	\$200	\$20	\$20	Not applicable
23.8	Failure to maintain pool fence	\$100	\$20	\$20	\$50
25.3	Failure to display building number conspicuously	\$100	\$20	\$20	\$50
27.5	Failure to cease all work upon issuance of Stop Work notice	\$300	\$30	\$30	\$150

Appendix 4

Business Licence Bylaw 2226, 2010					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
4.1.4	Failure to obtain a licence while carrying on business	\$100	\$20	\$20	\$50
4.2.2	Failure to comply with terms of licence	\$100	\$20	\$20	\$50
4.8.1	Failure to display licence at business location	\$100	\$20	\$20	\$50
4.8.2	Failure to carry non-resident licence within vehicle	\$100	\$20	\$20	\$50
4.8.3	Failure to keep mobile services licence within vehicle or push cart	\$100	\$20	\$20	\$50
4.8.4	Offering or advertising for short term rental without a licence	\$400	\$40	\$40	\$200
4.8.5	Failure to disclose licence number, parking spaces and guest occupancy in short term rental advertisements	\$100	\$20	\$20	\$50
4.8.6	Failure to display local contact details at short term rental location	\$100	\$20	\$20	\$50
4.8.7 (a)	Failure to produce licence	\$100	\$20	\$20	\$50
4.8.7 (b)	Obstruction of reasonable access to business location	\$250	\$50	\$50	Not applicable
4.10.1	Failure to notify changes in mailing/business location, classification or alterations	\$100	\$20	\$20	\$50
4.11.3	Operating business after licence has been suspended or cancelled	\$300	\$30	\$30	Not applicable
5.1.1	Employing a subcontractor who does not hold a licence	\$200	\$20	\$20	\$100
5.3	Failure of direct sales licencees to share business details	\$100	\$20	\$20	\$50
5.4.5	Failure of Urban Farm to adhere to good management practices and reasonably prevent nuisances	\$100	\$20	\$20	\$50
5.5.5 (a)	Operating Cannabis Retail Store outside enclosed building	\$200	\$20	\$20	\$100
5.5.5 (b)	Failure to install and maintain security and fire alarm systems and video surveillance at a Cannabis Retail Store	\$300	\$30	\$30	\$150

5.5.5 (c)	Failure to install and maintain signage at Cannabis Retail Store	\$100	\$20	\$20	\$50
5.5.5 (d)	Less than two employees present at Cannabis Retail Store	\$100	\$20	\$20	Not applicable
5.5.5 (e)	Failure to provide details of new on-site manager	\$100	\$20	\$20	Not applicable
5.5.5 (f)	Failure to advise of any criminal charges against licensee or others	\$100	\$20	\$20	Not applicable
5.6.2 (c)	Failure to respond to the City	\$100	\$20	\$20	Not applicable
5.6.2 (d)	Failure to provide required parking spaces for short term rental	\$100	\$20	\$20	Not applicable

Appendix 5

Controlled Substance Property Bylaw 2052, 2004					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
3	Allowing any property to manufacture or trade a controlled substance	\$300	\$30	\$30	\$150
4	Allowing matter to collect on any property with the use or trade of a controlled substance	\$100	\$20	\$20	\$50
6	Obstruction of Inspector	\$450	\$50	\$50	Not applicable
7 (b)	Failure to comply with written notice within 7 days	\$100	\$20	\$20	\$50
8 (b)	Interference with inspection or defecation of written notice	\$100	\$20	\$20	Not applicable

Appendix 6

Fire Prevention Bylaw 1932, 2001					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
5	Obstructing, impeding or interfering with firefighter or fire equipment	\$450	50	50	Not applicable
6 (b)	Failure to comply with traffic direction of Fire Rescue member	\$200	40	40	Not applicable
7	Following, or parking, closer than 150m to fire apparatus	\$100	20	20	Not applicable
8	Driving over an unprotected hose	\$100	20	20	Not applicable
10 (a)	Failure to obtain fire safety permit for fires at supervised campgrounds	\$100	20	20	Not applicable
11 (a)	Failure to obtain permit for land clearing	\$200	40	40	Not applicable
11 (b)	Failure to remove dead standing tree	\$200	40	40	Not applicable
11 (c)	Failure to dispose of slash, brush, snags or debris	\$200	40	40	Not applicable
13 (b)	Entering closed forest area	\$200	40	40	Not applicable
14 (a)	Failure to properly dispose of greasy or oily rags or other similar materials or substances	\$200	40	40	Not applicable
14 (b)	Failure to properly dispose of ashes or other materials taken from stove, furnace, fireplace or heating plant	\$200	40	40	Not applicable
14 (c)	Failure to keep land, premises, yard of building in fire safe condition	\$200	40	40	\$100
14 (e)	Attaching device to chimney which may impede or restrict fire suppression operations	\$200	40	40	\$100
14 (f)	Use of electric or gas hotplate on combustible shelf or table without approved mat	\$200	40	40	\$100
14 (g)	Use of defective electrical cord, extension cord, electrical fixture, device or appliance	\$200	40	40	\$100
14 (h)	Allowing accumulation of waste paper, grass, straw, moss, weeds, litter, shavings, chips, fragments of wood or other combustible waste or rubbish	\$200	40	40	\$100

14 (i) (i)	Allowing tree branches to grow over roof of building, or come into contact with chimney or electrical service wires	\$200	40	40	\$100
14 (i) (ii)	Allowing excessive accumulation of leaves, twigs or branches on any premises	\$200	40	40	\$100
14 (j)	Allowing flammable or combustible liquid to enter into any drainage system, toilet, tank or fixture attached to sanitary or storm sewage collector system	\$200	40	40	\$100
14 (k)	Failure to remove any material from a building which is deemed to be a fire hazard or increase the danger of fire	\$200	40	40	\$100
14 (l)	Carrying on activities in a building which create a hazard and were not provided for in original design of premises	\$200	40	40	Not applicable
14 (m)	Smoking in a building where smoking prohibited	\$100	20	20	Not applicable
14 (n)	Failure to post suitable signs stating smoking is prohibited, or allowing smoking on such premises	\$100	20	20	\$100
15 (a)	Failure to properly maintain and provide annual inspection of private hydrants	\$200	40	40	\$100
15 (b)	Failure to provide mechanical protection from vehicles and maintain clear access to private hydrants	\$200	40	40	Not applicable
15 (c) (i)	Failure for all new water supply systems to meet Underwriters Laboratory Canada Standards	\$200	40	40	Not applicable
15 (c) (ii)	Failure to obtain approval prior to construction of water system	\$200	40	40	\$100
15 (c) (iii)	Failure for fire hydrants or water systems to be designed or supervised by a professional engineer	\$200	40	40	\$100
15 (c) (iv)	Failure to notify Fire Rescue of fire hydrant conditions affecting fire safety	\$200	40	40	\$100
15 (c) (v)	Failure to obtain approval of dry piping system on docks and boat sheds exceeding 150ft	\$200	40	40	\$100
15 (c) (vi) (a)	Failure to maintain roads to a minimum of good compacted gravel to provide adequate access for fire apparatus	\$200	40	40	Not applicable

15 (c)(vi) (b)	Failure to install and test water supply for fire-fighting purposes to satisfaction of Fire Chief, or notification of newly installed hydrants	\$200	40	40	Not applicable
15 (d) (i)	Failure to mark 'out of service' hydrants in accordance with Municipal standards	\$200	40	40	\$100
15 (d) (ii)	Failure to keep hydrants clear of ice, snow, shrubs, trees, structures and other obstructions	\$200	40	40	\$100
15 (d) (iii)	Failure to paint hydrants in accordance with Municipal standards	\$100	20	20	\$50
15 (d) (iv)	Unauthorized use of hydrant	\$450	50	50	Not applicable
15 (d) (v)	Interfering with free access or approach to any hydrant or other Fire Department connection	\$450	50	50	Not applicable
16 (a)	Failure to keep vacant building free from debris and other combustible materials or failure to prevent entry of any unauthorized person	\$200	40	40	\$100
17 (a)	Failure to operate and maintain heating, ventilating and air conditioning systems so as not to create a hazardous condition	\$200	40	40	\$100
17 (b)	Failure to maintain any chimney, flue, stack or stovepipe in good order	\$200	40	40	\$100
17 (c)	Failure to clean chimney, flue, stack or stovepipe once each year	\$200	40	40	\$100
17 (d)	Failure to clean chimney, flue, stack or stovepipe as required by Fire Chief	\$200	40	40	\$100
17 (e)	Failure to repair, alter or replace chimney, flue, stack or stovepipe as required by Fire Chief	\$200	40	40	\$100
18 (a)	Unlawful installation of underground storage and private dispensing of flammable/combustible liquids	\$200	40	40	\$100
18 (h)	Failure to remove underground installation as required by Fire Chief	\$200	40	40	\$100
20	Failure to obtain temporary permit for the operation of above-ground storage tank	\$200	40	40	\$100

21 (b) (i)	Failure to obtain permit for the installation of solid fuel burning equipment	\$200	40	40	\$100
21 (b) (ii)	Failure to obtain permit for open burning/land clearing, residential backyard burning	\$200	40	40	\$100
21 (b) (iii)	Failure to obtain permit for outdoor, wood-burning commercial cooking operations	\$200	40	40	\$100
23 (g)	Unauthorized use of the name 'Powell River Fire Rescue', its emblems or letterhead	\$200	40	40	\$100
25 (a)	Submission of false or misleading information regarding fire investigation or inspection	\$300	40	40	Not applicable
25 (b) (i)	Exceeding approved occupancy load in a public building or hotel	\$400	80	80	Not applicable
25 (b) (ii)	Operating a public premises without proper exit hardware on doors (in accordance with B.C. Fire Code)	\$400	80	80	\$200
25 (b) (iii)	Operating a public premises without providing and maintaining exits and emergency lighting (in accordance with B.C. Fire Code)	\$400	80	80	\$200
25 (b) (iv)	Operating a public premises without maintaining and inspecting portable fire extinguishers (in accordance with B.C. Fire Code)	\$400	80	80	\$200
25 (b) (v)	Operating a public premises without maintaining and inspecting fire alarm and voice communication systems (in accordance with B.C. Fire Code), and forwarding certificates	\$400	80	80	\$200
25 (b) (vi)	Operating a public premises without maintaining and inspecting private fire hydrants (in accordance with B.C. Fire Code)	\$200	40	40	\$100
25 (b) (vii)	Operating a public premises without maintaining and inspecting automatic fire extinguisher system (in accordance with B.C. Fire Code)	\$400	80	80	\$200

25 (b) (viii)	Operating a public premise without maintaining fire separations and fire stopping (in accordance with B.C. Building Code)	\$400	80	80	\$200
25 (b) (ix)	Allowing a fire hazard to exist	\$200	40	40	\$100
25 (c)	Failure to notify Powell River Fire Rescue immediately of occurrence of a fire in a building	\$400	40	40	Not applicable
25 (d)	Obstruction of self-closing or stair enclosure doors	\$200	40	40	Not applicable
25 (e)	Loitering in aisles, passages or stairways of public place	\$200	40	40	Not applicable
25 (f)	Failure to maintain exit signs	\$200	40	40	\$100
25 (g)	Failure to provide Powell River Fire Rescue with three contact names in the event that the fire alarm system is activated	\$250	30	30	\$75
25 (h)	Failure to provide each storey above the ground floor with adequate fire escape, maintained in good condition	\$300	40	40	\$150
25 (i)	Fastening door to a fire escape, except with standard panic or exit hardware	\$200	40	40	Not applicable
26 (a)	Failure to provide assistance to a Fire Inspector carrying out an inspection	\$150	25	25	Not applicable
27 (e)	Unauthorized entry into established boundaries or limits at the scene of any incident	\$200	40	40	Not applicable
29 (a) (i)	Drive, push or pull a vehicle over a fire hose or equipment.	\$100	20	20	Not applicable
29 (a) (ii)	Tampering, removing, destroying, rendering inoperative or interfering with fire protection equipment	\$450	50	50	Not applicable
29 (a) (iii)	Ringling a fire alarm when there is no fire or without authorization	\$200	10	10	Not applicable
29 (a) (iv)	Using, or affixing a hose to, a standpipe or hydrant without permission	\$200	10	10	Not applicable
29 (a) (v)	Parking or leaving a vehicle within 7.6 meters of a hydrant or standpipe in a fire lane	\$200	10	10	Not applicable
29 (a) (vi)	Interfering with the means of egress or access within or outside any building	\$200	10	10	Not applicable
29 (a) (vii)	Destruction of Powell River Fire Rescue apparatus	\$450	50	50	Not applicable

29 (viii)	Burning of prohibited material either indoors or outdoors	\$200	10	10	Not applicable
29 (ix)	Remove, deface or alter any sign or notice posted by Order of the Fire Chief	\$300	30	30	Not applicable
29 (x)	Falsely representing oneself as a member of Powell River Fire Rescue	\$450	50	50	Not applicable

Appendix 7

Fireworks Regulation Bylaw 2359, 2013					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
3	Selling or disposing of fireworks to a person under eighteen	\$250	\$30	\$30	Not applicable
4	Selling/disposing of firecrackers or high-hazard fireworks	\$300	\$40	\$40	Not applicable
5 (b) – (c)	Selling or disposing of low-hazard fireworks without obtaining a business licence and outside of October 24-31.	\$200	\$40	\$40	Not applicable
5 (c)	Selling/disposing of low-hazard fireworks outside of Oct. 24-31	\$200	\$40	\$40	Not applicable
6	Failure to obtain a special use fireworks permit	\$200	\$40	\$40	Not applicable
9 (1)	Failure to ensure explode fireworks within permitted time	\$100	\$20	\$20	Not applicable
9 (2)	Failure to ensure fireworks are exploded under supervision	\$200	\$40	\$40	Not applicable
9 (3)	Exploding fireworks not set out in the permit	\$200	\$40	\$40	Not applicable
9 (4)	Failure to comply with permit and Federal regulations	\$200	\$40	\$40	Not applicable
9 (5)	Failure to immediately remove & safely dispose of all fireworks and debris after exploding	\$100	\$20	\$20	Not applicable
9 (6)	Failure to ensure land, buildings & structures left neat, clean, tidy and undamaged after exploding fireworks	\$100	\$20	\$20	\$50
9 (7)	Failure to comply with all instructions of the Fire Chief or a Peace Officer	\$200	\$40	\$40	Not applicable
12	Person under the age of 18 possessing any fireworks	\$200	\$40	\$40	Not applicable
13	Exploding, discharging or possessing a firecracker	\$200	\$40	\$40	Not applicable
14	Discharging or exploding fireworks on any public place without a permit	\$200	\$40	\$40	Not applicable
15	Discharging or exploding fireworks directed at any person, animal, building, motor vehicle, tree or bush	\$450	\$50	\$50	Not applicable
16	Exploding low hazard fireworks outside permitted timeframe	\$100	\$20	\$20	Not applicable
22	Obstruction of Fire Chief or Peace Officer	\$450	\$50	\$50	Not applicable

Appendix 8

Mobile Home Park Bylaw 1644, 2000					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
1.4.2	Expanding, altering or upgrading non-conforming Mobile Home Park without meeting current bylaw standards	\$300	\$30	\$30	\$150
1.4.3	Placing Mobile Home in vacated space in non-conforming parks without upgrading to current standards	\$100	\$20	\$20	Not applicable
1.5.2	Modifying or altering non-conforming mobile homes contrary to the BC Building Code	\$300	\$30	\$30	\$150
1.5.3	Relocating or moving a Mobile Home into a park that does not meet CSA Z240 MH – Series M86 standards	\$100	\$20	\$20	Not applicable
1.6.2	Obstruction of Inspector carrying out duties	\$450	\$50	\$50	Not applicable
2.1.1	Establishing, constructing or altering a Mobile Home Park without permit	\$250	\$30	\$30	\$125
2.6.1	Failure to post the approved plan and bylaw in park office	\$100	\$20	\$20	Not applicable
2.7	Failure to provide required recreational space	\$100	\$20	\$20	\$50
2.8	Establishing or extending a Mobile Home Park without required access	\$200	\$40	\$40	\$100
2.9	Failure to meet roadway width, paving, drainage, maintenance and access requirements.	\$200	\$40	\$40	\$100
2.9.2 (c)	Parking on main access or internal roads	\$100	\$20	\$20	Not applicable
2.10.1	Failure to provide compliant water supply system	\$300	\$30	\$30	\$150
2.11.1	Failure to distribute potable water as required	\$300	\$30	\$30	\$150
2.12	Failure to provide compliant sanitary sewer system	\$300	\$30	\$30	\$150
2.13	Failure to provide compliant storm drainage system, or locating mobile home on poor drainage site	\$300	\$30	\$30	\$150

2.14.1	Failure to install fire hydrants with proper spacing	\$200	\$40	\$40	Not applicable
2.15.1	Failure to install adequate street lighting at required points	\$150	\$25	\$25	\$75
3.1.1	Installing a new Mobile Home that does not meet BC Building Code	\$200	\$40	\$40	Not applicable
3.2.2	Construction work does not comply with municipal or provincial regulations.	\$200	\$40	\$40	Not applicable
3.3.3	Failure to securely affix Mobile Home to stable foundation	\$200	\$40	\$40	Not applicable
3.2.1	Structure not permitted within a Mobile Home Park	\$100	\$20	\$20	Not applicable
3.8.2	Providing parking space that is muddy, unpaved or poorly drained	\$100	\$20	\$20	Not applicable
3.9.1	Failure to dispose of garbage as per municipal regulations	\$100	\$20	\$20	Not applicable
3.9.2	Failure to maintain clean, safe and sanitary Mobile Home Park	\$300	\$30	\$30	\$150
3.9.3	Failure to keep Mobile Home Park free of inflammable debris and rubbish	\$400	\$40	\$40	\$200
4.8	Failure to report installation, replacement or removal of Mobile Home or addition	\$200	\$40	\$40	Not applicable
4.9.1	Failure to obtain building permit or permission from Owner/Manager before placement or construction of Mobile Home or additions	\$200	\$40	\$40	Not applicable

Appendix 9

Noise Control Bylaw 1913, 2000					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
3	Making, causing or permitting noise which disturbs	\$100	\$20	\$20	Not applicable
4	Using or permitting property to be used so that noise disturbs	\$100	\$20	\$20	Not applicable
5 (a)	Playing or amplifying noise which disturbs	\$100	\$20	\$20	Not applicable
5 (b)	Permitting animal noise which disturbs	\$100	\$20	\$20	Not applicable
6 (a)	Causing or permitting amplified noise during prohibited time	\$100	\$20	\$20	Not applicable
6 (b)	Causing or permitting animal noise during prohibited time	\$100	\$20	\$20	Not applicable
6 (c)	Causing or permitting machinery noise during prohibited time	\$100	\$20	\$20	Not applicable
6 (d)	Causing or permitting any noise during prohibited time	\$100	\$20	\$20	Not applicable
8	Obstruction of Bylaw Enforcement Officer	\$450	\$50	\$50	Not applicable

Appendix 10

North Harbour Rates and Regulations Bylaw 2702, 2022					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
5	Failure to hold a minimum of \$1 million in marine liability insurance, and providing proof on request	\$200	\$40	\$40	\$100
7	Failure to enter into Annual Mooring Contract	\$200	\$40	\$40	Not applicable
9	Unlawful transfer of annual parking pass	\$200	\$40	\$40	Not applicable
11	Failure to remove vessel if not renewing contract	\$200	\$40	\$40	Not applicable
15	Failure to obtain written consent prior to subcontracting	\$200	\$40	\$40	Not applicable
17	Transferring of temporary parking pass	\$200	\$40	\$40	Not applicable
18	Failure to enter into Short-Term Mooring Contract	\$200	\$40	\$40	Not applicable
22	Failure to immediately remove vessel upon termination of Short-Term Mooring Contract	\$200	\$40	\$40	Not applicable
30	Mooring space occupied by vessel other than vessel described in Mooring Contract	\$200	\$40	\$40	Not applicable
31	Transferring of Mooring Contract	\$200	\$40	\$40	Not applicable
33	Using vessel as living quarters or for residential purposes	\$200	\$40	\$40	Not applicable
Sch B, 1	Unauthorized person in the North Harbour	\$100	\$20	\$20	Not applicable
Sch B. 2	Carrying on nuisance or unsafe activity in the Marina or on the docked vessel	\$300	\$30	\$30	Not applicable
Sch B. 3	Children under the age of 14 unaccompanied on the floats	\$100	\$20	\$20	Not applicable
Sch B. 4	Dogs off leash or owners not cleaning up	\$100	\$20	\$20	Not applicable
Sch B. 5	Leaving dinghies on the floats, premises or waterways	\$100	\$20	\$20	Not applicable
Sch B. 7	Using solid fuel burning appliances or barbecues	\$100	\$20	\$20	Not applicable
Sch B. 8	Fueling vessels or storing flammable liquids on floats or premises	\$200	\$40	\$40	Not applicable
Sch B. 9	Littering or improper waste disposal	\$100	\$20	\$20	Not applicable

Sch B. 10	Unauthorized attachments made to floats or pilings	\$100	\$20	\$20	Not applicable
Sch B. 11	Violating environmental laws, pumping toilets or oil bilges in harbour or improper oil disposal	\$200	\$40	\$40	Not applicable
Sch B. 12	Using power service without applying to Wharfinger	\$200	\$40	\$40	Not applicable
Sch B. 13	Wasteful water use	\$150	\$25	\$25	Not applicable
Sch B. 14	Using vacuum siphons for pumping boats in basin	\$200	\$40	\$40	Not applicable
Sch B. 15	Unsafe mooring or unapproved chaffing gear	\$200	\$40	\$40	Not applicable
Sch B. 16	Approaching recklessly or exceeding 3 knots speed limit	\$100	\$20	\$20	Not applicable
Sch B. 17	Tying to undesignated berth or without permission	\$100	\$20	\$20	Not applicable
Sch B. 18	Failure to keep outdrives and outboard motors downward where hazards exist	\$200	\$40	\$40	Not applicable
Sch B. 19	Non-seaworthy vessel	\$300	\$40	\$40	Not applicable
Sch B. 20	Operating charter business without business licence	\$200	\$40	\$40	Not applicable

Appendix 11

Nuisance Bylaw 865, 1976					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
2	Person under 17 manufacturing or purchasing a slingshot	\$100	\$20	\$20	Not applicable
3	Offering for sale or selling slingshot to person under 17	\$100	\$20	\$20	Not applicable
4	Using a slingshot or trajectory of slingshot ending in a public place	\$100	\$20	\$20	Not applicable
5	Person under 17 possessing slingshot in public place	\$100	\$20	\$20	Not applicable
6	Possessing slingshot used to discharge projectile into a public place	\$100	\$20	\$20	Not applicable

Appendix 12

Parking Lot Bylaw 2313, 2012					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
3	Failure to pay parking fee or purchase annual parking permit	\$75	\$15	\$15	Not applicable
5	Failure to prominently display legible vending machine ticket	\$75	\$15	\$15	Not applicable
6	Failure to ensure vending machine ticket is valid	\$75	\$15	\$15	Not applicable
10	Failure to prominently display annual parking permit	\$75	\$15	\$15	Not applicable
11	Parking free of charge longer than one hour in the designated space at Airport	\$75	\$15	\$15	Not applicable
12	Parking free of charge longer than 5 minutes in designated loading zone at Airport	\$75	\$15	\$15	Not applicable
14	Failure to display Westview Flying Club identification when parking free of charge in designated space at Airport	\$75	\$15	\$15	Not applicable
16	Failure to park boat trailers or vehicles attached to a boat trailer in designated area at North Harbour Marina	\$75	\$15	\$15	Not applicable
17	Parking a non-vehicle in vehicle-only designated area at North Harbour Marina	\$75	\$15	\$15	Not applicable
18	Parking free of charge longer than 15 minutes in designated loading zone at North Harbour Marina	\$75	\$15	\$15	Not applicable
19	Parking vehicle with an attached boat trailer longer than 5 minutes, or without a boat trailer, in designated tie-down area at North Harbour Marina	\$75	\$15	\$15	Not applicable
21	Parking longer than two hours in designated area at South Harbour Wharf	\$75	\$15	\$15	Not applicable
22	Parking longer than 30 minutes free of charge, in designated loading zone at South Harbour Wharf	\$75	\$15	\$15	Not applicable
23	Failure to park boat trailers or vehicles attached to a boat trailer in designated area at Mowat Bay	\$75	\$15	\$15	Not applicable

24	Non-vehicle parking in designated vehicle only area at Mowat Bay	\$75	\$15	\$15	Not applicable
25	Parking longer than 15 minutes in designated loading zone at Mowat Bay	\$75	\$15	\$15	Not applicable
26	Parking vehicle with an attached boat trailer longer than 5 minutes, or without a boat trailer, in designated tie-down area at Mowat Bay	\$75	\$15	\$15	Not applicable
27	Failure to park vehicle on permitted side of Mowat Ave	\$75	\$15	\$15	Not applicable

Appendix 13

Property and Building Maintenance Standards Bylaw 2649, 2021					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
3 (a)	Allowing rubbish, or other noxious, offensive or unwholesome material to occur, accumulate or remain on property	\$150	\$30	\$30	\$75
3 (b)	Allowing unsanitary conditions, including water, to occur, accumulate or remain on property	\$150	\$30	\$30	\$75
3 (c)	Allowing a building to fall into disrepair in contravention of Schedule B	\$250	\$50	\$50	\$125
3 (d)	Allowing noxious weeds to occur and remain on property	\$100	\$20	\$20	\$50
4 (a)	Allowing lawn grass to exceed 20 centimeters in height	\$75	\$15	\$15	Not applicable
4 (b)	Failure to remove diseased or hazardous trees as per Order	\$300	\$30	\$30	\$150
4 (c)	Failure to maintain visible vegetation in a neat and orderly manner, and healthy condition.	\$75	\$15	\$15	Not applicable
4 (d)	Failure to remove, cut down or care for overgrown, unkempt or uncultivated vegetation	\$75	\$15	\$15	Not applicable
4 (e)	Accumulating vegetation waste exceeding a 2m ³ contained area, or allowing the waste to be readily scattered by wind.	\$150	\$30	\$30	\$75
4 (f)	Failure to remove debris and material of a demolition.	\$450	\$50	\$50	\$225
4 (g)	Failure to bring a building to the prescribed building maintenance standards as per an Order.	\$450	\$50	\$50	\$225
4 (h)	Failure to maintain the physical condition and structural repair of a rental premises.	\$450	\$50	\$50	\$225
6	Failure to maintain building maintenance and security standards of vacant premises as per Schedules B and C.	\$450	\$50	\$50	\$225
6 (a) (i)	Allowing a building or structure to stand vacant for	\$3000	\$40	\$40	\$150

	more than 60 days without an active building permit being progressed				
6 (a) (ii)	Allowing a building or structure to stand vacant for more than 60 days without meeting all applicable codes, contributing to blight and is being actively offered for sale, lease or rent.	\$450	\$50	\$50	\$225
6 (b)	Failure to secure a vacant building.	\$200	\$40	\$40	Not applicable
8	Obstructing an authorized person in the performance of their duties.	\$450	\$50	\$50	Not applicable

Appendix 14

Sanitary Sewer and Storm Drain Source Control Bylaw 2054, 2005					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
3.1	Discharging prohibited waste into Sanitary Sewer System	\$450	\$50	\$50	Not Applicable
5.1	Unlawful discharging of trucked waste to the Sanitary Sewer System	\$450	\$50	\$50	Not Applicable
5.3	Unlawful discharging to Sani dump	\$450	\$50	\$50	Not Applicable
6.1	Unlawful discharging into Storm Drain System	\$450	\$50	\$50	Not Applicable
7.1	Failure to install or maintain Monitoring Points	\$200	\$40	\$40	\$100
9.2	Failure to report the discharge of unlawful or prohibited waste into the Sanitary Sewer System or Storm Drain System	\$200	\$40	\$40	Not Applicable
9.3	Hindering or preventing the Engineer from carrying out his or her duties with respect to the administration of this Bylaw	\$450	\$50	\$50	Not Applicable
9.5 and 9.6	Installing garburator or similar food waste grinding device	\$300	\$30	\$30	\$150

Appendix 15

Secondhand Dealers, Pawnbrokers and Auctioneers Bylaw No. 2017, 2005					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
4	Obstruction of authorized agent conducting an inspection	\$450	\$50	\$50	Not Applicable
5.1 & 6.1(k)	Failure to possess and maintain Registers in accordance with this section	\$200	\$20	\$20	\$100
6.1 (a)-(j)	Receiving, storing or purchasing any property not in accordance with this section	\$300	\$30	\$30	Not applicable
6.1(l)	Refusing entry to law enforcement officer	\$450	\$50	\$50	Not applicable

Appendix 16

Sidewalk Patios and Parklets Bylaw 2609					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
3 (b) (ii) & (c)	Operating a sidewalk patio or parklet without a permit	\$200	\$40	\$40	Not applicable
3 (d) (i)	Unlawful use of parklet	\$200	\$40	\$40	Not applicable
3 (d) (ii)	Charging a fee for parklet use	\$200	\$40	\$40	Not applicable
3 (d) (iii)	Restricting free use of parklet by the public	\$200	\$40	\$40	\$100
5 (b)	Failure to remove fixtures and structures within 7 days of permit expiry	\$200	\$40	\$40	Not applicable
6	Failure to abide by design specifications	\$200	\$40	\$40	\$100
7 (a) (iv)	Failure to request an inspection by Building Official	\$100	\$20	\$20	Not applicable
7 (b)	Failure to maintain sidewalk patio or parklet	\$100	\$20	\$20	Not applicable
7 (d)	Failure to affix fixtures in a manner that allows them to be completely removed	\$100	\$20	\$20	Not applicable
7 (e)	Failure to allow the construction, installation, repair or maintenance of any municipal work, service, utility or other improvements	\$100	\$20	\$20	\$100
7 (h)	Neglecting, refusing or failing to cease occupation of the sidewalk or roadway	\$200	\$40	\$40	Not applicable
7 (j)	Assigning or transferring the permission for use of sidewalk or roadway	\$200	\$40	\$40	Not applicable

Appendix 17

Sign Bylaw 1945, 2002					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
5	Obstruction of Inspector	\$450	\$50	\$50	Not Applicable
8	Displaying a sign without a sign permit	\$100	\$20	\$20	Not Applicable
13	Failure to remove temporary sign within 7 days	\$100	\$20	\$20	Not Applicable
22.4	Sign obstructing circulation areas or compromises public safety	\$100	\$20	\$20	\$50
23	Failure to maintain sign to ensure continued compliance	\$100	\$20	\$20	\$50
25.1	Signs, sign structure, and all fastenings designed and constructed not in accordance with this bylaw and the Building Code	\$100	\$20	\$20	\$50
25.3	Signs requiring electrical power services and wired not in conformance with the Electrical Code	\$200	\$40	\$40	\$100
25.4	Signs and supports fastened to a window frame	\$100	\$20	\$20	\$50
25.5	Any sign that interferes with any above or below ground utility or the free use of any exit or means of egress.	\$200	\$40	\$40	\$100
25.6	Changes to the design or construction of sign without approval	\$100	\$20	\$20	Not Applicable
25.7	Sign does not withstand a wind pressure to a velocity as required by the City Building Bylaw.	\$200	\$30	\$30	\$100
25.8	Sign affects the requirements of fire separation and safety of buildings as required by the Building Code	\$200	\$40	\$40	\$100
26.1	Sign unlawfully occupying a portion of a highway	\$200	\$40	\$40	\$100
28	Any sign determined to fall into a prohibited class	\$100	\$20	\$20	Not Applicable

Appendix 18

Skateboards, In-line Skates, and Scooters Bylaw No. 2017, 2005					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
4	Using a skateboard, in-line skates, or a scooter without a helmet	\$100	\$20	\$20	Not applicable
5	Using a skateboard, in-line skates or a scooter without reflective equipment at dusk or dawn	\$100	\$20	\$20	Not applicable
6 (a)	Impeding, obstructing, interfering with or not considering others when using a skateboard, in-line skates or a scooter on a public path	\$100	\$20	\$20	Not applicable
6 (b)	Failure to come to a complete stop at crosswalks and intersections when using a skateboard, in-line skates or a scooter	\$100	\$20	\$20	Not applicable
7 (a)	Impeding, obstructing or otherwise interfering with traffic or not considering others when using a skateboard, in-line skates or a scooter on any road	\$100	\$20	\$20	Not applicable
7 (b)	Failure to come to a complete stop or yielding to traffic or pedestrians at intersections when using a skateboard, in-line skates or a scooter	\$100	\$20	\$20	Not applicable
14	Obstruction of Peace Officer	\$450	\$50	\$50	Not Applicable

Appendix 19

Smoking Regulation Bylaw 2232, 2009					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
4.1 (a - h)	Smoking in a prohibited location	\$200	\$40	\$40	Not applicable
6 (a) & (b)	Failure to post smoking ban signs	\$200	\$40	\$40	Not applicable
8	Removing, altering, concealing, defacing or destroying a smoking ban sign	\$200	\$40	\$40	Not applicable

Appendix 20

Solid Waste Collection Bylaw 2784, 2025					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
5.1	Disposing or placing out for collection, any prohibited waste	\$100	\$20	\$20	Not applicable
5.2	Failure to place or remove solid waste from collection point at authorized time	\$100	\$20	\$20	Not applicable
5.6	Failure to remove any solid waste not collected or escaped from bin the same day	\$100	\$20	\$20	Not applicable
5.8	Removal of solid waste from bin by anyone but owner, occupant or city staff	\$100	\$20	\$20	Not applicable
5.9	Failure to maintain City issued carts	\$200	\$20	\$20	Not applicable
5.10 (a)	Intentionally damaging a cart	\$100	\$20	\$20	Not applicable
5.10 (b)	Removing cart from assigned address	\$100	\$20	\$20	Not applicable
5.10 (c)	Unauthorized use of Cart	\$100	\$20	\$20	Not applicable
7.1	Obstructing authorized personnel conducting inspection to determine compliance	\$450	\$50	\$50	Not applicable

Appendix 21

South/Westview Harbour Rates and Regulations Bylaw 2718, 2022					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
5	Failure to provide proof of required insurance	\$200	\$40	\$40	\$100
16	Vessel in South/Westview Harbour used for residential purposes	\$200	\$40	\$40	\$100
Sch B. 2	Owners, guests, agents or invitees carrying out activity deemed a nuisance or unsafe	\$200	\$40	\$40	\$100
Sch B. 3	Failure to clean up after or leash dog	\$200	\$40	\$40	\$100
Sch B. 4	Dinghies left on marina floats, premises or waterways	\$200	\$40	\$40	\$100
Sch B. 6	Use of solid fuel burning appliances	\$200	\$40	\$40	\$100
Sch B. 7	Failure to minimize risk of fire	\$200	\$40	\$40	\$100
Sch B. 8	Unlawful disposal of litter	\$200	\$40	\$40	\$100
Sch B. 9	Unauthorized attachment to floats or pilings	\$200	\$40	\$40	\$100
Sch B. 10	Unlawful pumping of toilets or bilges	\$200	\$40	\$40	\$100
Sch B. 13	Use of vacuum type siphons	\$200	\$40	\$40	\$100
Sch B. 14	Failure to maintain safe line and chaffing gear	\$200	\$40	\$40	\$100
Sch B. 17	Failure to maintain "seaworthy" vessel	\$200	\$40	\$40	\$100
Sch B. 18	Operating a charter business without a business licence	\$200	\$40	\$40	\$100

Appendix 22

Street Vending Bylaw 2536, 2018					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
3 (a)	Owning or operating a street vending business without a valid and subsisting licence	\$100	\$20	\$20	Not applicable
14 (a) (i).	Unlawful mobile vending location	\$100	\$20	\$20	Not applicable
15	Unlawful stationary vending location	\$100	\$20	\$20	Not applicable
9, 13, 14, 15	Failure to comply with terms of a licence	\$100	\$20	\$20	\$50

Appendix 23

Traffic Bylaw 931, 1978					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
7.2	Parking in a designated fire lane	\$200	\$40	\$40	Not applicable
8.3	Driving beyond barrier indicating street closure	\$100	\$20	\$20	Not applicable
11	Conducting parade without permit	\$200	\$40	\$40	Not applicable
12	Obstructing vehicle or pedestrian traffic	\$100	\$20	\$20	Not applicable
14	Placing, depositing or dumping rocks or dirt upon any street	\$100	\$20	\$20	Not applicable
15	Failure to remove glass or injurious material from wrecked or damaged vehicle	\$100	\$20	\$20	Not applicable
16	Failure to remove any dangerous trees, shrubs, hedges or bushes adjacent to any highway	\$200	\$30	\$30	Not applicable
17	Stop, stand or park a vehicle in a restricted location as outlined in this bylaw	\$75	\$15	\$15	Not applicable
19	Parking a vehicle with an overall length greater than 6 m in a restricted location	\$75	\$15	\$15	Not applicable
20(a)	Failure to lock vehicle	\$50	\$10	\$10	Not applicable
20(b)	Failure to turn front wheels to curb	\$50	\$10	\$10	Not applicable
21.3	Stopping or parking in passenger loading zone for longer than necessary	\$50	\$10	\$10	Not applicable
28	Use of noise-making device from a vehicle	\$50	\$10	\$10	Not applicable
29.1	Driving backwards into intersection or crosswalk	\$100	\$20	\$20	Not applicable
29.2	Driving backwards in an unsafe manner	\$100	\$20	\$20	Not applicable
30	Failure to turn a vehicle so as to proceed in the opposite direction safely	\$100	\$20	\$20	Not applicable
31.1	Driving between vehicles comprising a funeral	\$100	\$20	\$20	Not applicable
32.2	Failing to identify vehicle in funeral procession	\$50	\$10	\$10	Not applicable
33	Operating a vehicle exceeding allowable weight or dimension	\$200	\$40	\$40	Not applicable

36	Operating a vehicle with attachments or projections which extend beyond tire tread	\$100	\$20	\$20	Not applicable
39.1	Riding a bicycle on a sidewalk	\$50	\$10	\$10	Not applicable
39.2	Riding with no hands on handlebars	\$50	\$10	\$10	Not applicable
40.3	Failure to use bicycle rack or stand when provided	\$50	\$10	\$10	Not applicable
41	Operating a bicycle without or maintaining brakes	\$75	\$15	\$15	Not applicable
43	Failure to remove snow or ice from sidewalk	\$150	\$20	\$20	\$100

Appendix 24

Tree Protection Bylaw 2174, 2008					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
3.1	Cutting or removing tree without permit	\$400	\$40	\$40	Not applicable
3.2	Damaging a tree	\$200	\$40	\$40	Not applicable
3.3	Damaging a culturally modified tree	\$200	\$40	\$40	Not applicable
5.2.2	Failure to display permit	\$100	\$20	\$20	\$50
6.2 (a)	Failure to clearly identify each tree to be cut or removed	\$100	\$20	\$20	Not applicable
6.2 (b)	Failure to install barrier around trees not to be cut or removed	\$50	\$20	\$20	Not applicable
6.2 (d)	Failure to properly dispose of tree parts and wood waste	\$100	\$20	\$20	Not applicable
6.2 (e)	Cutting or removing trees outside the allowed hours (as per Noise Bylaw 1913, 2000)	\$100	\$20	\$20	Not applicable
6.2 (f)	Failure to fence all hazards or potential hazards	\$200	\$40	\$40	\$100
6.3.1, 6.3.4	Failure to plant and maintain replacement tree	\$300	\$30	\$30	Not applicable
7.1	Obstructing or preventing authorized personnel from conducting inspections to determine compliance	\$450	\$50	\$50	Not applicable

Appendix 25

Waterworks Regulations and Rates Bylaw 2425, 2015					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
6	Using water for a special purpose without paying required rates	\$200	\$40	\$40	Not applicable
10	Unauthorized work on water services within streets or public areas	\$400	\$40	\$40	Not applicable
12	Installing non-compliant water connections, pipes, or fixture.	\$400	\$40	\$40	Not applicable
14	Failure to properly protect hot water tanks	\$100	\$20	\$20	Not applicable
15	Tampering with or interfering with waterworks infrastructure	\$400	\$40	\$40	Not applicable
16	Unauthorized use of fire hydrant	\$450	\$50	\$50	Not applicable
17	Making connections to water mains without written consent	\$400	\$40	\$40	Not applicable
18	Watering premises other than those paid for	\$100	\$20	\$20	Not applicable
19(a)	Failure to comply with sprinkling restrictions as listed in Schedule C	\$100	\$20	\$20	Not applicable
19(b)	Using more than one hose for sprinkling at a time	\$100	\$20	\$20	Not applicable
19(d)	Failure to install underground sprinkling system in accordance with BC Plumbing Code	\$100	\$20	\$20	Not applicable
20(a)	Using City water to sprinkle streets	\$100	\$20	\$20	Not applicable
21	Excessive use or waste of water beyond permitted supply	\$100	\$20	\$20	Not applicable
22	Selling or distributing water	\$100	\$20	\$20	Not applicable
23	Obstructing or preventing authorized personnel from conducting inspections to determine compliance	\$450	\$50	\$50	Not applicable
24	Failure to install required pressure-reducing/relief valves	\$400	\$40	\$40	Not applicable

Appendix 26

Willingdon Beach Campsite Bylaw 2658, 2023					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
6.1	Failure to abide by any of Campsite Rules as listed in Schedule C	\$750	\$15	\$15	Not applicable
8.2	Failure to maintain site	\$50	\$10	\$10	Not applicable
8.6	Entering or attempt to entering campsite after being removed	\$200	\$40	\$40	Not applicable

Appendix 27

Wood Burning Appliance Control Bylaw 2658, 2023					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
4 (b)	Obstruction of Officer	\$450	\$50	\$50	Not applicable

Appendix 28

Zoning Bylaw 2100, 2006					
Section	Contravention	A1 Penalty	A2 Early Payment Discount	A3 Late Payment Surcharge	A4 Compliance Agreement Discount
1.2	Using land, buildings, or structures contrary to the bylaw regulations	\$200	\$40	\$40	Not applicable
5.2	Failure to construct or use accessory buildings in accordance with section 5.2 of this bylaw	\$200	\$40	\$40	Not applicable
5.3	Failure to construct carriage house in accordance with section 5.3 of this bylaw	\$200	\$40	\$40	Not applicable
5.7	Unlawful secondary suite	\$200	\$40	\$40	Not applicable
5.8	Unlawful uses of any zones	\$200	\$40	\$40	Not applicable
5.9	Obstruction of line of vision at intersection	\$200	\$40	\$40	Not applicable
5.10	Failure to construct fence in accordance with section 5.10 of this bylaw	\$200	\$40	\$40	Not applicable
5.11	Failure to maintain landscaping	\$200	\$40	\$40	Not applicable
5.12	Failure to maintain landscaping screening	\$200	\$40	\$40	Not applicable
5.20	Failure to maintain Urban Farm in accordance with section 5.20	\$200	\$40	\$40	Not applicable
5.24	Failure to abide by TUP requirements set out in section 5.24	\$200	\$40	\$40	Not applicable
6	Failure to abide by parking and loading requirements set out in section 6	\$200	\$40	\$40	Not applicable
7	Failure to operate a home based business in accordance with section 7	\$200	\$40	\$40	Not applicable
8.1.2	Unlawful use in R1 zone	\$200	\$40	\$40	Not applicable
8.2.2	Unlawful use in R2 zone	\$200	\$40	\$40	Not applicable
8.3.2	Unlawful use in R3 zone	\$200	\$40	\$40	Not applicable
8.4.2	Unlawful use in R4 zone	\$200	\$40	\$40	Not applicable
8.5.2	Unlawful use in RA1 zone	\$200	\$40	\$40	Not applicable

8.6.2	Unlawful use in A1 zone	\$200	\$40	\$40	Not applicable
8.7.2	Unlawful use in A2 zone	\$200	\$40	\$40	Not applicable
9.1.2	Unlawful use in RM1 zone	\$200	\$40	\$40	Not applicable
9.2.2	Unlawful use in RMS zone	\$200	\$40	\$40	Not applicable
9.3.2	Unlawful use in RM2 zone	\$200	\$40	\$40	Not applicable
9.4.2	Unlawful use in RM3 zone	\$200	\$40	\$40	Not applicable
10.1.2	Unlawful use in C1 zone	\$200	\$40	\$40	Not applicable
10.2.2	Unlawful use in C2 zone	\$200	\$40	\$40	Not applicable
10.3.2	Unlawful use in C3 zone	\$200	\$40	\$40	Not applicable
10.4.2	Unlawful use in C4 zone	\$200	\$40	\$40	Not applicable
10.7.2	Unlawful use in MX zone	\$200	\$40	\$40	Not applicable
10.8.3	Unlawful use in MC zone	\$200	\$40	\$40	Not applicable
10.9.2	Unlawful use in W1 zone	\$200	\$40	\$40	Not applicable
11.1.2	Unlawful use in M1 zone	\$200	\$40	\$40	Not applicable
11.2.2	Unlawful use in M2 zone	\$200	\$40	\$40	Not applicable
11.3.2	Unlawful use in M3 zone	\$200	\$40	\$40	Not applicable
12.1.2	Unlawful use in PK zone	\$200	\$40	\$40	Not applicable
12.2.2	Unlawful use in NT zone	\$200	\$40	\$40	Not applicable
13.1.1	Unlawful use in CD1 zone	\$200	\$40	\$40	Not applicable
13.2.1	Unlawful use in CD2 zone	\$200	\$40	\$40	Not applicable
13.3.1	Unlawful use in CD3 zone	\$200	\$40	\$40	Not applicable
13.4.1	Unlawful use in CD4 zone	\$200	\$40	\$40	Not applicable
13.5.1	Unlawful use in CD5 zone	\$200	\$40	\$40	Not applicable
13.6.1	Unlawful use in CD6 zone	\$200	\$40	\$40	Not applicable



Request for Decision

Date of Meeting: July 2, 2026 File No.: 5830-20-0029
To: Mayor and Council
From: Sundance Topham, Chief Administrative Officer
Prepared By: Ana Lukyanova, Sustainability Planner
Subject: Townsite Intersections Safety Study Outcomes and ICBC Funding Offers

Purpose:

The purpose of this report is to present the outcomes of the Townsite Intersections Traffic Operation and Safety Review study and to seek Council direction on ICBC funding toward implementation of the recommended improvements.

Recommendation:

PURSUANT to the report of the Sustainability Planner dated for the Council meeting of July 2, 2026, entitled "Townsite Intersections Safety Study Outcomes and ICBC Funding Offers":

THAT Council direct staff to amend the *2026 - 2030 Financial Plan Bylaw 2794, 2026* to include ICBC Road Safety Improvement Program funding of up to \$72,600 for the Ash Avenue and Poplar Street intersection and up to \$57,600 for the Poplar Street, Lombardy Avenue, Aspen Avenue, and Willow Avenue intersection, under the Option 2 (Quick-Build) design.

Background:

This report is supplemental to the previous report contained in Council meeting agenda dated November 20, 2025. Please refer to that report for additional background and details per the following [link](#). At that meeting, Council resolved:

THAT Council direct staff to proceed with the Traffic Operation and Safety Review study for the intersections of Marine Avenue and Ash Avenue, Ash Avenue and Poplar Street, and Poplar Street and Aspen and Lombardy Avenues, at a cost of \$32,000, with \$20,000 of funding coming from an ICBC Road Improvement Program Contribution and \$12,000 coming from existing funds within the Planning Department's 2025 operational budget.

The initiative arose as a follow-up to a delegation from the James Thomson Elementary School parent advisory committee on April 15, 2025, which raised concerns about pedestrian safety at intersections near Henderson Park. Staff also included the Marine Avenue and Ash Avenue

intersection in the scope of the review, as it continued to come up as an area of community concern.

The Traffic Operation and Safety Review has since been completed by ISL Engineering and Land Services. The study examined conditions at each of the three intersections and identified recommended physical improvements, each accompanied by cost estimates. Attached to this report as Appendix A is the completed study.

Following completion of the study, ICBC offered to contribute funding toward implementation of the recommended improvements.

Discussion:

The study considered options to improve safety at the three intersections identified. A safety review identified the site-specific risk factors and recommendations for improvements (in bold) for each of the intersections:

1. Intersection – Ash Avenue and Poplar Street

At this intersection (which is adjacent to Henderson Park and playground and is on both a truck route and a transit route and is subject to a 30 km/h playground zone) the existing three-way stop control does not align with typical driver expectations. Drivers stopped on Ash Avenue may not readily recognize that northbound Ash Avenue traffic is free-flowing which increases potential for right-of-way conflicts. The wide roadway, lack of deflection, and roadway gradient may contribute to higher vehicle speeds, which is of particular concern given the 30 km/h speed limit and nearby playground. Existing crosswalks are unmarked and have long conflict zones.

Convert the existing three-way stop control to an all-way stop control to improve consistency in right-of-way assignment and reduce driver uncertainty; install marked crosswalks on all legs to enhance pedestrian visibility and crossing safety; and add curb extensions to reduce approach speed and turning speeds especially within the playground zone (30 km/h), improve pedestrian visibility, and shorten pedestrian crossing distances.

2. Intersection – Poplar Street, Lombardy Avenue, Aspen Avenue, and Willow Avenue

At this intersection (which is an existing five-way intersection also within the 30 km/h playground zone along Poplar Street) traffic operations are complex due to the existing five-legged configuration. There are also limited sightlines between Willow Avenue and Lombardy Avenue and long pedestrian crossing distances along the marked crosswalks. The westbound downhill gradient, combined with wide roadway geometry and minimal

horizontal or vertical deflection, likely contributes to higher vehicle speeds approaching the existing unmarked crossings and entering the 30 km/h playground zone.

Reconfigure the existing five-legged intersection into a more conventional four-way layout by closing Willow Avenue at the intersection to simplify operations and eliminate sightline constraints; implement curb extensions, particularly on the west leg (Poplar Street) to reduce vehicle speeds and shorten pedestrian crossing distances and conflict zones; and implement an all-way stop control to support reduced vehicle approach speeds and improve pedestrian visibility and right-of-way clarity on the currently free-flowing Poplar Street and Lombardy Avenue approaches.

3. Intersection – Marine Avenue and Ash Avenue

At this intersection (which is under Ministry of Transportation and Transit (MoTT) jurisdiction and is located at the heart of the Townsite neighbourhood) the existing two-way stop control is a legacy design that once facilitated truck movement from the paper mill uphill on Ash Avenue. Higher vehicle speeds are observed on approach to both marked and unmarked crosswalks, and limited pedestrian visibility at the existing unmarked crossing increases the potential for pedestrian-vehicle conflicts.

Convert the existing Marine Avenue stop control to an all-way stop control; install a marked crosswalk on the south leg to enhance pedestrian safety and driver awareness at the crossing location; and add curb extensions to reduce approach and vehicle turning speeds, improve pedestrian visibility, and shorten pedestrian crossing distances and conflict zones. Note that Marine Avenue is under MoTT jurisdiction, and any physical improvements at this intersection will require MoTT approval and coordination.

ISL Engineering and Land Services developed three design options for each intersection, ranging in cost and complexity:

- **Option 1** is a do-minimum approach using primarily paint and signage;
- **Option 2** is a quick-build approach using precast and cast-in-place traffic calming islands; and,
- **Option 3** is a permanent solution involving new sidewalk, curb, and boulevard construction.

ICBC's funding offer is contingent on a design that includes curb extensions. Curb extensions narrow the roadway at the crossing point, which reduces the length of the crosswalk and shortens the conflict zone — the area where pedestrian and vehicle paths intersect. A shorter conflict zone limits the distance pedestrians are exposed to vehicle traffic. This design approach is consistent with evidence-based pedestrian safety practice and aligns with ICBC's road safety

improvement funding criteria. This funding condition applies to Options 2 and 3 only, as Option 1 does not include curb extensions.

Staff recommend Option 2 as it delivers the key safety benefits identified in the study, including reduced crossing distances, improved pedestrian visibility, and slower vehicle speeds, at a fraction of the cost of a permanent redesign. For reference, Option 3 costs are estimated at \$572,000 for Ash Avenue and Poplar Street, \$471,000 for Poplar Street, Lombardy Avenue, Aspen Avenue, and Willow Avenue, and \$743,000 for Marine Avenue and Ash Avenue — considerably higher than the Option 2 estimates of \$80,000, \$52,000, and \$181,000 respectively.

Option 2 cost estimates along with the ICBC funding offer are summarized in the table below:

No.	Intersection	Base Cost	Contingency (40%)	Detailed Engineering & Design (15%)	Total Cost	ICBC Funding Offer
1.	Ash & Poplar	\$51,000	\$21,000	\$8,000	\$80,000	\$72,600
2.	Poplar, Lombardy, Aspen and Willow	\$33,000	\$14,000	\$5,000	\$52,000	\$57,600
3.	Marine & Ash	\$116,000	\$47,000	\$18,000	\$181,000	\$80,700

Staff Recommendations Explained

Staff recommend that the City accepts the ICBC funding offer for Intersections 1 and 2, and proceed with Option 2 (quick-build approach) at both locations. The combined ICBC contribution of \$130,200 covers the majority of the estimated Option 2 costs. The estimated remaining balance of \$7,400 (difference between the cost estimate and ICBC offer for Intersection 1) can be funded from existing budget allocations.

As for Intersection 3, staff do not recommend accepting the ICBC funding offer for Marine Avenue and Ash Avenue at this time. The intersection is an important community location with multiple commercial properties at its corners. The Sustainable Official Community Plan identifies Marine Avenue as a priority pedestrian area and calls for healthy neighbourhood centres that facilitate a vibrant mix of cultural, commercial, and professional uses. Given this context, staff consider a comprehensive street redesign to be the appropriate response for this location, rather than a quick-build intervention. The current ICBC offer of up to \$80,700 does not cover the estimated Option 2 cost of \$181,000 and is not well suited to fund the scale of improvement that aligns with the community's vision for the Townsite commercial core. Staff will continue to explore funding opportunities for a comprehensive redesign at this location. In the meantime, staff will work with MoTT to pursue a four-way stop and installation of a marked crosswalk at this location to achieve improved safety benefits.

Council Bylaws and Policies

This proposed work not only aligns with Council's Strategic Priority of continuing progress on safe and accessible active transportation corridors, it also aligns with the following pedestrian policies outlined in the Sustainable Official Community Plan:

7.1.2 Pedestrian Policies

- (b) Improve pedestrian comfort and safety by employing traffic calming and crossing improvements where appropriate. Encourage pedestrian-friendly features, public realm improvements, and accessibility for people of all abilities in the design of major developments;
- (c) Work with schools to provide safe walking routes to schools; and,
- (e) Identify, prioritize, and implement accessibility improvements for pedestrians. Improve pedestrian connections and accessibility to transit and enhance pedestrian comfort and safety where possible.

Comments from City Departments

Infrastructure Services supports the proposed safety improvements as a practical response to concerns raised by the school community and as an incremental step toward a safer, more accessible active transportation network. The Department recommends that future detailed design consider Townsite character, placemaking opportunities, transit and goods movement requirements, lifecycle costs, and consistency with the Downtown Plan and Bicycle Network Strategy to ensure the improvements contribute to the long-term vision for the neighbourhood.

Communications and Engagement

The initiative arose from a delegation by the James Thomson Elementary School parent advisory committee on April 15, 2025, which raised concerns about pedestrian safety at intersections near Henderson Park. Staff will notify the parent advisory committee of the study outcomes and the recommended next steps following Council's direction. Should Council direct staff to proceed with detailed design and implementation, staff will communicate construction timelines and any temporary impacts to affected residents in the vicinity of the two intersections in advance of construction.

Financial Implications:

Acceptance of the ICBC funding offer for Ash Avenue and Poplar Street and for Poplar Street, Lombardy Avenue, Aspen Avenue, and Willow Avenue will require a budget amendment of \$130,200 to include the ICBC Road Safety Improvement Program contributions. Ongoing maintenance of the improvements (specifically crosswalks and stop bars at the two intersections) is estimated at \$5,000 every 4 years (\$1,250 per year).

From an asset management perspective, the proposed improvements represent a modest increase in transportation infrastructure assets. Future budgets should account for ongoing maintenance and eventual renewal of pavement markings, signage, curb extensions, and associated streetscape elements. Where feasible, improvements should be coordinated with future road rehabilitation programs to maximize value and minimize lifecycle costs.

Operational Implications:

The time required by staff to support this type of work that aligns with Council's Strategic Priorities is accounted for in the City's annual budgeting process.

Strategic Priorities:

The recommendations in this report are aligned with and support the following Council Strategic Priorities:

Environmental Resiliency

1. Continue progress on safe and accessible active transportation corridors, and cooperate with regional partners to improve regional transportation (handyDART, transit, ferries, regional buses)

Attachment(s):

1. Appendix A – Townsite Intersection Safety Improvements Design Options Report

Reviewed by:

- Administrative Services
- Finance Services
- Fire & Emergency Services
- Human Resources
- Infrastructure Services
- Parks, Recreation & Culture
- Partnerships, Intergovernmental & Public Relations
- Planning Services

Respectfully submitted,



Sundance Topham
Chief Administrative Officer



City of Powell River

Townsite Intersection Safety Improvements

Design Options Report

March 2026






Table of Contents

1. Project Background	4
2. Existing Conditions	8
3. Safety Review	12
4. Concept Design	24
5. Cost Estimate	28
Appendix A: Concept Designs	
Appendix B: Cost Estimates	

Prepared By

Reviewed By

Permit to Practice

Scott MacDonald






1. Project Background

1.1. Project Location & Context

The project considers options to improve safety at the following three intersections located in the Townsite area of Powell River:

Ash Avenue and Poplar Street

- Adjacent to Henderson Park and playground
- Truck route along Poplar Street
- Transit route (eastbound right-turn)
- 30 km/hr playground zone adjacent to Henderson Park

Aspen Avenue, Lombardy Avenue, Poplar Street, and Willow Avenue

- Existing 5-way intersection
- 30 km/hr playground zone along Poplar Street (proximal to Henderson Park)

Marine Avenue and Ash Avenue

- Marine Ave is MoTT jurisdiction
- Located adjacent to commercial destinations, such as Townsite Market
- Intersection is located at the heart of the Townsite neighbourhood

1.2. This Report

The purpose of this report is to:

- Identify risk factors and recommend safety measures that mitigate these risks.
- Evaluate potential mitigating measures.
- Provide conceptual design options for consideration and later refinement.
- Provide cost estimates for each design option.

Three design options are provided for each intersection. Each option reflects identified risk factors and recommended safety features.

The design options provided for each intersection range in cost and complexity but generally align with the following:

- **Option 1:** Do-minimum (primarily uses paint & signage)
- **Option 2:** Quick-build (also uses precast traffic calming islands)
- **Option 3:** Permanent (new sidewalk, curb, and boulevard)

1.3. Policy Context

The Townsite Intersection Safety Improvements project is strongly aligned with the City of Powell River's Sustainable Official Community Plan (OCP) and its direction to implement a Complete Streets approach to transportation. The OCP calls for streets to be planned, designed, and operated to support safe, convenient, and comfortable travel for all users — regardless of age, ability, or mode. This project directly advances that vision by rebalancing intersection design to better support pedestrians, while maintaining acceptable vehicle operations.

The project responds to OCP policies that prioritize pedestrian safety, connectivity, and comfort, including requirements to provide sidewalks, improve crossings, and implement traffic calming measures. Existing conditions at the study intersections — such as long crossing distances, limited visibility, inconsistent traffic control, and wide roadway geometry — create safety risks for pedestrians despite low traffic volumes. Proposed measures such as all-way stop control, curb extensions, and marked crosswalks address these issues by reducing vehicle speeds, improving sightlines, clarifying right-of-way, and shortening crossing distances.

The OCP also emphasizes development of an all-ages-and-abilities (AAA) active transportation network that protects vulnerable users and provides viable alternatives to driving. The project supports this objective by enhancing walkability within the Townsite neighbourhood, improving connections to parks, commercial uses, and transit, and introducing traffic calming features consistent with OCP-supported infrastructure types.

Finally, the project aligns with OCP policies to address localized safety issues through targeted traffic control and infrastructure improvements, while supporting accessible, inclusive design for all users. Although the intersections currently operate efficiently, the recommended interventions take a proactive, safety-first approach that improves user experience and network consistency without compromising performance.

Overall, the project represents a practical implementation of the OCP's transportation policies, advancing a safer, more accessible, and multimodal street network in the Townsite neighbourhood.



41
YOUR SPEED

30 km/h



2. Existing Conditions

Key features of the existing conditions are highlighted below.

Ash Avenue and Poplar Street

- Despite being a four-way intersection, it is configured as a three-way stop. This is a legacy design that once facilitated unimpeded truck movement from the paper mill.
- There are single-detached homes on three corners. Henderson Park, which features a playground, is located on the northeast corner.
- The regulatory speed limit north and east of the intersection is 30 km/h, and 50 km/h to the south and west.
- Utility poles are located at south corner.
- Road cross-sections feature parking on both sides. No curb bulges exist at the intersection.
- Sidewalks are very narrow in places.
- Walls approximately 1.0m - 1.5m high are adjacent to Henderson Park, obscuring westbound driver sightlines of southbound pedestrians.



Aspen Avenue, Lombardy Avenue, Poplar Street, and Willow Avenue

- This is a complex five-leg intersection, operating with minor street stop controls. Both the eastbound Poplar Street and westbound Lombardy Avenue approaches are uncontrolled.
- Stop locations for the two northbound approaches (Aspen Avenue and Willow Avenue) are located in close proximity, feature challenging sightlines to the east, and creates a wide intersection that necessitates a longer than typical crosswalk and conflict area.
- A marked crosswalk is provided on the south leg of the intersection. Marked crosswalks are otherwise not provided for the intersection's existing unmarked crosswalks.
- The westbound downhill approach along Lombardy Avenue transitions drivers from a rural road cross-section with no sidewalks to a more urban cross-section where vulnerable road users can be expected.
- There is a utility pole in the north east corner and between Aspen and Willow, albeit, set back from the intersection.
- Sidewalks are very narrow in places.
- There is an existing precast no-post barrier used in the centreline of the northbound approach.



Marine Avenue and Ash Avenue

- A two-way stop controlled intersection with stops on Marine Avenue. This is a legacy design that once facilitated truck movement from the paper mill uphill on Ash Avenue.
- Marine Avenue is within the jurisdiction of the B.C. Ministry of Transportation and Transit.
- Ash Avenue is within the jurisdiction of the City.
- The intersection is an important location in the community. There are multiple commercial properties on the property corners including the Patricia Theatre, a restaurant, a cafe and brewery, and Townsite Market.
- Marked crosswalks are provided on the north, east, and west intersection legs.
- There are several nearby driveway accesses.
- There is a westbound bus stop on Marine Avenue, west of Ash Avenue. Buses travel southbound on Ash Avenue and turn right to access the bus stop.
- Two on-street accessible parking stalls are adjacent to the Patricia Theatre.



3. Safety Review

3.1. Historical Collision Review

The latest available ten-year Insurance Corporation of British Columbia (ICBC) claims data (January 1, 2015, to December 31, 2024), provided by the City, were reviewed. A total of 22 collisions were recorded across the three study intersections.

Poplar Street & Ash Avenue

4 collisions:

- 2 rear-end collisions at the stop sign
- 1 left-turn opposing collision (northbound left vs. southbound through)
- 1 vehicle rollback incident.

Poplar Street & Lombardy Avenue & Aspen Avenue & Willow Avenue

4 collisions:

- 2 vehicles lost control while travelling eastbound
- 1 vehicle slid on ice
- 1 right-angle collision involving a failure to stop.

Overall, collision frequency is low over the 10-year period, consistent with low traffic volumes. No clear recurring pattern is evident; however, the absence of a strong trend does not indicate the absence of risk.

Marine Avenue & Ash Avenue

14 collisions:

- 4 rear-end collisions at the stop sign (2 westbound, 1 eastbound, and 1 southbound)
- 3 on-street parking-related collisions
- 2 right-angle collision involving failure to stop
- 1 vehicle that slid on the hill while attempting a southbound left-turn during snowy conditions

- 1 head-on (eastbound vs. westbound) collision
- 1 backing collision
- 1 wildlife (deer) collision
- 1 vehicle hit an object.

3.2. Risk Factor Identification

Potential risk factors were identified through a site visit and desktop review of roadway geometry, traffic control, and available collision data. The following summarizes key conditions that may influence the safety and behaviour of road users at the study intersections.

Poplar Street & Ash Avenue

- The existing three-way stop control does not align with typical driver expectations. Drivers stopped on Ash Avenue may not readily recognize that northbound Poplar Street traffic is free flow, increasing potential for right-of-way conflicts.
- The wide roadway, lack of deflection, and roadway gradient may contribute to higher vehicle speeds. This is of particular concern given the 30 km/h regulatory speed limit and nearby playground.
- Existing crosswalks are unmarked and have long conflict zones.

Poplar Street / Lombardy Avenue & Aspen Avenue & Willow Avenue

- The westbound downhill gradient, combined with wide roadway geometry and minimal horizontal or vertical deflection, likely contributes to higher vehicle speeds approaching the existing unmarked crossings and entering the 30 km/h playground zone.
- Traffic operational complexity associated with the existing five-legged configuration.
- Limited sightlines between Willow Avenue and Lombardy Avenue.
- Pedestrian visibility challenges at the unmarked crossings.
- Long pedestrian crossing distance along the marked crosswalks. Other crosswalks are unmarked and have long conflict zones.

Marine Avenue & Ash Avenue

- Higher vehicle speeds observed on approach to both marked and unmarked crosswalks. Contributing factors may include a wide roadway cross-section with limited horizontal and vertical deflection, roadway gradient, and the absence of north-south intersection controls.
- Limited pedestrian visibility at the existing unmarked crossing, increasing the potential for pedestrian-vehicle conflicts.

3.3. Potential Crash Reduction Measures & Safety Improvements

Potential crash reduction measures were identified based on risk factors observed during the road safety review. The following improvements may be considered to address site-specific safety concerns.

Poplar Street & Ash Avenue

- Convert the existing three-way stop control to an all-way stop control (AWSC) to improve consistency in right-of-way assignment and reduce driver uncertainty.
- Install marked crosswalks on all legs to enhance pedestrian visibility and crossing safety.
- Provide curb extensions to reduce approach speed, especially within the 30 km/h playground zone, reduce turning speeds, improve pedestrian visibility, and shorten pedestrian crossing distances and overall conflict zones.

Poplar Street & Lombardy Avenue & Aspen Avenue & Willow Avenue

- Reconfigure the existing five-legged intersection into a conventional four-way layout to simplify operations and eliminate sightline constraints from Willow Avenue.
- Provide curb extensions, particularly on the west leg (Poplar Street) to reduce approach and vehicle turning speeds, improve pedestrian visibility, and shorten the pedestrian crossing distance and conflict zone.

- To further reduce vehicle speeds on their approach to the unmarked crossing and entrance to the 30 km/hr playground zone, an AWSC may be considered. An AWSC would reduce approach speeds and improve pedestrian visibility and right-of-way clarity on the currently free-flow Poplar Street and Lombardy Avenue approaches.
- Alternatively, a raised crosswalk may be considered instead of AWSC. While east-west movements carry higher volumes, the raised crosswalk would introduce vertical deflection to physically moderate vehicle speeds and improve pedestrian safety.

Marine Avenue & Ash Avenue

- Convert the existing minor street stop control (MSSC) to an AWSC to moderate speeds, particularly on the southbound downhill approach, and improve pedestrian visibility and right-of-way clarity.
- Install a marked crosswalk on the south leg to enhance pedestrian safety and driver awareness.
- Provide curb extension to reduce approach and turning speeds, improve pedestrian visibility, and shorten pedestrian crossing distances and overall conflict zones.

3.4. Traffic Analysis

Traffic Volumes

Traffic volume data for the study intersections was collected on Thursday, January 22, 2026. The data was collected from 7:00 AM to 10:00 AM and from 2:00 PM to 6:00 PM. The AM peak hour was identified as 8:15 AM to 9:15 AM for all three intersections, while the PM peak hour ranged from 2:30 PM to 5:00 PM. The peak hour turning movement volumes indicated the following:

Poplar Street & Ash Avenue

Poplar Street is the major road and Ash Avenue is the minor road. Northbound Ash Avenue operates free flow even though it is the minor road.

Poplar Street & Lombardy Avenue & Aspen Avenue & Willow Avenue

Poplar Street & Lombardy Avenue carries most of the traffic volume. Traffic on the side streets (i.e., Aspen Avenue, and Willow Avenue)

is relatively low, with Willow Avenue carrying negligible volumes compared to the other approaches.

Marine Avenue & Ash Avenue

Marine Avenue is the major road and Ash Avenue is the minor road; however, the stop control is on Marine Avenue while Ash Avenue operates free flow. Although overall volumes are low, this intersection recorded the highest volumes among the three, which is consistent with the collision data, as it also has the highest number of collisions.

Traffic Analysis Methodology

The study intersections were modelled using Synchro version 11 software, which is based on the standard methods of the Highway Capacity Manual (6th Edition). The operational analysis approach for unsignalized intersections used for this study is summarized in Table 3.1.

Table 3.1: Performance Measures and Thresholds (Unsignalized Intersection)

Performance Measure	Description	Performance Threshold
Level of Service (LOS)	A qualitative measure based on the average control delay per vehicle to assess the operational conditions, ranging from A (free flow with minimal delays) to F (breakdown flow with excessive delays).	Individual movement: D Overall intersection: D
Delay	The additional time a vehicle spends traveling through a road network compared to the time it would take under free-flow conditions.	Individual movement: 35 s Overall intersection: 35 s
Volume-to-Capacity (V/C) Ratio	A performance metric to assess the level of congestion on a roadway, calculated by dividing the actual traffic volume by the roadway's capacity.	Individual movement: 0.90 Overall Intersection: 0.85
95th % Queue	A performance metric to describe the length of a queue that is not exceeded 95% of the time during a given period.	Basic lane: to upstream intersection Auxiliary lane: storage length



Traffic Analysis Results

Based on the Synchro models, all three study intersections are currently operating at LOS A, with average delays of less than 10 seconds per vehicle per turning movement during both AM and PM peak hours. These results are consistent with field observations.

With the proposed traffic control changes, the study intersections continue to operate similarly during both AM and PM peak hours, maintaining acceptable levels of service and low average delays.

3.5. Warrant Analysis

All-Way-Stop-Control Warrant

The Transportation Association of Canada (TAC) Manual of Uniform Traffic Control Devices for Canada (MUTCDC, 2021) identifies several conditions under which an AWSC may be justified. TAC notes that an AWSC does not require all criteria to be met; rather, the control may be implemented when one or more applicable conditions are satisfied. The TAC framework typically considers traffic volumes, operational delay, collision history, and certain interim or implementation scenarios. Table 3.1 summarizes the TAC criteria and whether they are met at this location. The results are the same for all three study intersections.

Table 5.1: TAC AWSC Warrant

Criterion	TAC Requirement	Criteria Met ³
Volume	Minor-road combined vehicle + pedestrian \geq 200 vehicles per hour (8-hour average) and approaches have roughly balanced volumes	No
Delay	Minor-road delay \geq 30 seconds per vehicle in the peak hour	No
Collision – Statistical	Intersection performs below average safety compared to similar sites ¹	Not applicable
Collision – Threshold	\geq 5 correctable collisions per year averaged over 3 years ²	Not applicable
As an Interim Measure	Prior to signalization or one month prior to switching stop control	Not applicable

1. "Below average safety" requires statistical comparison to similar intersections (collision rate/state).

2. Correctable collisions include right angle, turning, or conflicts influenced by control type.

3. TAC notes AWSC may be appropriate where pedestrian safety is primary concern; alternative measures are less effective.



The warrant assessment indicates that AWSCs are not strictly warranted at the study intersections. This outcome is primarily attributable to the relatively low population and traffic volumes in the area, which result in the volume and collision thresholds not being met. It should be noted, however, that warrants are intended as guidelines rather than absolute requirements and should be considered alongside site-specific operational and safety context.

Based on Collision Modification Factors (CMF) from the British Columbia Ministry of Transportation and Transit (MoTT), converting a two-way stop control to AWSC (when MUTCDC warrants are met) is associated with a CMF of 0.82, corresponding to an estimated 18% reduction in all collisions. This treatment could potentially apply to Marine Avenue & Ash Avenue, as well as Poplar Street & Lombardy Avenue & Aspen Avenue & Willow Avenue.

In both cases, the existing MSSC and three-way stop control, respectively, are not preferred given the relatively steep approach gradients along Ash Avenue and Poplar Street. An AWSC provides a clearer and more consistent assignment of right-of-way for all users, reducing the number of simultaneous vehicle movements within the intersection, and provides a higher perception of safety for pedestrians.

Given this context, AWSCs may still be considered appropriate at both intersections because:

- Operational performance with an AWSC is projected to be excellent, with low delays and acceptable queue lengths.
- An AWSC provides qualitative safety benefits through improved conflict management and simplified right-of-way expectations.
- An AWSC enhances pedestrian crossing opportunities by creating regular stopping conditions on all approaches.

While the warrant thresholds are not met due to low traffic exposure, the implementation of AWSC is still valuable for network consistency, user expectations, and proactive safety management.

Pedestrian Crosswalk Warrant

The TAC Pedestrian Crossing Control Guide (Third Edition, 2018) provides a Decision Support Tool to assist in determining whether a location qualifies for pedestrian crossing control, and what type of treatment may be appropriate. The tool includes a preliminary assessment, control and treatment selection criteria, and guidance on selecting the most suitable control type.

This pedestrian crosswalk warrant analysis was used to determine the relative value of a marked crosswalk at the west leg of Poplar Street & Lombardy Avenue & Aspen Avenue & Willow Avenue. The Preliminary Assessment summarized below indicates that this location qualifies as a candidate for a pedestrian crossing control, and the Treatment Selection Matrix suggests that Ground Mounted (GM), marked crosswalk with side-mounted signs would be appropriate.

Preliminary Assessment

- **Step 1:** Poplar Street / Lombardy Avenue & Aspen Avenue & Willow Avenue is **not warranted for a traffic signal**.
- **Step 2:** A pedestrian count survey is not available. Based on the field review observations, it could be assumed that the average hourly pedestrian volume would not exceed 15 Equivalent Adult Units (EAUs). The traffic count surveys indicated an average daily traffic (ADT) volume is over the 1,500 vehicles per day threshold. Since it is assumed the average hourly pedestrian volume would not exceed 15 EAUs, the answer to Step 2 is **“No”**.
- **Step 3a:** The subject crosswalk is not located near any traffic control device or another crosswalk (e.g., to the south); therefore, the answer to Step 3a is **“Yes”**.
- **Step 4b:** There is not enough data regarding the average hourly latent demand from the crosswalk but it would enhance pedestrian connectivity to Henderson Park.
- **Decision:** West leg of Poplar Street & Lombardy Avenue & Aspen Avenue & Willow Avenue **is a candidate** for pedestrian crossing control treatment.

According to the TAC's Treatment Selection Matrix, GM, marked crosswalk with side-mounted signs, is recommended with curb

extensions and a raised crosswalk as optional components, under the assumptions of:

- ADT < 9,000 vehicles per day
- Speed limit = 30 km/h (\leq 50 km/h)
- Total number of travel lanes = 2

3.6. Recommendations

Based on the safety review, including the traffic and warrant analysis of the potential crash reduction measures identified, the following recommendations are provided:

Poplar Street & Ash Avenue

- Convert the existing three-way stop control to an AWSC. Although the intersection does not meet the volume or collision thresholds required to warrant an AWSC, the low traffic volumes do not eliminate the risk of collision associated with the existing three-way stop control. An AWSC improves consistency in right-of-way assignment and reduces driver uncertainty.
- Install marked crosswalks on all legs to enhance pedestrian visibility and crossing safety.
- Add curb extensions to reduce approach speed and turning speeds especially within the playground zone (30 km/h), improve pedestrian visibility, and shorten pedestrian crossing distances.

Poplar Street & Lombardy Avenue & Aspen Avenue & Willow Avenue

- Reconfigure the existing five-legged intersection into a more conventional four-way layout by closing Willow Avenue at the intersection to simplify operations and eliminate sightline constraints.
- Implement curb extensions, particularly on the west leg (Poplar Street) to reduce vehicle speeds on their approach to the west-leg crosswalk and entrance to the 30 km/hr playground zone, improve pedestrian visibility, and shorten pedestrian crossing distances and conflict zones.

- An AWSC is recommended and would support reduced vehicle approach speeds and improve pedestrian visibility and right-of-way clarity on the currently free-flowing Poplar Street and Lombardy Avenue approaches.
- Alternatively, a raised crosswalk along with curb extensions on the west leg is recommended if retaining the MSSC is a priority. The raised crosswalk would introduce vertical deflection to physically moderate speeds in the absence of an AWSC.

Marine Avenue & Ash Avenue

- Convert the existing MSSC to an AWSC. Although the intersection does not meet the volume or collision thresholds required to warrant an AWSC, the low traffic volumes do not eliminate the risk of collision associated with the existing MSSC. An AWSC provides qualitative safety benefits by improving conflict management and moderating vehicle speeds.
- Install a marked crosswalk on the south leg to enhance pedestrian safety and driver awareness at the crossing location.
- Add curb extensions to reduce approach and vehicle turning speeds, improve pedestrian visibility, and shorten pedestrian crossing distances and conflict zones.





4. Concept Design

The project designed three concept options for each of the three study intersections. Each option reflects identified risk factors and recommended safety features. The design options provided for each intersection range in cost and complexity but generally align with the following:

- **Option 1:** Do-minimum (uses paint, signage, and precast barriers)
- **Option 2:** Quick-build (uses precast and cast-in-place barriers)
- **Option 3:** Permanent (new sidewalk, curb, and boulevard)

For the Marine Avenue and Ash Avenue and Ash Avenue and Poplar Street intersection, the options are largely similar. For the Aspen Avenue, Lombardy Avenue, Poplar Street, and Willow Avenue intersection, they take differing approaches to intersection control and level of construction. Subject to the preference of City staff and Council, a hybrid for this location may be desirable, for example permanent construction with all-way stop control.

4.1. Design Criteria

General Criteria:

Design Vehicles (specific for turning movements):

- At a minimum, passenger vehicles (TAC P-CAR)
- Transit bus (NOVA Bus) for transit turning movements (SBRT @ Marine Ave & Ash Ave intersection & EBRT @ Poplar St & Ash Ave)
- Large delivery truck (TAC HSU) for NBRT & EBRT @ Marine Ave & Ash Ave intersection

Control Vehicles (specific for turning movements):

- Firetruck & Garage Truck

Lane widths (per TAC guidance):

- Minimum 3.0m (measured centreline to edge of asphalt)

- 3.3m along transit or truck routes
- An additional minimum 0.25m horizontal clearance is provided between vehicle lanes and any vertical object (i.e., curb, traffic calming island)

Sidewalk width (per B.C. Active Transportation Design Guide):

- 1.8m minimum unless constrained

Street lighting:

- Not considered at this stage

On-street parking:

- All legal on-street parking spaces are maintained

Overhead Utilities:

- Proposed designs avoid utility relocations where possible

4.2. Design Drawings

The concept options drawings are included in Appendix A.



Henderson Park



5. Cost Estimate

ISL prepared Class 'D' cost estimates. A summary is provided in Table 5.1.

Class 'D' estimates reflect identifiable hard construction costs and are used for program planning, to establish a more specific definition of client needs, and to obtain preliminary project approval.

The cost estimates contain both a 40% contingency and 15% engineering and design costs.

Detailed cost estimates are provided in Appendix B.

Table 5.1: Cost Estimates (Class 'D')

Description	Cost	Cont. (40%)	Eng. 15%()	Total
Ash Ave & Poplar St (Option 1)	\$17,000	\$7,000	\$3,000	\$27,000
Poplar St & Aspen Ave & Willow Ave & Lombardy Ave (Option 1)	\$19,000	\$8,000	\$3,000	\$30,000
Ash Ave & Marine Ave (Option 1)	\$37,000	\$15,000	\$6,000	\$58,000
Ash Ave & Poplar St (Option 2)	\$51,000	\$21,000	\$8,000	\$80,000
Poplar St & Aspen Ave & Willow Ave & Lombardy Ave (Option 2)	\$33,000	\$14,000	\$5,000	\$52,000
Ash Ave & Marine Ave (Option 2)	\$116,000	\$47,000	\$18,000	\$181,000
Ash Ave & Poplar St (Option 3)	\$368,000	\$148,000	\$56,000	\$572,000
Poplar St & Aspen Ave & Willow Ave & Lombardy Ave (Option 3)	\$303,000	\$122,000	\$46,000	\$471,000
Ash Ave & Marine Ave (Option 3)	\$479,000	\$192,000	\$72,000	\$743,000



IN MEMORIAM

DWIGHT
FREDERICK
BROOKS M.D.
1849
1930

FIRST PRE
POWELL RIVER
1910

Welcome to the Heart of the Powell River TOWNSITE

Home of Western Canada's first pulp & paper mill situated on Tla'Amin Traditional lands that was the site of their village, Tees Kwat (big river). The abundant fresh water needed for hydroelectric generation and paper production was provided by that big river. The founders of the Powell River Company and its model company town started putting together the leases and purchases to realize their dream in 1908, building a construction camp for crews who were building the dam and the Mill in 1909. The Townsite was laid out, with the first residence being built for Dr. Henderson in 1910. These founders were Dr. P. ... canlon,



Concept Designs

... their good friend, ... Henderson, originally from Sorel, Quebec, joined them in 1909 to provide medical services for the new community. We hope you'll visit Henderson House Living Museum to learn more about...

CITY OF POWELL RIVER

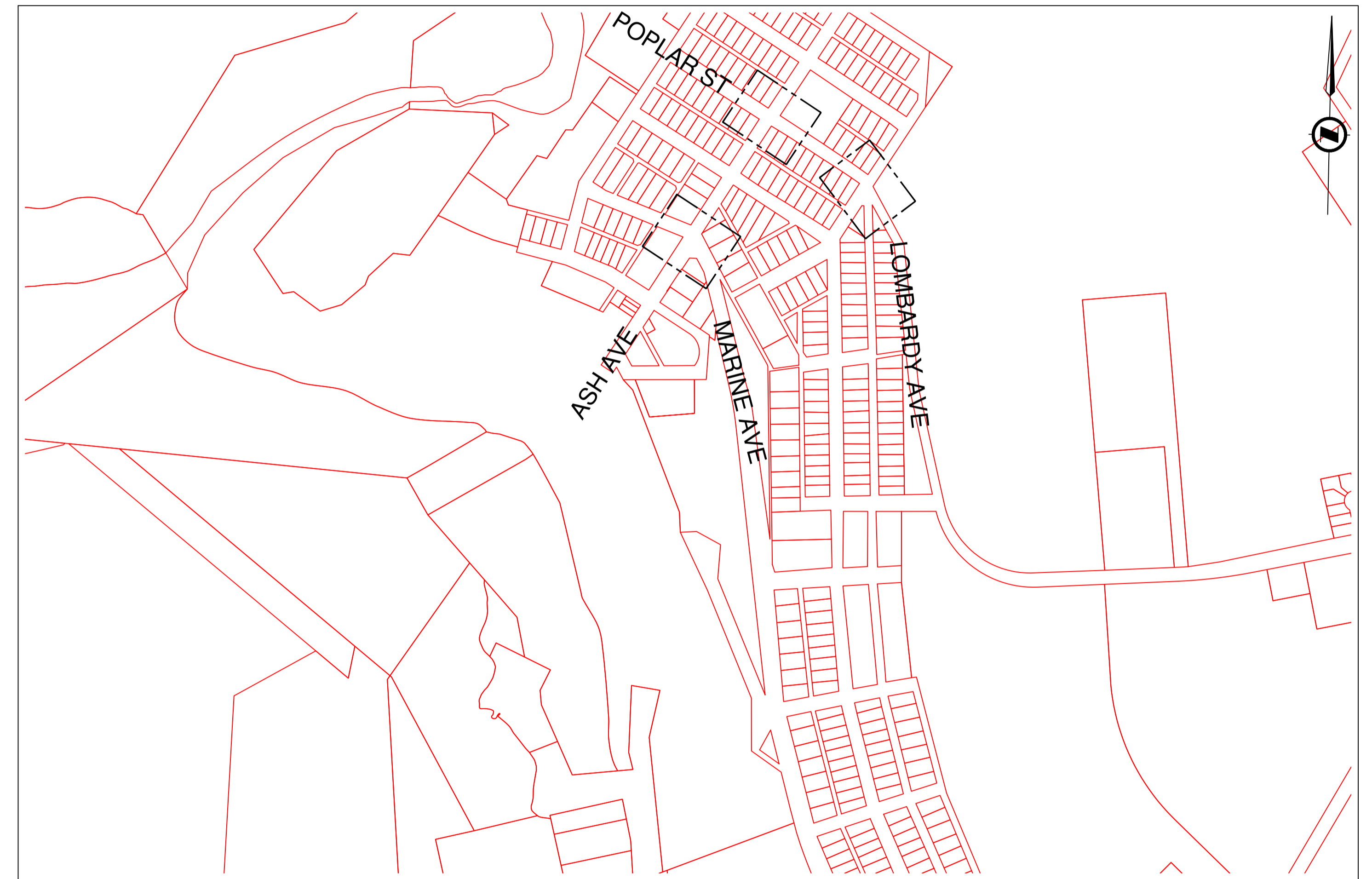
TOWNSITE INTERSECTION SAFETY

CONCEPT DESIGN

REV 2

PLOT DATE: March 20, 2026

DRAWING INDEX	
SHEET	TITLE
00	COVER SHEET
01	ASH AVE & POPLAR ST (OPTION 1)
02	POPLAR ST & ASPEN AVE & WILLOW AVE & LOMBARDY AVE (OPTION 1)
03	ASH AVE & MARINE AVE (OPTION 1)
04	ASH AVE & POPLAR ST (OPTION 2)
05	POPLAR ST & ASPEN AVE & WILLOW AVE & LOMBARDY AVE (OPTION 2)
06	ASH AVE & MARINE AVE (OPTION 2)
07	ASH AVE & POPLAR ST (OPTION 3)
08	POPLAR ST & ASPEN AVE & WILLOW AVE & LOMBARDY AVE (OPTION 3)
09	ASH AVE & MARINE AVE (OPTION 3)



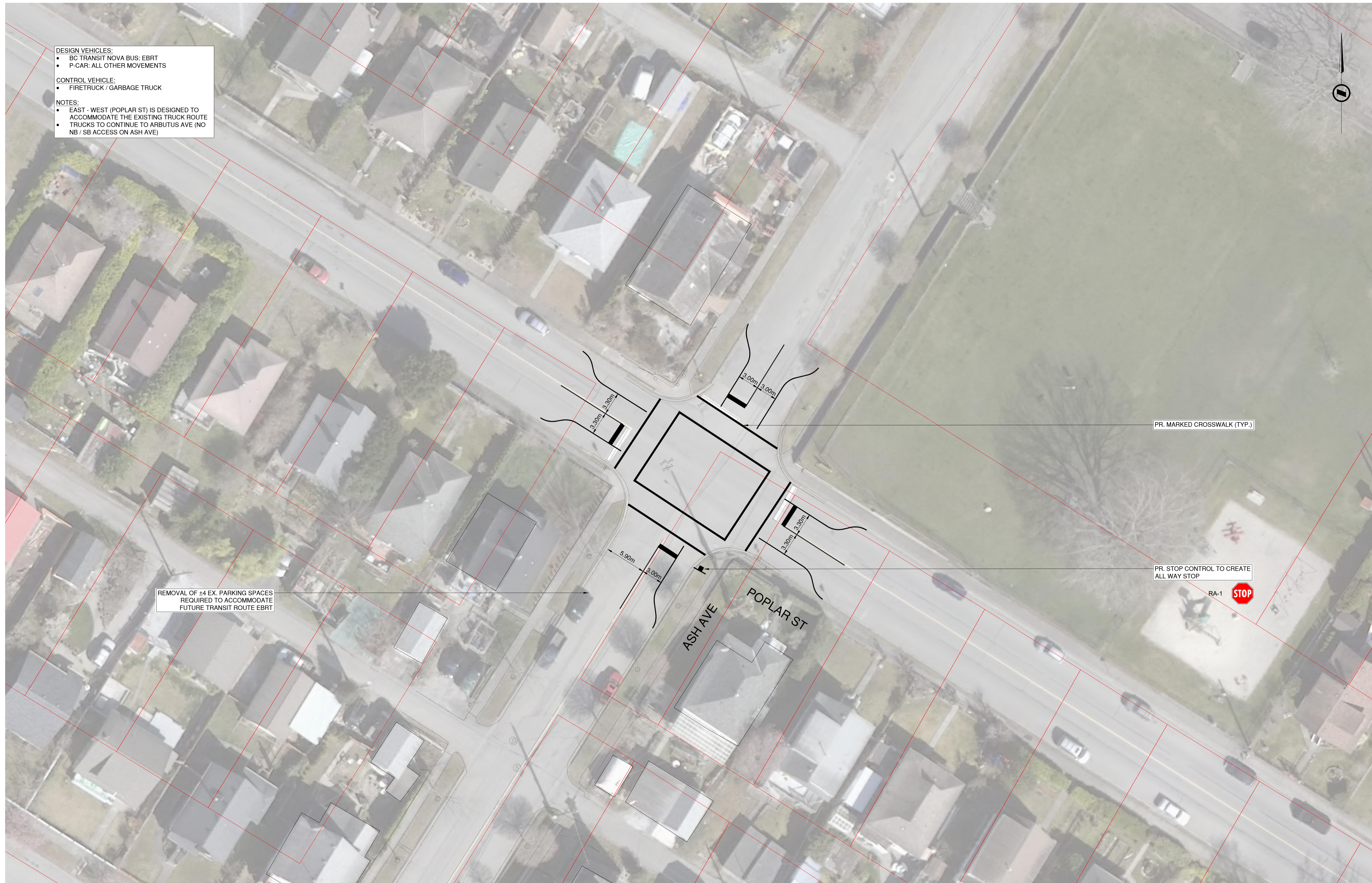
LOCATION PLAN



#201, 3999 Henning Drive, Burnaby, B.C. V5C 6P9
 T: (604)629-2696 F: (604)629-2698



- DESIGN VEHICLES:
- BC TRANSIT NOVA BUS: EBRT
 - P-CAR: ALL OTHER MOVEMENTS
- CONTROL VEHICLE:
- FIRETRUCK / GARBAGE TRUCK
- NOTES:
- EAST - WEST (POPLAR ST) IS DESIGNED TO ACCOMMODATE THE EXISTING TRUCK ROUTE
 - TRUCKS TO CONTINUE TO ARBUTUS AVE (NO NB / SB ACCESS ON ASH AVE)



REMOVAL OF 24 EX. PARKING SPACES
REQUIRED TO ACCOMMODATE
FUTURE TRANSIT ROUTE EBRT

PR. MARKED CROSSWALK (TYP.)

PR. STOP CONTROL TO CREATE
ALL WAY STOP
RA-1



REV NO.	REVISION DESCRIPTION	DATE	DRAWN	APPR'D
1	DRAFT CONCEPT DESIGN	26/02/23	SM	RS
2	CONCEPT DESIGN	26/03/20	SM	RS
5				



ASH AVE & POPLAR ST

OPTION 1: DO-MINIMUM

CONCEPT DESIGN

DESIGN NO. **34505**



SCALE	1:250	CREATION DATE	26/03/20	DWG. NO.
DRAWN BY	SM	DESIGN BY	SM	01
CHECKED BY	RS	APPROVED BY	RS	09
PLOT DATE	March 20, 2026			REV. 2

DESIGN VEHICLES:

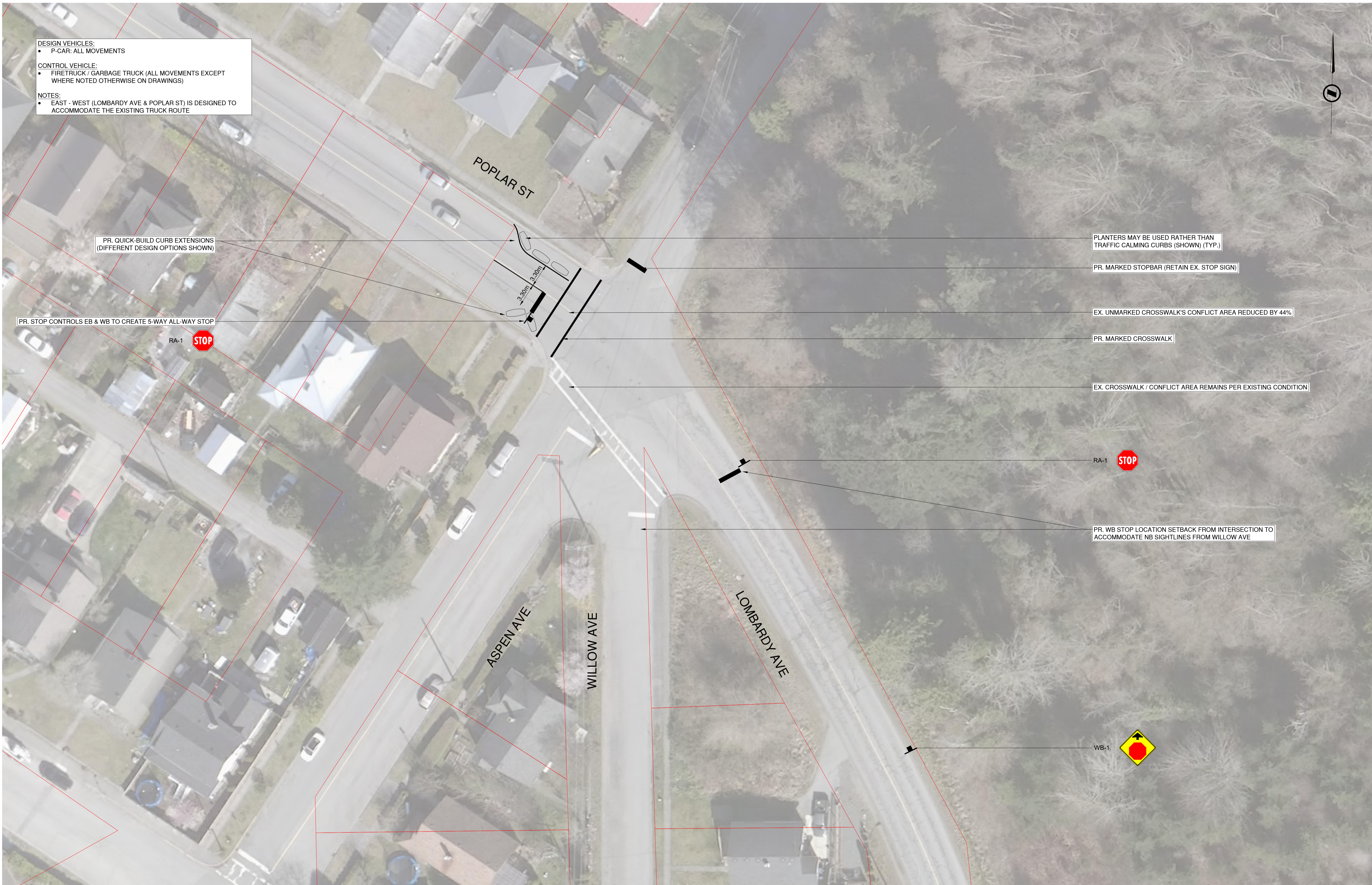
- P-CAR: ALL MOVEMENTS

CONTROL VEHICLE:

- FIRETRUCK / GARBAGE TRUCK (ALL MOVEMENTS EXCEPT WHERE NOTED OTHERWISE ON DRAWINGS)

NOTES:

- EAST - WEST (LOMBARDY AVE & POPLAR ST) IS DESIGNED TO ACCOMMODATE THE EXISTING TRUCK ROUTE



PR. QUICK-BUILD CURB EXTENSIONS (DIFFERENT DESIGN OPTIONS SHOWN)

PR. STOP CONTROLS EB & WB TO CREATE 5-WAY ALL-WAY STOP



PLANTERS MAY BE USED RATHER THAN TRAFFIC CALMING CURBS (SHOWN) (TYP.)

PR. MARKED STOPBAR (RETAIN EX. STOP SIGN)

EX. UNMARKED CROSSWALK'S CONFLICT AREA REDUCED BY 44%

PR. MARKED CROSSWALK

EX. CROSSWALK / CONFLICT AREA REMAINS PER EXISTING CONDITION

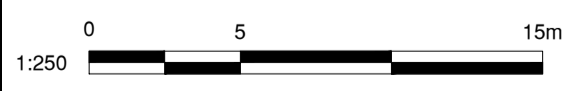


PR. WB STOP LOCATION SETBACK FROM INTERSECTION TO ACCOMMODATE NB SIGHTLINES FROM WILLOW AVE

WB-1



File: Z:\SharedProjects\34505_CPR_Townsite_Intersection_Safety_02_CADD\20_Drafting\202_Productions\34505_CPR_TownsiteSafety_ConceptDesign_Option_1_DoMinimum.dwg



REV NO.	REVISION DESCRIPTION	DATE	DRAWN	APPRD
1	DRAFT CONCEPT DESIGN	26/02/23	SM	RS
2	CONCEPT DESIGN	26/03/20	SM	RS

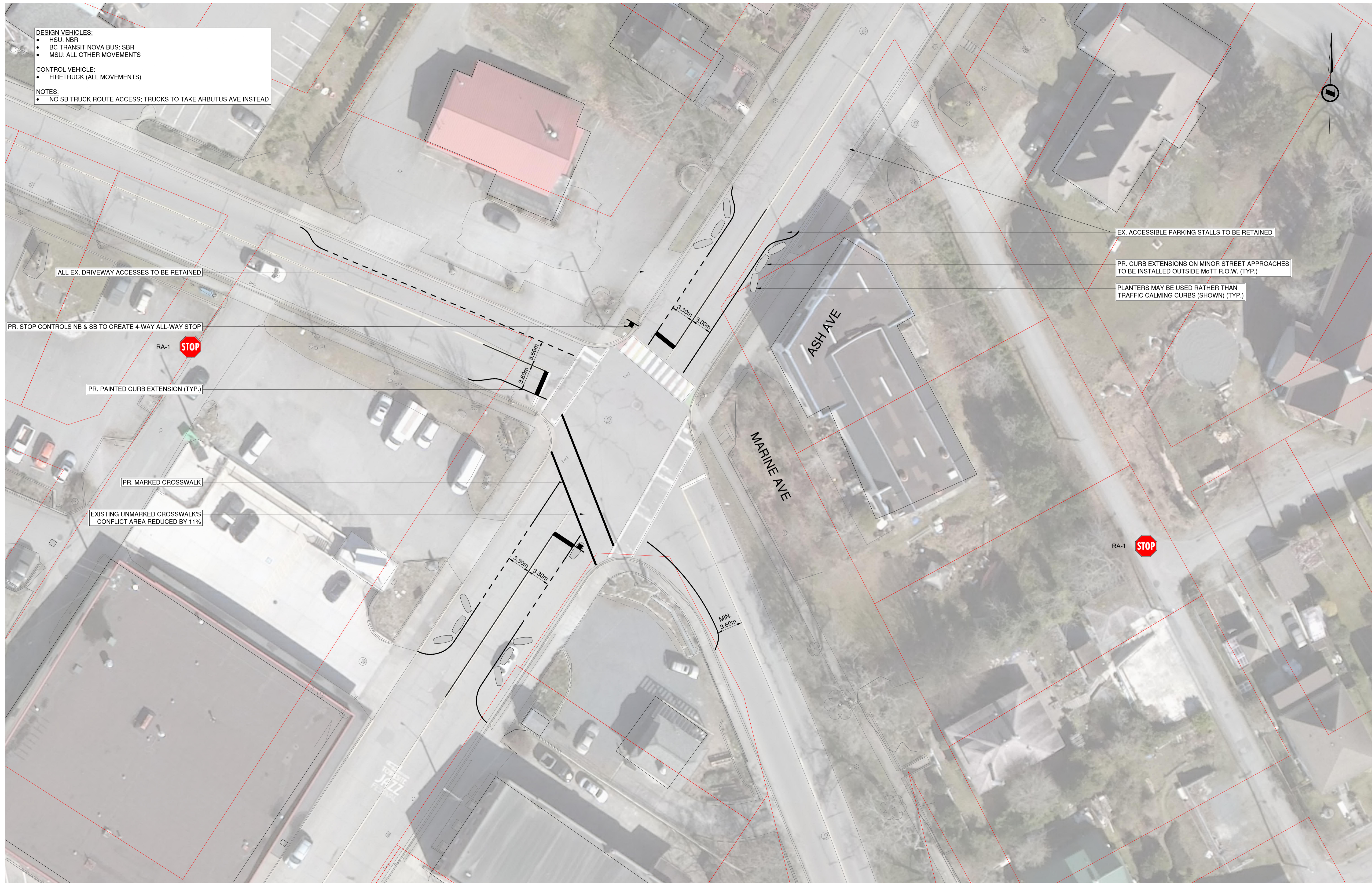


POPLAR ST & ASPEN AVE & WILLOW AVE & LOMBARDY AVE
 OPTION 1: DO-MINIMUM



CONCEPT DESIGN		DESIGN NO.		34505	
SCALE	1:250	CREATION DATE	26/03/20	DWG. NO.	02
DRAWN BY	SM	DESIGN BY	SM	OF	09
CHECKED BY	RS	APPROVED BY	RS	REV.	2
PLOT DATE	March 20, 2026				

- DESIGN VEHICLES:**
- HSU: NBR
 - BC TRANSIT NOVA BUS: SBR
 - MSU: ALL OTHER MOVEMENTS
- CONTROL VEHICLE:**
- FIRETRUCK (ALL MOVEMENTS)
- NOTES:**
- NO SB TRUCK ROUTE ACCESS; TRUCKS TO TAKE ARBUTUS AVE INSTEAD



ALL EX. DRIVEWAY ACCESSES TO BE RETAINED

EX. ACCESSIBLE PARKING STALLS TO BE RETAINED

PR. CURB EXTENSIONS ON MINOR STREET APPROACHES TO BE INSTALLED OUTSIDE MOTT R.O.W. (TYP.)

PLANTERS MAY BE USED RATHER THAN TRAFFIC CALMING CURBS (SHOWN) (TYP.)

PR. STOP CONTROLS NB & SB TO CREATE 4-WAY ALL-WAY STOP



PR. PAINTED CURB EXTENSION (TYP.)

PR. MARKED CROSSWALK

EXISTING UNMARKED CROSSWALK'S CONFLICT AREA REDUCED BY 11%



REV NO.	REVISION DESCRIPTION	DATE	DRAWN	APPRD
1	DRAFT CONCEPT DESIGN	26/02/23	SM	RS
2	CONCEPT DESIGN	26/03/20	SM	RS



ASH AVE & MARINE AVE

OPTION 1: DO-MINIMUM

CONCEPT DESIGN

DESIGN NO.

34505



SCALE	1:250	CREATION DATE	26/03/20	DWG. NO.
DRAWN BY	SM	DESIGN BY	SM	03
CHECKED BY	RS	APPROVED BY	RS	09
PLOT DATE	March 20, 2026			REV. 2

- DESIGN VEHICLES:**
- BC TRANSIT NOVA BUS: EBRT
 - P-CAR: ALL OTHER MOVEMENTS
- CONTROL VEHICLE:**
- FIRETRUCK / GARBAGE TRUCK
- NOTES:**
- EAST - WEST (POPLAR ST) IS DESIGNED TO ACCOMMODATE THE EXISTING TRUCK ROUTE
 - TRUCKS TO CONTINUE TO ARBUTUS AVE (NO NB / SB ACCESS ON ASH AVE)



PLANTERS OR PAINTED BARRIERS MAY BE USED RATHER THAN TRAFFIC CALMING CURBS (SHOWN) (TYP.)

PR. QUICK-BUILD CURB EXTENSIONS (DIFFERENT DESIGN OPTIONS SHOWN)

59% REDUCTION IN CONFLICT AREA

48% REDUCTION IN CONFLICT AREA

PR. STOP CONTROL TO CREATE ALL WAY STOP

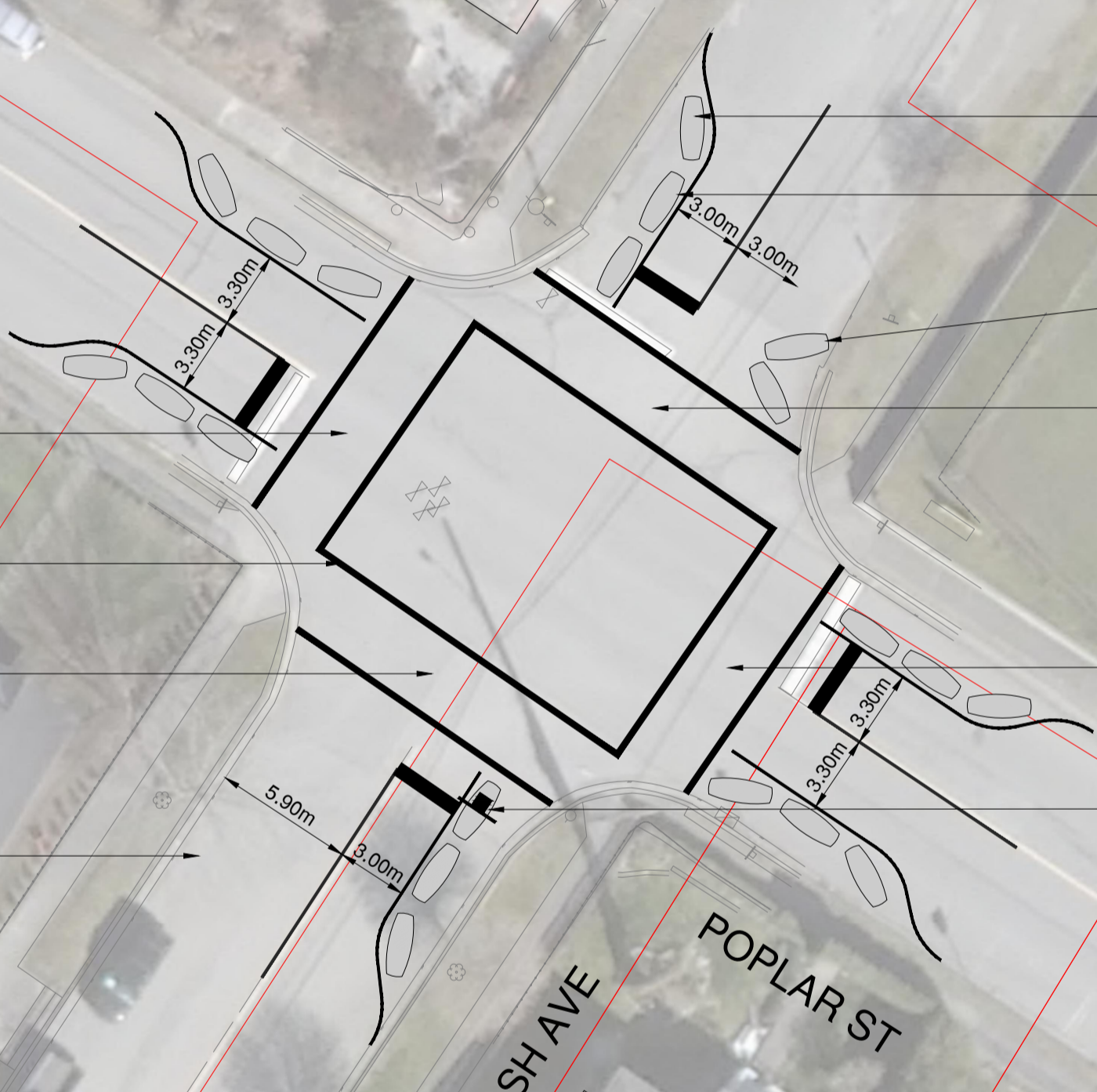


45% REDUCTION IN CONFLICT AREA

PR. MARKED CROSSWALK (TYP.)

22% REDUCTION IN CONFLICT AREA

REMOVAL OF +4 EX. PARKING SPACES REQUIRED TO ACCOMMODATE FUTURE TRANSIT ROUTE EBRT



REV NO.	REVISION DESCRIPTION	DATE	DRAWN	APPRD
1	DRAFT CONCEPT DESIGN	26/02/23	SM	RS
2	CONCEPT DESIGN	26/03/20	SM	RS



ASH AVE & POPLAR ST

OPTION 2: QUICK-BUILD

CONCEPT DESIGN

DESIGN NO.

34505



SCALE	1:250	CREATION DATE	26/03/20	DWG. NO.
DRAWN BY	SM	DESIGN BY	SM	04 OF 09
CHECKED BY	RS	APPROVED BY	RS	REV. 2
PLOT DATE	March 20, 2026			

DESIGN VEHICLES:

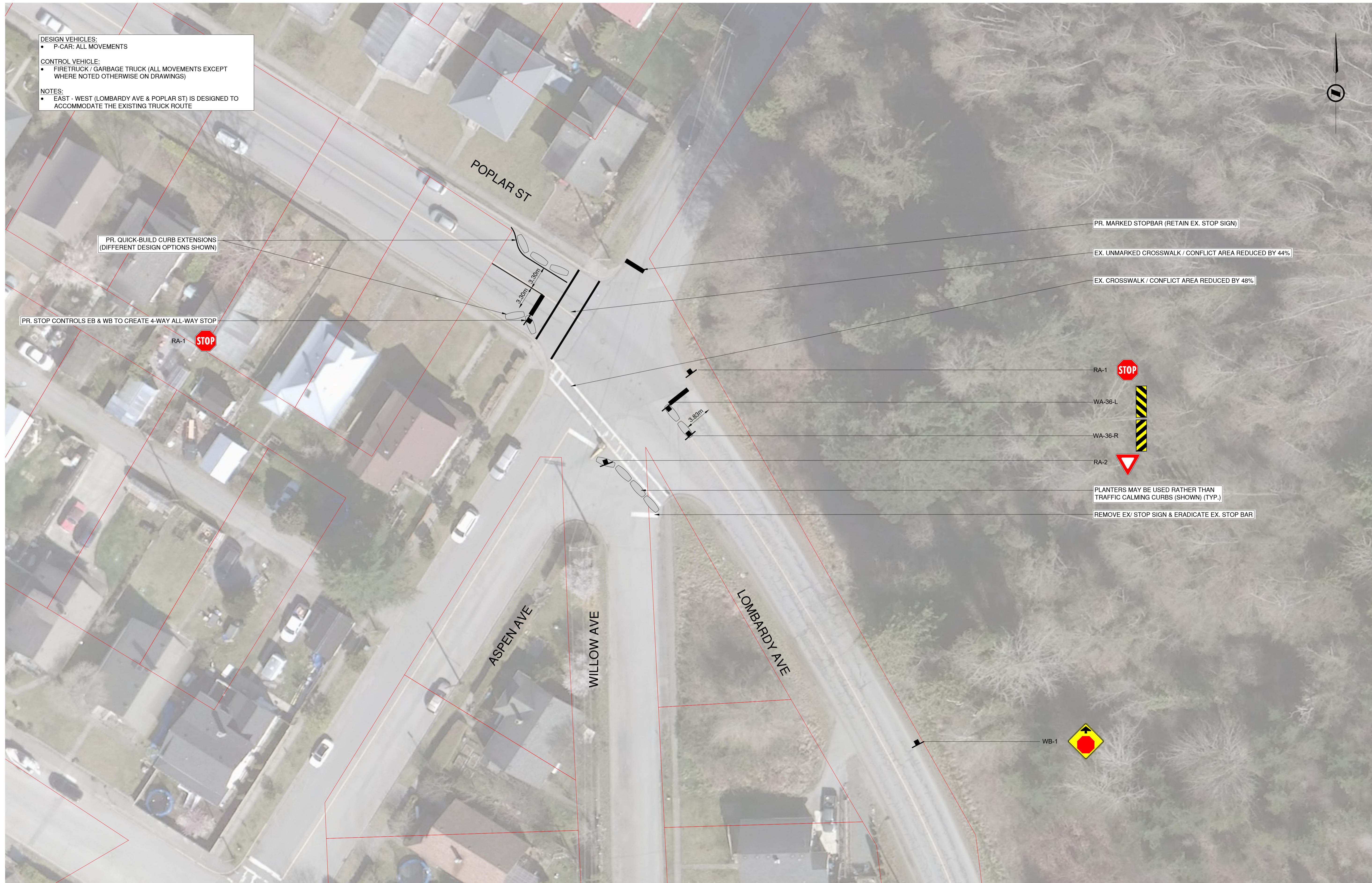
- P-CAR: ALL MOVEMENTS

CONTROL VEHICLE:

- FIRETRUCK / GARBAGE TRUCK (ALL MOVEMENTS EXCEPT WHERE NOTED OTHERWISE ON DRAWINGS)

NOTES:

- EAST - WEST (LOMBARDY AVE & POPLAR ST) IS DESIGNED TO ACCOMMODATE THE EXISTING TRUCK ROUTE



PR. QUICK-BUILD CURB EXTENSIONS (DIFFERENT DESIGN OPTIONS SHOWN)

PR. STOP CONTROLS EB & WB TO CREATE 4-WAY ALL-WAY STOP

PR. MARKED STOPBAR (RETAIN EX. STOP SIGN)

EX. UNMARKED CROSSWALK / CONFLICT AREA REDUCED BY 44%

EX. CROSSWALK / CONFLICT AREA REDUCED BY 48%

RA-1

WA-36-L

WA-36-R

RA-2

PLANTERS MAY BE USED RATHER THAN TRAFFIC CALMING CURBS (SHOWN) (TYP.)

REMOVE EX/ STOP SIGN & ERADICATE EX. STOP BAR

WB-1



REV NO.	REVISION DESCRIPTION	DATE	DRAWN	APPRD
1	DRAFT CONCEPT DESIGN	26/02/23	SM	RS
2	CONCEPT DESIGN	26/03/20	SM	RS

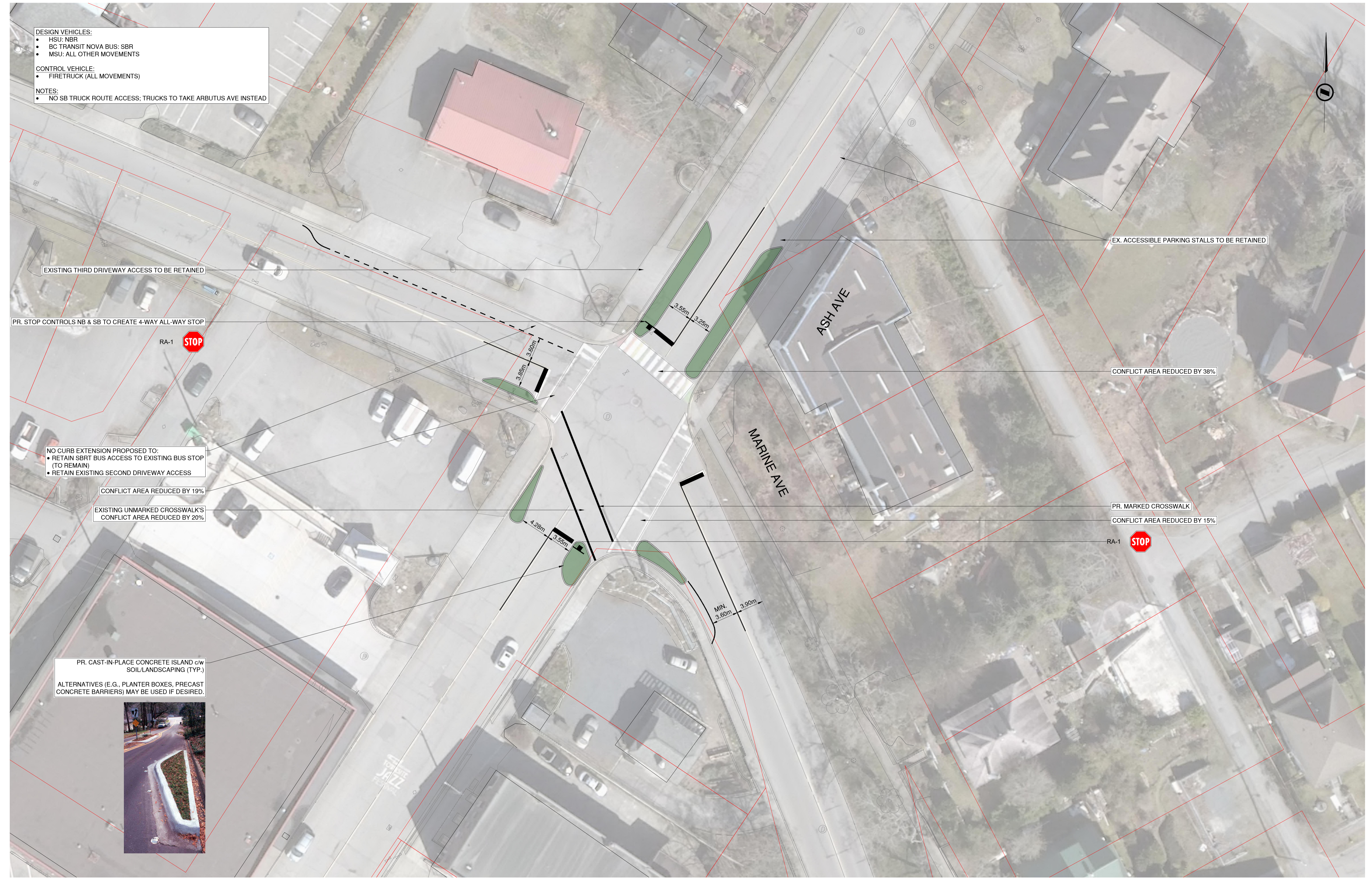


POPLAR ST & ASPEN AVE & WILLOW AVE & LOMBARDY AVE
OPTION 2: QUICK-BUILD

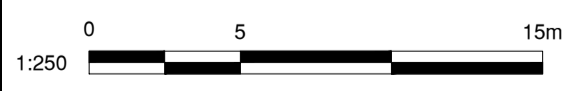


CONCEPT DESIGN		DESIGN NO.		34505	
SCALE	1:250	CREATION DATE	26/03/20	DWG. NO.	05
DRAWN BY	SM	DESIGN BY	SM	OF	09
CHECKED BY	RS	APPROVED BY	RS	REV.	2
PLOT DATE	March 20, 2026				

- DESIGN VEHICLES:**
- HSU: NBR
 - BC TRANSIT NOVA BUS: SBR
 - MSU: ALL OTHER MOVEMENTS
- CONTROL VEHICLE:**
- FIRETRUCK (ALL MOVEMENTS)
- NOTES:**
- NO SB TRUCK ROUTE ACCESS; TRUCKS TO TAKE ARBUTUS AVE INSTEAD



File: Z:\Shared\Projects\34505\CPR_Townsite_Intersection_Safety\02_Drafting\02_Productions\34505_CPR_TownsiteSafety_ConceptDesign_Option2_QuickBuild.dwg



REV NO.	REVISION DESCRIPTION	DATE	DRAWN	APPRD
1	DRAFT CONCEPT DESIGN	26/02/23	SM	RS
2	CONCEPT DESIGN	26/03/20	SM	RS



ASH AVE & MARINE AVE

OPTION 2: QUICK-BUILD



CONCEPT DESIGN

DESIGN NO.		34505	
SCALE	1:250	CREATION DATE	26/03/20
DRAWN BY	SM	DESIGN BY	SM
CHECKED BY	RS	APPROVED BY	RS
PLOT DATE	March 20, 2026		
DWG. NO.	06	OF	09
		REV.	2

- DESIGN VEHICLES:**
- BC TRANSIT NOVA BUS: EBRT
 - P-CAR: ALL OTHER MOVEMENTS
- CONTROL VEHICLE:**
- FIRETRUCK / GARBAGE TRUCK
- NOTES:**
- EAST - WEST (POPLAR ST) IS DESIGNED TO ACCOMMODATE THE EXISTING TRUCK ROUTE
 - TRUCKS TO CONTINUE TO ARBUTUS AVE (NO NB / SB ACCESS ON ASH AVE)



41% REDUCTION IN CROSSWALK LENGTH & CONFLICT AREA

37% REDUCTION IN CROSSWALK LENGTH & CONFLICT AREA

REMOVAL OF +4 EX. PARKING SPACES REQUIRED TO ACCOMMODATE FUTURE TRANSIT ROUTE EBRT

PR. CURB EXTENSION & BOULEVARD (MATERIAL TBD) (TYP.)

62% REDUCTION IN CROSSWALK LENGTH & CONFLICT AREA

48% REDUCTION IN CROSSWALK LENGTH & CONFLICT AREA

PR. STOP CONTROL TO CREATE ALL WAY STOP



RETAIN EX. POLE.
PR. SIDEWALK ENABLES SUFFICIENT WHEELCHAIR OPERATING SPACE AROUND EX. POLE.



REV NO.	REVISION DESCRIPTION	DATE	DRAWN	APPRD
1	DRAFT CONCEPT DESIGN	26/02/23	SM	RS
2	CONCEPT DESIGN	26/03/20	SM	RS



ASH AVE & POPLAR ST

OPTION 3: PERMANENT

CONCEPT DESIGN

DESIGN NO. **34505**



SCALE	1:250	CREATION DATE	26/03/20	DWG. NO.	07 OF 09
DRAWN BY	SM	DESIGN BY	SM		
CHECKED BY	RS	APPROVED BY	RS		
PLOT DATE	March 20, 2026				REV. 2

DESIGN VEHICLES:

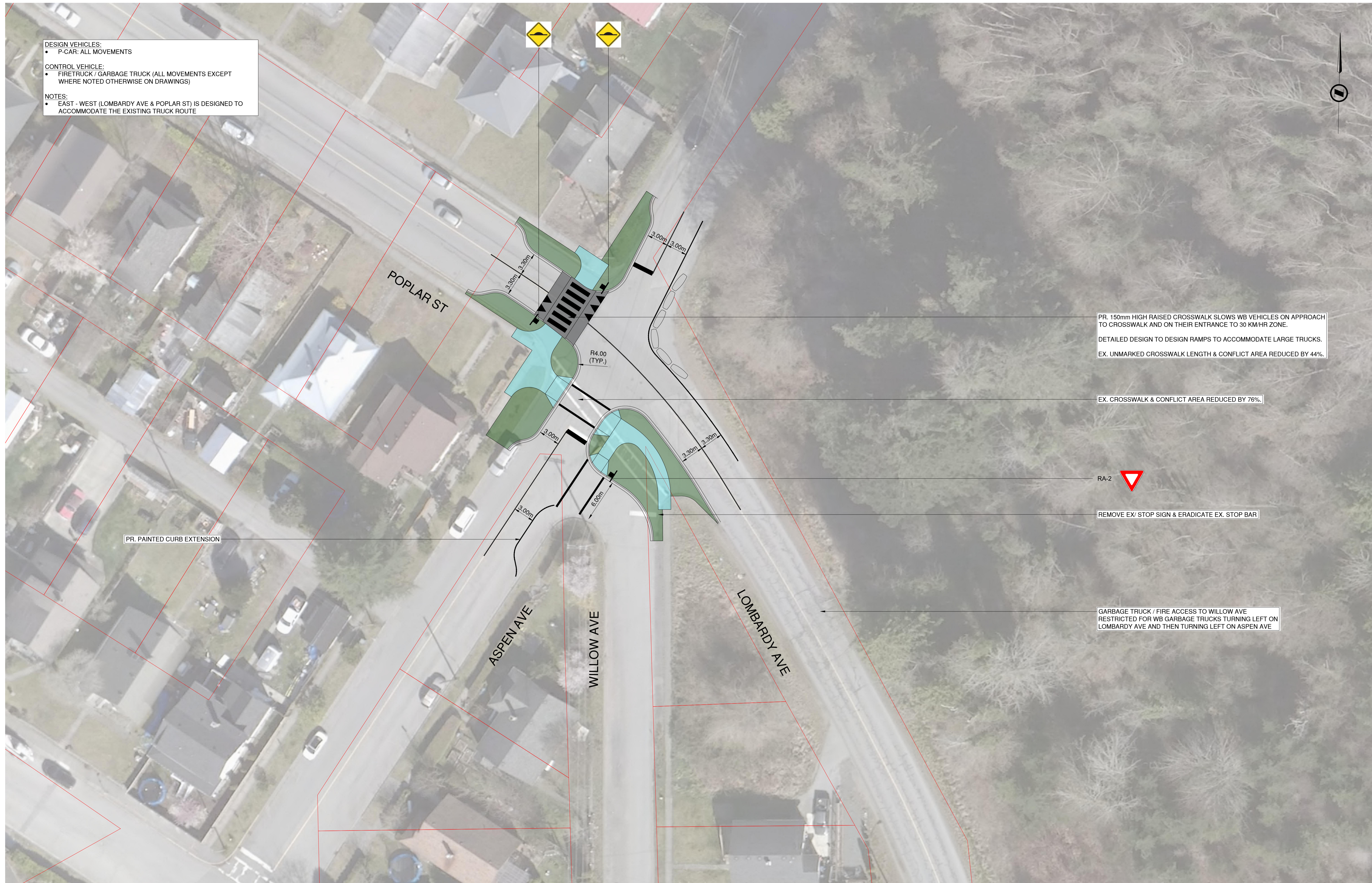
- P-CAR: ALL MOVEMENTS

CONTROL VEHICLE:

- FIRETRUCK / GARBAGE TRUCK (ALL MOVEMENTS EXCEPT WHERE NOTED OTHERWISE ON DRAWINGS)

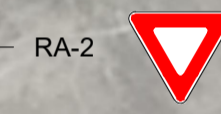
NOTES:

- EAST - WEST (LOMBARDY AVE & POPLAR ST) IS DESIGNED TO ACCOMMODATE THE EXISTING TRUCK ROUTE



PR. 150mm HIGH RAISED CROSSWALK SLOWS WB VEHICLES ON APPROACH TO CROSSWALK AND ON THEIR ENTRANCE TO 30 KM/HR ZONE.
 DETAILED DESIGN TO DESIGN RAMPS TO ACCOMMODATE LARGE TRUCKS.
 EX. UNMARKED CROSSWALK LENGTH & CONFLICT AREA REDUCED BY 44%.

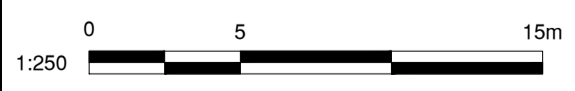
EX. CROSSWALK & CONFLICT AREA REDUCED BY 76%.



REMOVE EX. STOP SIGN & ERADICATE EX. STOP BAR

GARBAGE TRUCK / FIRE ACCESS TO WILLOW AVE RESTRICTED FOR WB GARBAGE TRUCKS TURNING LEFT ON LOMBARDY AVE AND THEN TURNING LEFT ON ASPEN AVE

PR. PAINTED CURB EXTENSION



REV NO.	REVISION DESCRIPTION	DATE	DRAWN	APPRD
1	DRAFT CONCEPT DESIGN	26/02/23	SM	RS
2	CONCEPT DESIGN	26/03/20	SM	RS



POPLAR ST & ASPEN AVE & WILLOW AVE & LOMBARDY AVE OPTION 3: PERMANENT



CONCEPT DESIGN DESIGN NO. **34505**

SCALE	1:250	CREATION DATE	26/03/20	DWG. NO.
DRAWN BY	SM	DESIGN BY	SM	08
CHECKED BY	RS	APPROVED BY	RS	09
PLOT DATE	March 20, 2026			REV. 2

- DESIGN VEHICLES:
- HSU: NBR
 - BC TRANSIT NOVA BUS: SBR
 - MSU: ALL OTHER MOVEMENTS

- CONTROL VEHICLE:
- FIRETRUCK (ALL MOVEMENTS)

- NOTES:
- NO SB TRUCK ROUTE ACCESS; TRUCKS TO TAKE ARBUTUS AVE INSTEAD



File: Z:\Shared\Projects\34505_CPR_Townsite_Intersection_Safety\02_Drafting\02_Productions\34505_CPR_TownsiteSafety_ConceptDesign_Option3_Permanent.dwg



REV NO.	REVISION DESCRIPTION	DATE	DRAWN	APPRD
1	DRAFT CONCEPT DESIGN	26/02/23	SM	RS
2	CONCEPT DESIGN	26/03/20	SM	RS



ASH AVE & MARINE AVE

OPTION 3: PERMANENT

CONCEPT DESIGN

DESIGN NO. **34505**



SCALE	1:250	CREATION DATE	26/03/20	DWG. NO.
DRAWN BY	SM	DESIGN BY	SM	09
CHECKED BY	RS	APPROVED BY	RS	09
PLOT DATE	March 20, 2026			REV. 2

TOWNSITE PUBLIC MARKET



B

Cost Estimates



CPR Townsite Intersection Safety Concept Design

City of Powell River

CLASS D COST ESTIMATE - SUMMARY
2026-03-20

DESCRIPTION	COST	CONTINGENCY (40%)	ENGINEERING % DESIGN (15%)	TOTAL COST
Ash Ave & Poplar St (Option 1: Do-Minimum)	\$ 17,000	\$ 7,000	\$ 3,000	\$ 27,000
Poplar St & Aspen Ave & Willow Ave & Lombardy Ave (Option 1: Do-Minimum)	\$ 19,000	\$ 8,000	\$ 3,000	\$ 30,000
Ash Ave & Marine Ave (Option 1: Do-Minimum)	\$ 37,000	\$ 15,000	\$ 6,000	\$ 58,000
Ash Ave & Poplar St (Option 2: Quick-Build)	\$ 51,000	\$ 21,000	\$ 8,000	\$ 80,000
Poplar St & Aspen Ave & Willow Ave & Lombardy Ave (Option 2: Quick-Build)	\$ 33,000	\$ 14,000	\$ 5,000	\$ 52,000
Ash Ave & Marine Ave (Option 2: Quick-Build)	\$ 116,000	\$ 47,000	\$ 18,000	\$ 181,000
Ash Ave & Poplar St (Option 3: Permanent)	\$ 368,000	\$ 148,000	\$ 56,000	\$ 572,000
Poplar St & Aspen Ave & Willow Ave & Lombardy Ave (Option 3: Permanent)	\$ 303,000	\$ 122,000	\$ 46,000	\$ 471,000
Ash Ave & Marine Ave (Option 3: Permanent)	\$ 479,000	\$ 192,000	\$ 72,000	\$ 743,000



ITEM NO.	DESCRIPTION	UNIT OF MEASURE	TOTAL QUANTITY	UNIT PRICE	AMOUNT
01 55 00 - TRAFFIC CONTROL, VEHICLE ACCESS AND PARKING					
1.00	Traffic Management & Incidentals (mobilization, demobilization, environmental protection & sediment control)	Lump Sum	1	\$ 1,740	\$ 1,740
32 01 11 - PAVEMENT SURFACE CLEANING AND REMOVAL OF PAVEMENT MARKINGS					
1.01	Eradicate Pavement Markings by Hydro Blasting	Lump Sum	1	\$ 3,000	\$ 3,000
32 17 23 - PAINTED PAVEMENT MARKINGS					
1.02	Permanent Thermoplastic Pavement Markings and Stencils	Lump Sum	1	\$ 10,000	\$ 10,000
1.03	Supply and Install Traffic Signage	Lump Sum	1	\$ 500	\$ 500
1.04	Relocate Existing Traffic Signage	Lump Sum	1	\$ 1,000	\$ 1,000
SUBTOTAL (ROUNDED)					\$ 17,000
CONTINGENCY @ 40%					\$ 7,000
ENGINEERING & DESIGN @ 15%					\$ 3,000
TOTAL (exclusive of GST)					\$ 27,000



ITEM NO.	DESCRIPTION	UNIT OF MEASURE	TOTAL QUANTITY	UNIT PRICE	AMOUNT
01 55 00 - TRAFFIC CONTROL, VEHICLE ACCESS AND PARKING					
1.00	Traffic Management & Incidentals (mobilization, demobilization, environmental protection & sediment control)	Lump Sum	1	\$ 1,980	\$ 1,980
03 40 01 - PRECAST CONCRETE					
1.01	Concrete Calgary Curb - Supply & Install	Each	6	\$ 1,500	\$ 9,000
32 01 11 - PAVEMENT SURFACE CLEANING AND REMOVAL OF PAVEMENT MARKINGS					
1.02	Eradicate Pavement Markings by Hydro Blasting	Lump Sum	1	\$ 1,000	\$ 1,000
32 17 23 - PAINTED PAVEMENT MARKINGS					
1.03	Permanent Thermoplastic Pavement Markings and Stencils	Lump Sum	1	\$ 5,000	\$ 5,000
1.04	Supply and Install Traffic Signage	Lump Sum	1	\$ 1,500	\$ 1,500
SUBTOTAL (ROUNDED)					\$ 19,000
CONTINGENCY @ 40%					\$ 8,000
ENGINEERING & DESIGN @ 15%					\$ 3,000
TOTAL (exclusive of GST)					\$ 30,000



ITEM NO.	DESCRIPTION	UNIT OF MEASURE	TOTAL QUANTITY	UNIT PRICE	AMOUNT
01 55 00 - TRAFFIC CONTROL, VEHICLE ACCESS AND PARKING					
1.00	Traffic Management & Incidentals (mobilization, demobilization, environmental protection & sediment control)	Lump Sum	1	\$ 3,900	\$ 3,900
03 40 01 - PRECAST CONCRETE					
1.01	Concrete Calgary Curb - Supply & Install	Each	12	\$ 1,500	\$ 18,000
32 01 11 - PAVEMENT SURFACE CLEANING AND REMOVAL OF PAVEMENT MARKINGS					
1.02	Eradicate Pavement Markings by Hydro Blasting	Lump Sum	1	\$ 1,500	\$ 1,500
32 17 23 - PAINTED PAVEMENT MARKINGS					
1.03	Permanent Thermoplastic Pavement Markings and Stencils	Lump Sum	1	\$ 10,000	\$ 10,000
1.04	Supply and Install Traffic Signage	Lump Sum	1	\$ 3,000	\$ 3,000
SUBTOTAL (ROUNDED)					\$ 37,000
CONTINGENCY @ 40%					\$ 15,000
ENGINEERING & DESIGN @ 15%					\$ 6,000
TOTAL (exclusive of GST)					\$ 58,000



ITEM NO.	DESCRIPTION	UNIT OF MEASURE	TOTAL QUANTITY	UNIT PRICE	AMOUNT
01 55 00 - TRAFFIC CONTROL, VEHICLE ACCESS AND PARKING					
1.00	Traffic Management & Incidentals (mobilization, demobilization, environmental protection & sediment control)	Lump Sum	1	\$ 5,400	\$ 5,400
03 40 01 - PRECAST CONCRETE					
1.01	Concrete Calgary Curb - Supply & Install	Each	21	\$ 1,500	\$ 31,500
32 01 11 - PAVEMENT SURFACE CLEANING AND REMOVAL OF PAVEMENT MARKINGS					
1.02	Eradicate Pavement Markings by Hydro Blasting	Lump Sum	1	\$ 2,000	\$ 2,000
32 17 23 - PAINTED PAVEMENT MARKINGS					
1.03	Permanent Thermoplastic Pavement Markings and Stencils	Lump Sum	1	\$ 10,000	\$ 10,000
1.04	Supply and Install Traffic Signage	Lump Sum	1	\$ 500	\$ 500
1.05	Relocate Existing Traffic Signage	Lump Sum	1	\$ 1,000	\$ 1,000
				SUBTOTAL (ROUNDED)	\$ 51,000
				CONTINGENCY @ 40%	\$ 21,000
				ENGINEERING & DESIGN @ 15%	\$ 8,000
				TOTAL (exclusive of GST)	\$ 80,000



ITEM NO.	DESCRIPTION	UNIT OF MEASURE	TOTAL QUANTITY	UNIT PRICE	AMOUNT
01 55 00 - TRAFFIC CONTROL, VEHICLE ACCESS AND PARKING					
1.00	Traffic Management & Incidentals (mobilization, demobilization, environmental protection & sediment control)	Lump Sum	1	\$ 3,480	\$ 3,480
03 40 01 - PRECAST CONCRETE					
1.01	Concrete Calgary Curb - Supply & Install	Each	12	\$ 1,500	\$ 18,000
32 01 11 - PAVEMENT SURFACE CLEANING AND REMOVAL OF PAVEMENT MARKINGS					
1.03	Eradicate Pavement Markings by Hydro Blasting	Lump Sum	1	\$ 3,000	\$ 3,000
32 17 23 - PAINTED PAVEMENT MARKINGS					
1.04	Permanent Thermoplastic Pavement Markings and Stencils	Lump Sum	1	\$ 4,000	\$ 4,000
1.05	Supply and Install Traffic Signage	Lump Sum	1	\$ 3,500	\$ 3,500
1.06	Remove Existing Traffic Signage	Lump Sum	1	\$ 500	\$ 500
SUBTOTAL (ROUNDED)					\$ 33,000
CONTINGENCY @ 40%					\$ 14,000
ENGINEERING & DESIGN @ 15%					\$ 5,000
TOTAL (exclusive of GST)					\$ 52,000



ITEM NO.	DESCRIPTION	UNIT OF MEASURE	TOTAL QUANTITY	UNIT PRICE	AMOUNT
01 55 00 - TRAFFIC CONTROL, VEHICLE ACCESS AND PARKING					
1.00	Traffic Management & Incidentals (mobilization, demobilization, environmental protection & sediment control)	Lump Sum	1	\$ 1,380	\$ 1,380
03 30 20 - CONCRETE WALKS, CURBS AND GUTTERS					
1.01	Hand Formed Curb and Gutter - MMCD Type C4 (incl. granular base)	Lineal Metre	165	\$ 515	\$ 84,975
31 24 13 - ROADWAY EXCAVATION, EMBANKMENT, AND COMPACTION					
1.02	Common Excavation (300mm Depth) - Offsite Disposal	Square Metre	175	\$ 50	\$ 8,750
32 01 11 - PAVEMENT SURFACE CLEANING AND REMOVAL OF PAVEMENT MARKINGS					
1.04	Eradicate Pavement Markings by Hydro Blasting	Lump Sum	1	\$ 1,500	\$ 1,500
32 17 23 - PAINTED PAVEMENT MARKINGS					
1.05	Permanent Thermoplastic Pavement Markings and Stencils	Lump Sum	1	\$ 8,000	\$ 8,000
1.06	Supply and Install Traffic Signage	Lump Sum	1	\$ 2,000	\$ 2,000
32 91 21 - TOPSOIL AND FINISH GRADING					
1.07	Topsoil (150mm - includes hydroseeding)	Square Metre	120	\$ 70	\$ 8,400
SUBTOTAL (ROUNDED)					\$ 116,000
CONTINGENCY @ 40%					\$ 47,000
ENGINEERING & DESIGN @ 15%					\$ 18,000
TOTAL (exclusive of GST)					\$ 181,000



ITEM NO.	DESCRIPTION	UNIT OF MEASURE	TOTAL QUANTITY	UNIT PRICE	AMOUNT
01 55 00 - TRAFFIC CONTROL, VEHICLE ACCESS AND PARKING					
1.00	Traffic Management & Incidentals (mobilization, demobilization, environmental protection & sediment control)	Lump Sum	1	\$ 39,644	\$ 39,644
03 30 20 - CONCRETE WALKS, CURBS AND GUTTERS					
1.01	Hand Formed Curb and Gutter - MMCD Type C4 (incl. granular base)	Lineal Metre	145	\$ 515	\$ 74,675
1.02	Concrete Sidewalk & Letdowns - 100mm thick - Broom Finished (incl. gravels)	Square Metre	175	\$ 310	\$ 54,250
1.03	Tactile Strips	Square Metre	20	\$ 500	\$ 10,000
31 22 01 - RESHAPING EXISTING SUBGRADE					
1.04	Reshaping	Square Metre	520	\$ 15	\$ 7,800
31 24 13 - ROADWAY EXCAVATION, EMBANKMENT, AND COMPACTION					
1.05	Common Excavation (300mm Depth) - Offsite Disposal	Square Metre	680	\$ 50	\$ 34,000
32 01 11 - PAVEMENT SURFACE CLEANING AND REMOVAL OF PAVEMENT MARKINGS					
1.06	Eradicate Pavement Markings by Hydro Blasting	Lump Sum	1	\$ 3,000	\$ 3,000
32 11 16.1 - GRANULAR SUBBASE					
1.07	250mm - 75mm Minus Granular Subbase	Tonne	79	\$ 210	\$ 16,538
32 11 23 - GRANULAR BASE					
1.08	100mm Depth - 19mm Minus Crushed Granular Base	Tonne	20	\$ 630	\$ 12,600
32 12 16 - HOT-MIX ASPHALT CONCRETE PAVING					
1.09	Hand Placed - Upper Course #1 - 50mm Thick	Tonne	20	\$ 1,280	\$ 25,600
1.10	Hand Placed - Lower Course #1 - 50mm Thick	Tonne	20	\$ 1,280	\$ 25,600
32 17 23 - PAINTED PAVEMENT MARKINGS					
1.11	Permanent Thermoplastic Pavement Markings and Stencils	Lump Sum	1	\$ 7,000	\$ 7,000
1.12	Supply and Install Traffic Signage	Lump Sum	1	\$ 500	\$ 500
1.13	Relocate Existing Traffic Signage	Lump Sum	1	\$ 1,000	\$ 1,000
32 91 21 - TOPSOIL AND FINISH GRADING					
1.14	Topsoil (150mm - includes hydroseeding)	Square Metre	340	\$ 70	\$ 23,800



ITEM NO.	DESCRIPTION	UNIT OF MEASURE	TOTAL QUANTITY	UNIT PRICE	AMOUNT
33 11 01 - WATERWORKS					
1.15	City Owned Utility Adjustments & Relocations	Lump Sum	1	\$ 1,000	\$ 1,000
33 44 01 - MANHOLES AND CATCH BASINS					
1.16	Top Inlet Catchbasin (MMCD S11) Including Lead & Tie-In	Each	4	\$ 7,500	\$ 30,000
1.17	Remove Existing Catchbasin	Each	2	\$ 1,500	\$ 3,000
SUBTOTAL (ROUNDED)					\$ 368,000
CONTINGENCY @ 40%					\$ 148,000
ENGINEERING & DESIGN @ 15%					\$ 56,000
TOTAL (exclusive of GST)					\$ 572,000



ITEM NO.	DESCRIPTION	UNIT OF MEASURE	TOTAL QUANTITY	UNIT PRICE	AMOUNT
01 55 00 - TRAFFIC CONTROL, VEHICLE ACCESS AND PARKING					
1.00	Traffic Management & Incidentals (mobilization, demobilization, environmental protection & sediment control)	Lump Sum	1	\$ 32,765	\$ 32,765
03 30 20 - CONCRETE WALKS, CURBS AND GUTTERS					
1.01	Hand Formed Curb and Gutter - MMCD Type C4 (incl. granular base)	Lineal Metre	115	\$ 515	\$ 59,225
1.02	Concrete Sidewalk & Letdowns - 100mm thick - Broom Finished (incl. gravels)	Square Metre	115	\$ 310	\$ 35,650
1.03	Tactile Strips	Square Metre	10	\$ 500	\$ 5,000
03 40 01 - PRECAST CONCRETE					
1.04	Concrete Calgary Curb - Supply & Install	Each	6	\$ 1,500	\$ 9,000
31 22 01 - RESHAPING EXISTING SUBGRADE					
1.05	Reshaping	Square Metre	455	\$ 15	\$ 6,825
31 24 13 - ROADWAY EXCAVATION, EMBANKMENT, AND COMPACTION					
1.06	Common Excavation (300mm Depth) - Offsite Disposal	Square Metre	550	\$ 50	\$ 27,500
32 01 11 - PAVEMENT SURFACE CLEANING AND REMOVAL OF PAVEMENT MARKINGS					
1.07	Eradicate Pavement Markings by Hydro Blasting	Lump Sum	1	\$ 2,000	\$ 2,000
32 11 16.1 - GRANULAR SUBBASE					
1.08	250mm - 75mm Minus Granular Subbase	Tonne	37	\$ 210	\$ 7,678
32 11 23 - GRANULAR BASE					
1.09	100mm Depth - 19mm Minus Crushed Granular Base	Tonne	20	\$ 630	\$ 12,600
32 12 16 - HOT-MIX ASPHALT CONCRETE PAVING					
1.10	Hand Placed - Upper Course #1 - 50mm Thick	Tonne	15	\$ 1,280	\$ 19,200
1.11	Hand Placed - Lower Course #1 - 50mm Thick	Tonne	15	\$ 1,280	\$ 19,200
1.12	Raised Crossing	Each	1	\$ 15,000	\$ 15,000
32 17 23 - PAINTED PAVEMENT MARKINGS					
1.13	Permanent Thermoplastic Pavement Markings and Stencils	Lump Sum	1	\$ 6,000	\$ 6,000
1.14	Supply and Install Traffic Signage	Lump Sum	1	\$ 2,000	\$ 2,000



ITEM NO.	DESCRIPTION	UNIT OF MEASURE	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1.15	Relocate Existing Traffic Signage	Lump Sum	1	\$ 500	\$ 500
32 91 21 - TOPSOIL AND FINISH GRADING					
1.16	Topsoil (150mm - includes hydroseeding)	Square Metre	250	\$ 70	\$ 17,500
33 11 01 - WATERWORKS					
1.17	City Owned Utility Adjustments & Relocations	Lump Sum	1	\$ 1,000	\$ 1,000
33 44 01 - MANHOLES AND CATCH BASINS					
1.18	City Owned Utility Adjustments & Relocations	Lump Sum	1	\$ 1,000	\$ 1,000
1.19	Top Inlet Catchbasin (MMCD S11) Including Lead & Tie-In	Each	3	\$ 7,500	\$ 22,500
1.20	Remove Existing Catchbasin	Each	2	\$ 1,830	\$ 3,660
SUBTOTAL (ROUNDED)					\$ 303,000
CONTINGENCY @ 40%					\$ 122,000
ENGINEERING & DESIGN @ 15%					\$ 46,000
TOTAL (exclusive of GST)					\$ 471,000



ITEM NO.	DESCRIPTION	UNIT OF MEASURE	TOTAL QUANTITY	UNIT PRICE	AMOUNT
01 55 00 - TRAFFIC CONTROL, VEHICLE ACCESS AND PARKING					
1.00	Traffic Management & Incidentals (mobilization, demobilization, environmental protection & sediment control)	Lump Sum	1	\$ 51,504	\$ 51,504
03 30 20 - CONCRETE WALKS, CURBS AND GUTTERS					
1.01	Hand Formed Curb and Gutter - MMCD Type C4 (incl. granular base)	Lineal Metre	175	\$ 515	\$ 90,125
1.02	Concrete Sidewalk & Letdowns - 100mm thick - Broom Finished (incl. gravels)	Square Metre	240	\$ 310	\$ 74,400
1.03	Concrete Driveway Letdown (incl. gravels)	Square Metre	45	\$ 415	\$ 18,693
1.04	Tactile Strips	Square Metre	15	\$ 500	\$ 7,500
31 22 01 - RESHAPING EXISTING SUBGRADE					
1.05	Reshaping	Square Metre	820	\$ 15	\$ 12,300
31 24 13 - ROADWAY EXCAVATION, EMBANKMENT, AND COMPACTION					
1.06	Common Excavation (300mm Depth) - Offsite Disposal	Square Metre	950	\$ 50	\$ 47,500
32 01 11 - PAVEMENT SURFACE CLEANING AND REMOVAL OF PAVEMENT MARKINGS					
1.07	Eradicate Pavement Markings by Hydro Blasting	Lump Sum	1	\$ 3,000	\$ 3,000
32 11 16.1 - GRANULAR SUBBASE					
1.08	250mm - 75mm Minus Granular Subbase	Tonne	20	\$ 210	\$ 4,200
32 11 23 - GRANULAR BASE					
1.09	100mm Depth - 19mm Minus Crushed Granular Base	Tonne	20	\$ 630	\$ 12,600
32 12 16 - HOT-MIX ASPHALT CONCRETE PAVING					
1.10	Hand Placed - Upper Course #1 - 50mm Thick	Tonne	20	\$ 1,280	\$ 25,600
1.11	Hand Placed - Lower Course #1 - 50mm Thick	Tonne	20	\$ 1,280	\$ 25,600
32 17 23 - PAINTED PAVEMENT MARKINGS					
1.12	Permanent Thermoplastic Pavement Markings and Stencils	Lump Sum	1	\$ 6,000	\$ 6,000
1.13	Supply and Install Traffic Signage	Lump Sum	1	\$ 2,000	\$ 2,000
1.14	Relocate Existing Traffic Signage	Lump Sum	1	\$ 1,000	\$ 1,000
32 91 21 - TOPSOIL AND FINISH GRADING					



ITEM NO.	DESCRIPTION	UNIT OF MEASURE	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1.15	Topsoil (150mm - includes hydroseeding)	Square Metre	305	\$ 70	\$ 21,350
32 93 01 - PLANTING OF TREES, SHRUBS, AND GROUND COVER					
1.16	Landscaping	Allowance	1	\$ 50,000.00	\$ 50,000.00
33 11 01 - WATERWORKS					
1.17	City Owned Utility Adjustments & Relocations	Lump Sum	1	\$ 2,000	\$ 2,000
33 44 01 - MANHOLES AND CATCH BASINS					
1.18	City Owned Utility Adjustments & Relocations	Lump Sum	1	\$ 1,000	\$ 1,000
1.19	Top Inlet Catchbasin (MMCD S11) Including Lead & Tie-In	Each	3	\$ 7,500	\$ 22,500
1.20	Remove Existing Catchbasin	Each	1	\$ 1,830	\$ 1,830
SUBTOTAL (ROUNDED)					\$ 479,000
CONTINGENCY @ 40%					\$ 192,000
ENGINEERING & DESIGN @ 15%					\$ 72,000
TOTAL (exclusive of GST)					\$ 743,000





Request for Decision

Date of Meeting: July 2, 2026 File No.: 4320-50-0023
To: Mayor and Council
From: Sundance Topham, Chief Administrative Officer
Prepared By: Hugo Wu, Planner I
Subject: LCRB Referral for a New Liquor Primary Licence – 5110 Manson Avenue

Purpose:

To present information and obtain direction on a referral from the Liquor and Cannabis Regulation Branch (LCRB) following the submission of an application by the Association francophone de qathet (AFqa) for a new Liquor Primary licence at 5110 Manson Avenue.

Recommendation:

PURSUANT to the report of the Planner I dated for the Council meeting of July 2, 2026, entitled: “LCRB Referral for a New Liquor Primary Licence – 5110 Manson Avenue”:

THAT Council opt out of providing comment on the application for a Liquor Primary Licence submitted by the Association francophone de qathet to the LCRB for 5110 Manson Avenue.

Background:

In April, the City received a referral from the LCRB requesting a resolution of Council to either opt in or out of providing comment on a Liquor Primary licence application submitted by AFqa. If granted, the licence would allow the organization, which exists to promote and strengthen local Francophone language and culture, to serve and sell alcohol as part of its programming and fundraising efforts.

Attached to this report as Appendices A through D are a locator map, an orthographic image, a letter of intent from the applicant, and a floor plan of the proposed service area.

Discussion:

Council Bylaws and Policies

City of Powell River Delegation Bylaw 2367, 2013 (Delegation Bylaw)

Under the Delegation Bylaw, the Director of Planning Services has the authority to review and approve referrals for minor liquor licence applications. As an application for a Liquor Primary licence is not considered a minor liquor licence application, referrals respecting the same have not been delegated to staff and therefore require Council consideration.

City of Powell River Fee Bylaw 2092, 2005 (Fee Bylaw)

Under the Fee Bylaw, the fee for an LCRB referral requiring Council consideration is \$400. Included as part of this fee is the staff time needed to review an application and to prepare a report for Council’s consideration. If Council wishes to opt in to providing comment to the LCRB, an additional \$1,600 would be required to cover the cost of a City-led engagement process.

City of Powell River Council Policy 196 (Council Policy 196)

If Council chooses to opt in to providing comment on new and/or amended Liquor Primary licence applications, Council Policy 196 provides a framework for obtaining public input by way of a public notice and a public hearing.

Site Overview

Civic Address	5110 Manson Avenue
Legal Description	Lot 25 District Lot 5542 Plan 5389
Current Use	Assembly Use
Site Area	15,396.24m ²
Zone	NT: Institutions

LCRB Licence Being Sought

Type of Licence	Liquor Primary
Desired Hours of Service	9am – midnight
Desired Occupant Load	100

Although the authority to regulate liquor service rests with the Province, the LCRB refers certain types of applications to local governments for comment. Past practice with respect to LCRB referrals has been to opt-out of comment and to leave the community input process to the discretion of the LCRB. A primary consideration respecting this decision stems from a desire to avoid potential delays and/or costs that may be incurred by the applicant due to a duplication of the community input or engagement process.

Impact of Proposal

When considering whether to opt-in to comment on referrals from the LCRB, Council may wish to consider the potential impact of an application on the community as a whole and to adjacent properties, with particular attention to noise.

In assessing potential noise impacts, staff often consider both adjacent properties and nearby land uses as well as whether noise complaints have been received by the City in the past in relation to activities conducted on a subject property. Respecting the former, AFqa’s immediate neighbours are residential properties and Evangel Church. Based on available mapping, the distance from AFqa’s main building to the nearest occupied building or home is approximately 32m (105ft), with other homes and buildings on adjacent properties situated well beyond this distance. With regards to past complaints, the City has no record that any complaints were logged and/or have been received in relation to activities conducted by AFqa on its property.

AFqa already regularly hosts programming and events, including within the proposed service area, which currently serves as a banquet or reception hall. From staff's perspective, obtaining a Liquor Primary licence is unlikely to noticeably increase noise for nearby residents. Although irregular evening and weekend events and service hours may result in some disturbance to neighbouring residents, this does not represent a significant departure from the property's existing use and operations. Occupant loads and available parking will also remain unchanged.

To ensure nearby residents are not negatively affected by the activities and/or patrons utilizing its establishment, AFqa has committed to implementing several measures to ensure neighbourly conduct. These include observation of reasonable event end times of generally no later than 10pm; monitoring sound levels and keeping doors and windows closed during performances; providing signage and staff supervision to encourage patrons to leave quietly; discouraging outdoor congregation after events; and maintaining adequate staffing levels to monitor patron behaviour and ensure that any concerns are addressed promptly.

Staff note that in addition to the operational commitments by AFqa identified above, all licensees are required by the LCRB to adhere to and comply with all municipal bylaws and health and safety regulations. Furthermore, if deemed necessary, the City may include additional conditions of use on AFqa's business licence.

As part of AFqa's application, a request has also been made to permit admittance of minors in licensed areas. This is because the majority of programming offered and/or hosted by AFqa is family-oriented and open to all ages. To ensure appropriate management of all licensed areas, AFqa has committed to implementing strict ID checks and providing appropriate supervision.

Having consideration of past precedent, the nature and scope of the request, and the mitigative measures that the applicant will implement to reduce conflict with neighbours and maintain safe and responsible service, staff recommend that Council opt-out of providing comment on this application. If Council supports this recommendation, the LCRB will be informed of Council's decision, and it will undertake provincially led engagement as it sees fit. The LCRB will not commit to what type of engagement it will lead, but past practice includes signage posted on the subject property and notices to inform residents and property owners.

Comments from City Departments

Prior to the preparation of this report, the application was referred by Planning staff to internal City departments for comment. No concerns and/or issues were raised as part of this process.

Communication and Engagement

If the City provides written confirmation to the LCRB that it has considered the application and has chosen to opt out of providing comment, the LCRB will decide how or if it will consult the community. Conversely, if Council wishes to provide comment to the LCRB and/or conduct community engagement, *City of Powell River Council Policy 196* establishes the framework for gathering public input on this application.

Financial Implications:

A one-time cost recovery 'Liquor Primary, Food Primary, or Manufacturer Endorsement: Major' fee of \$400 has been paid by the applicant in accordance with Schedule A of the *City of Powell River Fee Bylaw 2092, 2005*. In accordance with the same, if Council wishes to opt in to providing comment to the LCRB, an additional one-time 'Council Opt-In for new or amended License' fee of \$1,600 would have to be paid by the applicant to cover the cost of a City-led engagement process.

Operational Implications:

Staff review of LCRB referrals fall within the regular service provided by the Planning Services Department. No additional operational implications exist with respect to this application other than the staff time required to prepare and present this report.

Strategic Priorities:

Supporting AFqa aligns tangentially with the Economic Vibrancy pillar as it is in keeping with building on existing customer service to focus on a service-minded culture that helps businesses and residents "get to yes".

Attachment(s):

1. Appendix A – Locator Map
2. Appendix B – Orthographic Image
3. Appendix C – Letter of Intent
4. Appendix D – AFqa Building Floor Plan

Reviewed by:

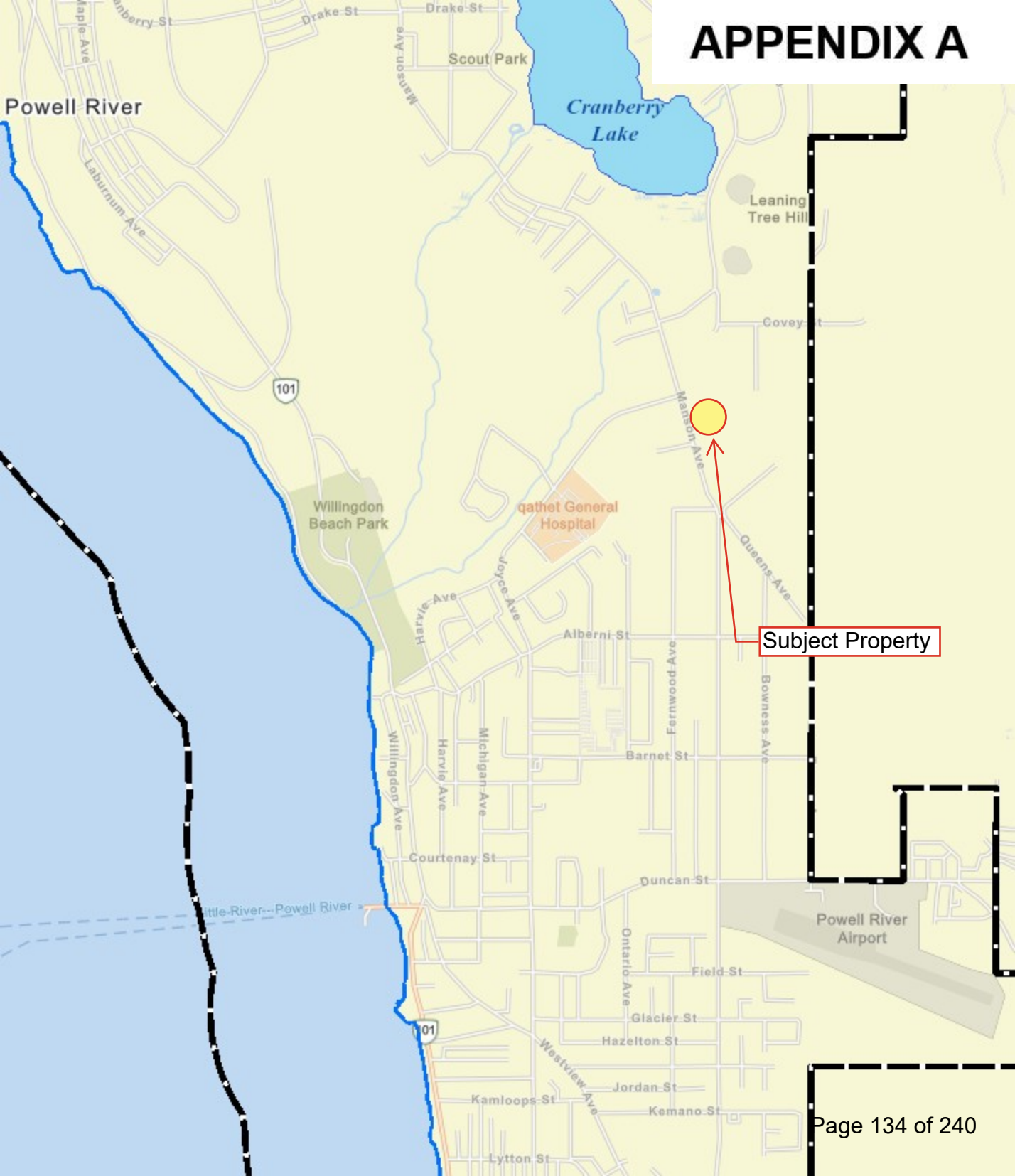
- Administrative Services
- Finance Services
- Fire & Emergency Services
- Human Resources
- Infrastructure Services
- Parks, Recreation & Culture
- Partnerships, Intergovernmental & Public Relations
- Planning Services

Respectfully submitted,



Sundance Topham
Chief Administrative Officer

APPENDIX A



Subject Property



Subject Property

5164

5156

5146

5140

5139

5110

5097

5087

5084

5075

5072

5065

5060



Association francophone de qathet (AFqa)
5110 avenue Manson, Powell River, C.-B. V8A 3P1
Téléphone (604)483-3966
Courriel admin@afqa.ca

March 31st, 2026

To the Liquor and Cannabis Regulation Branch,

Re: Letter of Intent – Liquor Primary License Application for Event Purposes (Including Request to Allow Minors)

I am writing on behalf of Association francophone de qathet (AFqa) in support of our application for a Liquor Primary license for the purposes of hosting cultural, social, and community events at our community centre located at 5110 Manson Avenue, Powell River, BC, specifically within the ground floor banquet hall of the building.

AFqa is a registered non-profit organization dedicated to promoting and strengthening the Francophone community in the qathet region through youth programming, arts, culture, language, and inclusive community events. Throughout the year, we host small-scale festivals, musical performances, film screenings, casual gatherings and community celebrations that serve a broad cross-section of local residents, families, and visitors.

The primary focus of our organization and facility is cultural and community programming, not liquor service. Alcohol service is intended to be a secondary and complementary component, offered responsibly during events to support social connection, community engagement, and fundraising activities.

AFqa's administrative office hours are Tuesdays, Wednesdays, and Thursdays from 9:30am to 3:00pm. In addition, programming and events occur during irregular hours, most often in the evenings and weekends. If this application is approved, the business focus will not shift to liquor service at any set time of day; liquor will only be served in conjunction with scheduled events or approved hall rentals.

The banquet hall is also available for rental to the general public, with revenue generated supporting the sustainability of our non-profit operations. The Liquor Primary licence would allow renters to serve alcohol in compliance with all applicable regulations and conditions.

Entertainment and activities that may be offered in the licensed space include live music performances, DJs, film screenings, theatre and spoken-word performances, community meals and celebrations, cultural presentations and festivals, celebrations of life, birthdays, family reunions, and weddings. AFqa will not offer adult entertainment such as gambling, gaming or exotic dancing.

The banquet hall is equipped with a commercial kitchen and holds a Food Primary license for banquet halls. During events, we provide a variety of hot and cold snacks and light food offerings, which may include vegetables, fruit, baked goods, charcuterie, chips, dips, and similar items. A range of non-alcoholic beverages, such as sparkling water, tea, and other alcohol-free options is always available.



Association francophone de qathet (AFqa)
5110 avenue Manson, Powell River, C.-B. V8A 3P1
Téléphone (604)483-3966
Courriel admin@afqa.ca

The community centre is located on Manson Avenue in a neighbourhood composed primarily of residential properties, as well as religious and community-oriented buildings. Potential noise or disturbance is expected to be minimal and infrequent, as most events are small- to medium-scale. Our latest events typically conclude by 10:00 p.m., and we do not anticipate late-night activity.

To ensure nearby residents are not disturbed by our establishment or its patrons, AFqa will implement the following measures: events will observe reasonable end times, generally no later than 10:00 p.m.; doors and windows will remain closed during amplified music or performances when appropriate, sound levels will be actively monitored and adjusted to minimize external noise; signage and staff supervision will encourage patrons to leave quietly; outdoor congregation will be discouraged after events; event staff and volunteers will monitor behavior and address concerns promptly.

Additionally, we would like to request consideration for allowing minors to be present in licensed areas. Liquor service is not the primary focus of our events, and a significant portion of our programming is family-oriented and open to all ages. We will not provide adult entertainment, and minors will never be served alcohol. AFqa will enforce strict ID checks, responsible service practices, and appropriate supervision at all times. We believe this request aligns with the community-focused nature of our programming and the Liquor Primary licensing framework.

AFqa is fully committed to operating in compliance with all applicable regulations and conditions set by the Liquor and Cannabis Regulation Branch. The safety and well-being of all attendees is a priority.

Thank you for considering our application. Please do not hesitate to contact me should you require additional information or clarification.

Sincerely,

Joëlle Sévigny
Executive Director
Association francophone de qathet
admin@afqa.ca
604-483-3966

Site Map



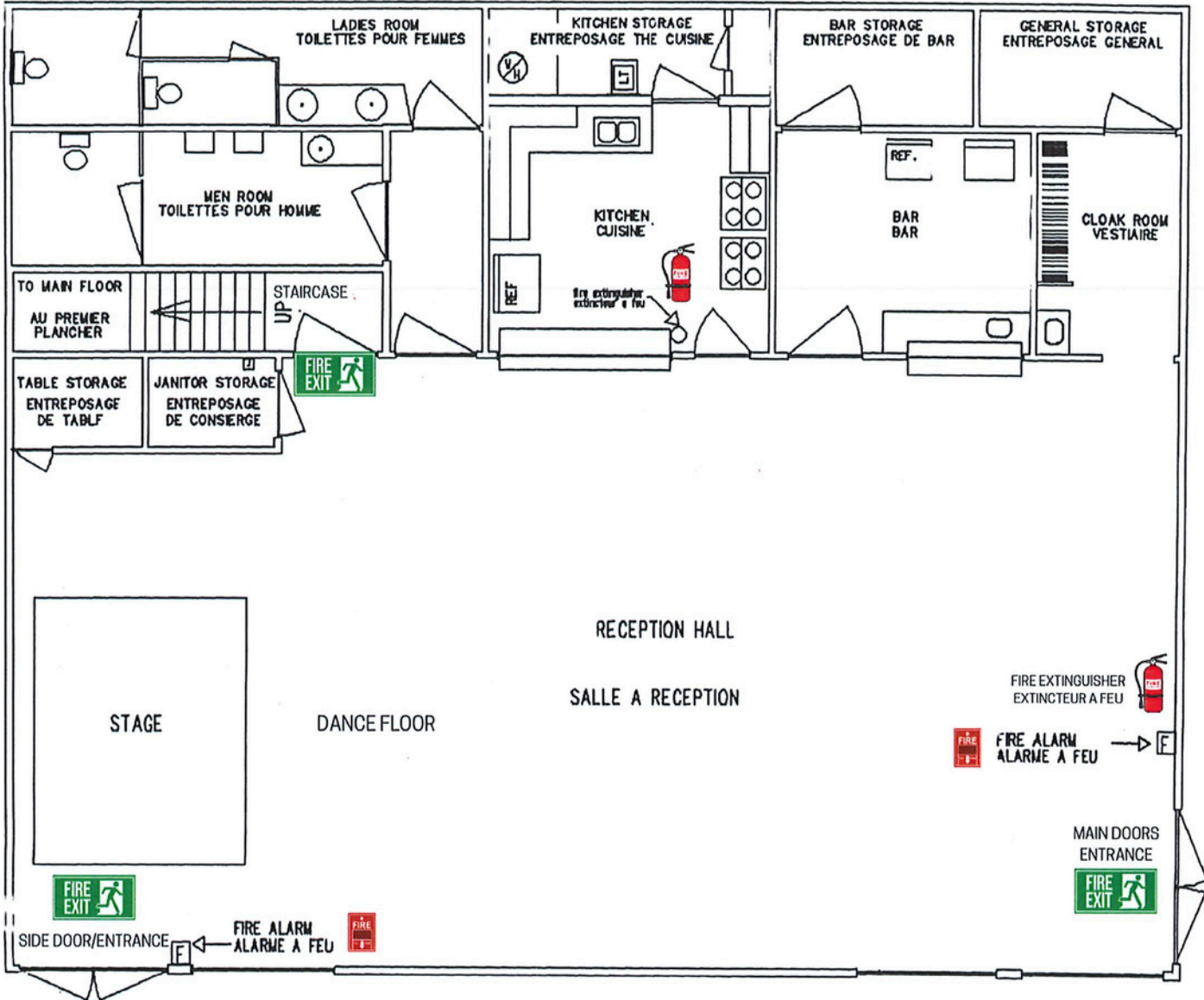
ASSOCIATION FRANCPHONE DE QATHET
5110 MANSON AVE.
POWELL RIVER BC, V8A 3P1

Ground Level Floor Plan
Banquet Hall
Area to be serviced

OCCUPANT LOAD STAMP

CITY OF POWELL RIVER
OCCUPANT NO. 100 persons
BUILDING OFFICIAL: [Signature]

FEB 19 2026

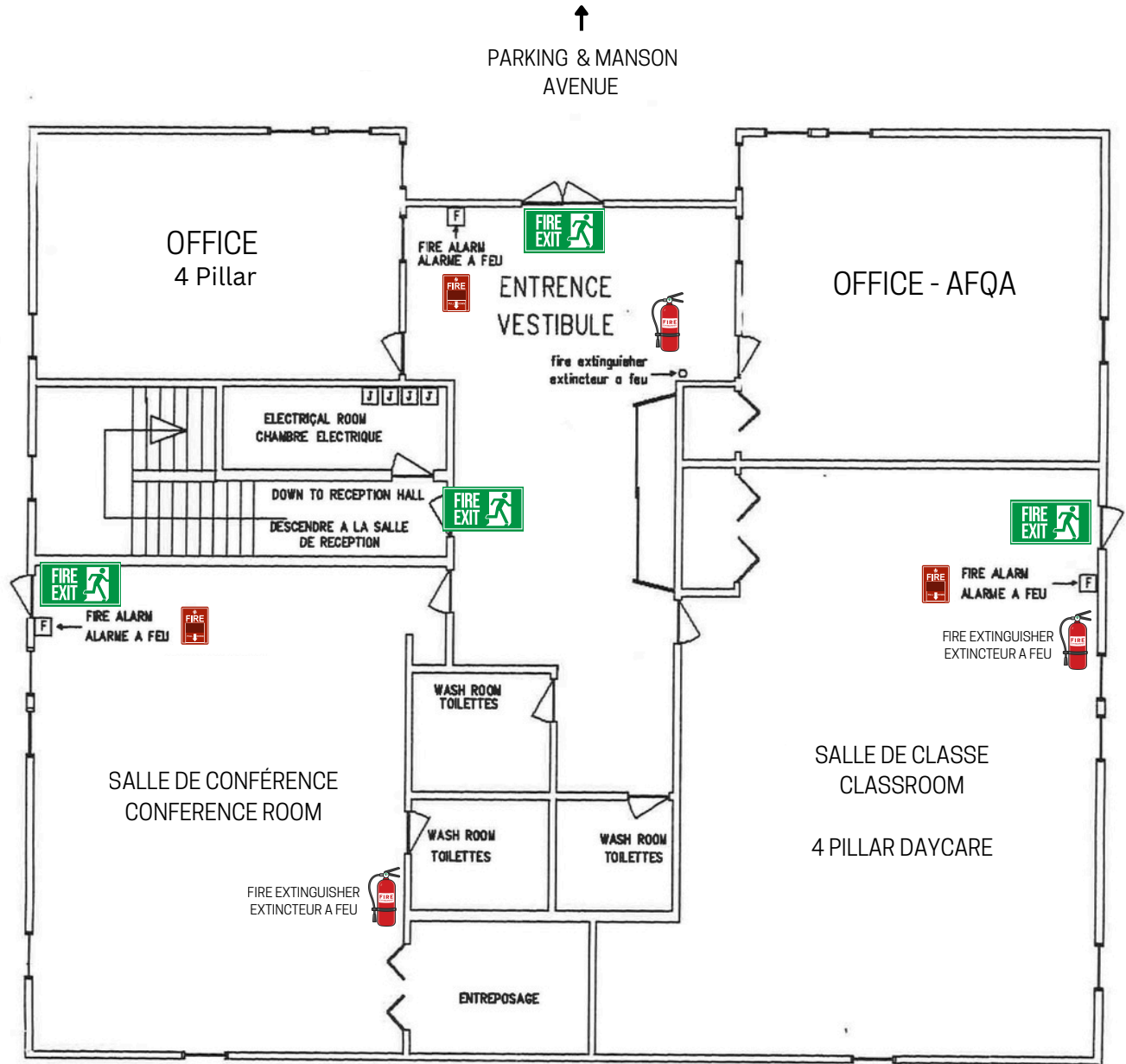


↑ PARKING

ASSOCIATION FRANCPHONE DE QATHET
5110 MANSON AVE.
POWELL RIVER BC, V8A 3P1

First Level Floor Plan

Area not serviced





Request for Decision

Date of Meeting: July 2, 2026 File No.: 3060-20-0441
To: Mayor and Council
From: Sundance Topham, Chief Administrative Officer
Prepared By: Hugo Wu, Planner I
Subject: Development Permit 441 – Vacant Joyce Avenue at Glacier Street

Purpose:

To present an application for a development permit to facilitate the construction of a new automotive maintenance and service centre on a vacant lot adjacent to the intersection of Joyce Avenue and Glacier Street.

Recommendation:

PURSUANT to the report of the Planner I dated for the Council meeting of July 2, 2026, entitled: "Development Permit 441 – Vacant Joyce Avenue at Glacier Street":

THAT Council approve for issuance Development Permit 441 to 4264 Joyce Avenue Holdings Ltd., No. BC0867016, to facilitate the construction of a new automotive maintenance and service centre on the lands legally described as:

Lot 1 Block B District Lot 5108 Group 1 New Westminster District Plan 14453

subject to the payment of a landscape security deposit to the satisfaction of the Director of Planning Services, and confirmation from the Ministry of Environment and Parks that development can proceed.

Background:

On May 13, 2026, the City received a development permit application submitted by an agent retained by 4264 Joyce Avenue Holding Ltd., for a new automotive service centre on a vacant commercially-zoned lot along Joyce Avenue at Glacier Street. This parcel has been vacant for decades and previously housed a gas station.

In 2009, a previous owner received a Certificate of Compliance from the Ministry of Environment pursuant to the *Environmental Management Act* that certified the parcel had been satisfactorily remediated to meet *Contaminate Sites Regulation* numerical standards for commercial land soil use and aquatic life water use. The Certificate of Compliance included one condition, that a qualified environmental consultant must be available to identify, characterize and appropriately

manage any environmental media of suspect quality which may be encountered during any future subsurface work at the site. Staff have reached out the Ministry to confirm that the Certificate of Compliance issued in 2009 remains valid and that the City is permitted to issue a development permit for this property.

Attached to this report as Appendices A through D are a locator map, an orthographic image, Development Permit Area (DPA) 2: Uptown Mixed Use guidelines, and draft Development Permit 441 with accompanying schedules of proposed development.

Discussion:

Site Overview and Proposal

Measuring 0.28 hectares (0.69 acres) in area, the subject property is a corner lot with frontage along Glacier Street, Joyce Avenue, and Westview Avenue. While currently vacant, the site was most recently the location of a Shell gas station prior to its closure in 2006 and subsequent demolition in 2008. The site is generally level, with minimal grade variation.

The property is designated as Uptown Mixed Use in the Sustainable Official Community Plan and is zoned C2 (Service Commercial) in the City's Zoning Bylaw. Zoning and land use of surrounding properties vary and include commercial zones and associated uses, residential zones of varying densities, and a pocket park.

The proposed development is focused on the northern half of the lot. The southern portion will remain vacant for now. Future development of this remaining portion will be conditional on achieving form and character approvals tied to a new development permit application submitted at a future time.

The current development proposal consists of an automotive service centre with a gross floor area of 318m² (3,426 sqft). Designed to support drive-through oil changes and maintenance services, the proposed building will contain two service bays, a service pit, fuel storage areas, staff facilities, and a customer waiting area. Access and egress will be provided by way of three driveways onto Glacier Street, Joyce Avenue, and Westview Avenue.

Adherence to DPA 2 Guidelines

Siting and Orientation of Buildings

With respect to the siting and orientation of buildings, what is proposed is compliant with setback requirements identified under the City's Zoning Bylaw. It does differ from the DPA 2 design guidelines which state that buildings must be located with no or minimal setback from the public sidewalk and street right-of-way. This is due to the nature of the business. Staff are supportive of this deviation from the guidelines and acknowledge the efforts made by the applicant through landscaping and the incorporation of architectural features on the street-facing façade to achieve most of the 'curb appeal' the City desires for developments in the C2 Zone.

Building Form and Character

The proposed design incorporates various architectural treatments to create visual interest and a clear building identity. These include the installation of awnings over all primary entrances and exits, framed windows and entrances, and variations in proposed cladding, accent, and trim materials. Glazed doors and windows of varying sizes are also proposed and will create a strong visual connection between the inside and outside of the building.

Exterior Materials

Under the DPA 2 guidelines, the use of local or “West Coast” materials is encouraged and the use of concrete, metal, and similar materials is discouraged. Based on this, the materials selected for the proposed development would be discouraged. However, considering the nature of the business being proposed and the current zoning of the property, staff are supportive of deviating from the guidelines. Instead, patterning and other architectural treatments will ensure that the building’s exterior remains visually appealing and will break up large expanses of these discouraged materials.

Landscaping & Amenity Areas

A comprehensive landscape plan has been submitted as part of the development permit application. Based on submitted drawings, landscaping will be provided along most portions of the site boundary, with a focus on access points, transitional areas and around outdoor garbage and recycling facilities to ensure that they are appropriately softened, framed, and/or screened from the street.

Parking and Vehicular Access

A total of 11 at-grade parking spaces and one loading space will be provided. Staff note that while four of the parking spaces are in fact stacking spaces (lanes where clients wait in their car for service) and may not meet the traditional definition of a parking stall, staff believe that the space allocated for this use, together with the stay-in-car service offered by the service centre would qualify the stacking area and meet the intent and function of a conventional parking stall. In keeping with the guidelines, all parking will be located at the rear and side of the building.

As outlined earlier in this report, vehicular access is planned from Glacier Street, Joyce Avenue, and Westview Avenue. Relative to existing conditions, the western driveway on Glacier Street will be removed, while the driveway fronting onto Joyce Avenue will be relocated further north, with plans in place for both driveways to be reinstated as new curb, gutter, and sidewalk. Direct access to the site via Joyce Avenue will be limited to right-in and -out movements, while the remaining Glacier Street driveway will provide full movement access.

To ensure safe and orderly access, egress, and internal circulation of vehicular traffic, on-site traffic control measures will include bollards, directional arrows, and appropriate signage.

Pedestrian Access

While access and egress from the subject site will predominantly be made by vehicle, a pedestrian walkway and access path will be provided to enable safe, efficient, and accessible pedestrian travel to and from the site and the proposed building. These will take the form of a raised concrete apron around the perimeter of the proposed building and a new pathway to the traffic-controlled intersection on the corner of Joyce Avenue and Glacier Street.

Signs

Two fascia signs and one freestanding pylon sign will be installed as part of proposed development. Staff will ensure that all requirements of the *City of Powell River Sign Bylaw 1945, 2002*, are met prior to issuing a sign permit.

Attached to this report as Appendix D is draft Development Permit 441 for review.

Comments from City Departments

Prior to the preparation of this report, the application was referred by Planning staff to both internal City departments and the Ministry of Transportation and Transit for comment. No concerns and/or issues were raised as part of this process.

Communication and Engagement

There are no public consultation requirements for this development permit.

Financial Implications:

A one-time Development Permit fee has been paid by the applicant in accordance with Schedule A of the *City of Powell River Fee Bylaw 2092, 2005*. The City will also hold a landscaping security deposit in the form of an irrevocable letter of credit, cash, or certified cheque at an amount based upon costing that will be received from the applicant should Council approve the proposed landscaping.

Operational Implications:

The review and processing of development permit applications is considered a regular service provided by the Planning Services Department. No additional operational implications exist with respect to this application other than the staff time required to prepare and present this report.

Strategic Priorities:

Economic Vibrancy – Build on existing customer service to focus on a service-minded culture that helps businesses and residents “get to yes.”

Attachment(s):

1. Appendix A – Locator Map
2. Appendix B – Orthographic Image

3. Appendix C – DPA 2 Guidelines
4. Appendix D – Draft Development Permit 441

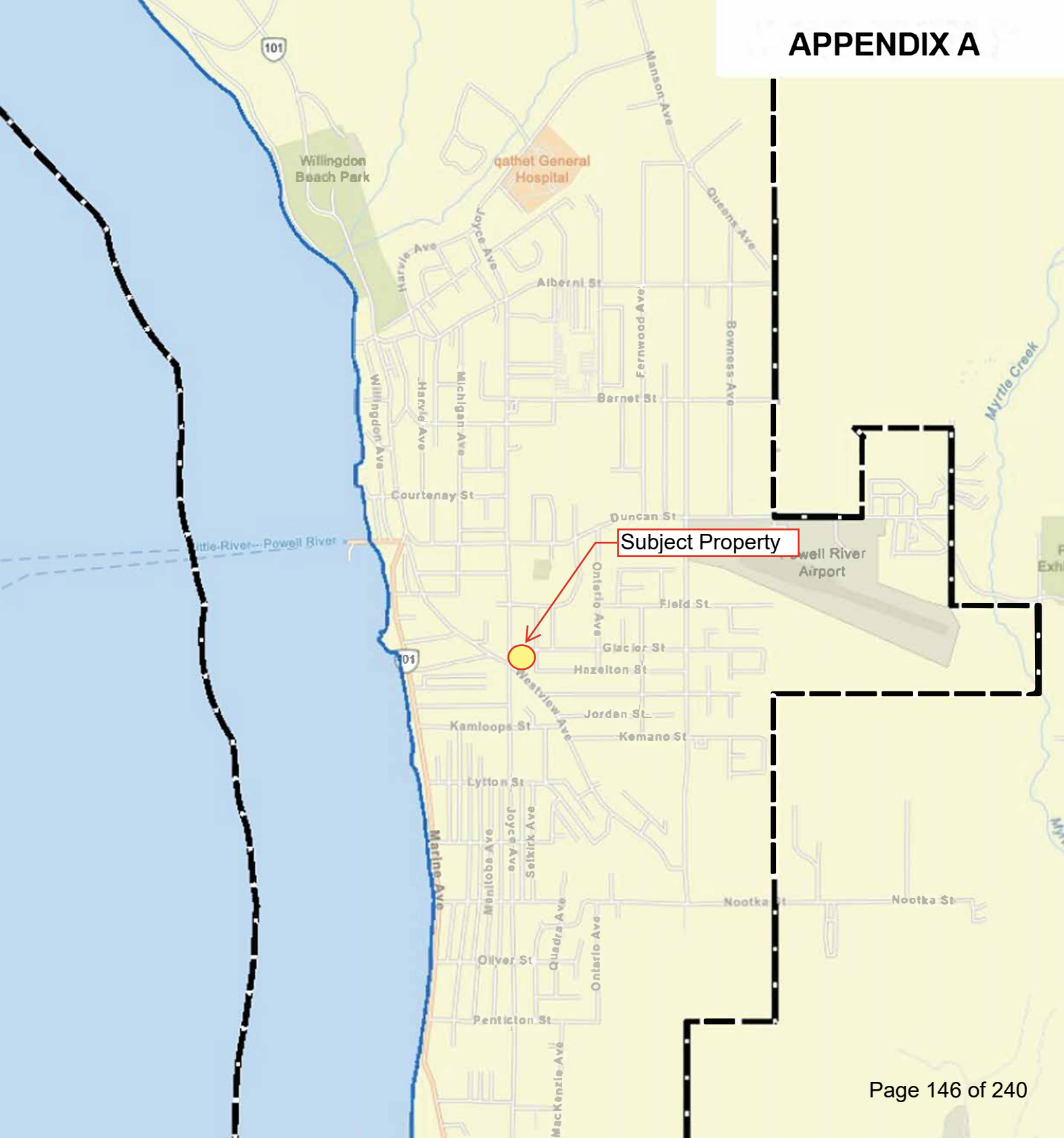
Reviewed by:

- Administrative Services
- Finance Services
- Fire & Emergency Services
- Human Resources
- Infrastructure Services
- Parks, Recreation & Culture
- Partnerships, Intergovernmental & Public Relations
- Planning Services

Respectfully submitted,



Sundance Topham
Chief Administrative Officer



Subject Property

9.2 Development Permit Area (DPA) 2: Uptown Mixed Use

This Development Permit Area is established under sections 919.1(1) (f) and 920 of the *Local Government Act* to provide guidelines for the form and character of commercial and multi-family developments in the central Westview area.

DPA 2 consists of the area designated on Schedule B as Uptown Mixed Use. This area is characterized by a broad range of indoor and outdoor malls; large format commercial outlets; tourist, service and highway commercial; and multi-family residential uses. It functions as the major commercial precinct for Powell River.

9.2.1 Objectives

The objectives of DPA 2 are to:

- (a) strengthen the principal business district in Powell River;
- (b) encourage complementary multi-family uses;
- (c) improve the appearance of buildings, landscaping, and streetscape;
- (d) minimize the impact of the built environment on local water quality and stream health;
- (e) improve connectivity within the area and to adjoining areas; and
- (f) encourage efficient use of available land.

9.2.2 DPA 2 Guidelines

(a) Siting and Orientation of Buildings

- i. Mid-block buildings must be oriented to face the nearest major street.
- ii. Corner buildings must be oriented to face both adjacent streets.
- iii. Buildings must be located with no setback or minimal setbacks from the public sidewalk and street right-of-way.
- iv. Building entrances must be accessed directly from the public sidewalk without crossing any parking areas. This means that building entrances must be on the front of the building (facing the street), or on the side of the building (facing the parking area) where a pathway leads from the sidewalk directly to the entrance.
- v. Where possible, orient buildings to maximize solar gain and the penetration of natural light into interior spaces.

(b) Building Form and Character

- i. All storefronts and lobby entrances must include some form of pedestrian rain protection over the front entry. This may take any form compatible with the design (awning, canopy, marquee, etc.) and may be structurally independent of the building.
- ii. Building façades should be articulated or detailed in a way that indicates each individual unit, including both ground floor and upper level units.
- iii. Rooflines of buildings should be articulated or detailed in a way that indicates each individual unit, including both ground floor and upper level units.
- iv. All commercial storefronts should include large display windows to provide a strong visual connection between the inside and the outside of the building. Large format retail buildings are not exempted from this guideline.

- v. Upper level units should include windows and balconies facing the street. This fenestration should create a regular pattern across the entire façade of the building and should match the fenestration pattern of the ground-floor units.
- vi. Large structures should vary the front setback to modulate the building façade, allowing for recesses that can be used to accommodate street amenities (e.g. garbage and recycling receptacles, bike racks) and landscaping (e.g., street trees, flower beds, small patios).
- vii. Structures that are taller than two stories should include design features that articulate the transition between lower floors and upper floors. This could include, for example: a ground floor façade that is more richly detailed or otherwise distinguished from the upper floors; a pergola, awning, or other projection that marks the transition from lower to upper floors; a stepped-back façade at the 3rd or 4th stories; or inset balconies on the upper floors.

(c) Exterior Materials

- i. The use of local or “West Coast” materials is encouraged, including wood products such as cedar shakes and siding, salvaged or recycled timber columns and accents; stone, particularly local granite.
- ii. All exterior surfaces buildings should make use of natural materials, brick, wood or similar materials. Large expanses of unfinished concrete, metal, block or stucco and other similar construction materials are strongly discouraged.
- iii. The use of vinyl siding is permitted on the façades of upper floors only.
- iv. The use of highly reflective or mirrored glass windows is not permitted.

(d) Landscaping & Amenity Areas

- i. A comprehensive landscaping plan prepared by a Landscape Architect is required for any multi-family development with three or more dwelling units and must be submitted to the City before final approval.
- ii. Ground oriented residential units should be provided with private outdoor spaces adjacent to the unit and distinct from shared open space or common property.
- iii. Shared outdoor amenity areas should be provided for any building that includes residential uses, including play spaces and gathering spaces.
- iv. Healthy, mature trees and vegetation should be retained where possible.
- v. Plantings and planting areas should be used to:
 - a. Provide screening and privacy between residential units and between private outdoor spaces;
 - b. Screen residential buildings from adjacent commercial uses where they are not separated by a street or lane;
 - c. Screen parking areas from the street;
 - d. Screen waste receptacles, dumpsters, and building mechanicals from the street;
 - e. ‘Soften’ the appearance of buildings;
 - f. Divide large parking areas into several smaller parking areas;
 - g. Define or frame paths, streets, path entrances, and the edges of outdoor spaces;
 - h. Shade buildings and outdoor spaces;

- i. Manage rainwater; and
 - j. Stabilize soils and prevent soil erosion.
- vi. Landscaping should not be used to screen views to unit or lobby entrances from the street.
- vii. Storage of materials and equipment within a building is recommended. Any outdoor storage must be screened from the street either by buildings, landscaping or solid fencing.

(e) Parking and Vehicular Access

- i. Internal streets should mimic the grid pattern, connectivity, and block sizes of the city. These streets should connect adjacent properties wherever possible and should be designed to the same standards as city streets, including pedestrian facilities such as sidewalks, corner bulges, and crossing areas.
- ii. Parking lots should be located to the rear, side, or below the building.
- iii. Parking lots should be paved, drained and well illuminated.
- iv. The use of permeable paving materials is strongly encouraged.
- v. On-site stormwater management (retention and infiltration) for parking and roadways is encouraged.
- vi. Parking lots should be designed to safely link to other parking lots on adjacent sites.
- vii. Parking lot access should be primarily provided via side streets and lanes; direct access to Joyce Avenue will be limited to right in and out movements or where left turns from Joyce Avenue are feasible.
- viii. Parking for residential uses shall be separated from commercial uses and located to the rear or below the building.
- ix. Appropriate use of traffic controls and stop/yield sign locations must be included and illustrated on application drawings.
- x. A reduction in on-site parking will be considered based on the recommendations of a report prepared by a qualified traffic engineer.

(f) Pedestrian Access

- i. Walkways shall be provided:
 - a. Immediately adjacent to the fronts of all buildings in order to provide access to premises and to through routes between adjacent commercial properties.
 - b. To connect across parking areas.
- ii. Access paths should connect commercial entrances, residential entrances, or lobby entrances directly to the sidewalk. Paths should also connect these entrances to off-street parking areas.
- iii. All pathways and routes should be accessible or provide an accessible route option, this includes a full range of pedestrian travel including wheelchairs, walkers, canes, strollers, etc.
- iv. Walkways adjacent to parking shall be separated from parking lots by landscaping and vegetative screening.

(g) Signs

- i. All signs must meet the requirements of the Sign Bylaw. Signs that encroach beyond the property line require the appropriate agreements as set out in the Sign Bylaw.
- ii. Installation of fascia or projecting signs that are handcrafted, hand painted and individually designed are strongly encouraged.
- iii. Where large, acrylic or plastic corporate standard signs are proposed, fascia signs are preferred in lieu of freestanding signs.
- iv. Additionally, individual letters are strongly encouraged over acrylic faced, illuminated box signs.
- v. If freestanding signs are proposed, such signs must be integrated with landscaping and building finishes. Surrounding site conditions and proximity to structures, sidewalk amenities (e.g., garbage cans, bicycle racks) and existing signs on adjacent properties shall be a consideration in permitting freestanding signs.

9.2.3 Exemptions

A Development Permit in this area will not be required under the following circumstances:

- (a) For installation of new signs provided that the sign(s) conforms to the applicable policies in this DPA;
- (b) For the replacement or repair of signs provided that a sign is not enlarged or moved; and
- (c) In the case of existing single and two-family residential uses, Development Permits are not required for any construction or development exclusively for these residential uses.
- (d) Where the exterior building permit value does not exceed \$60,000.

Figure 6 – Uptown Commercial with Multi-Family in Background

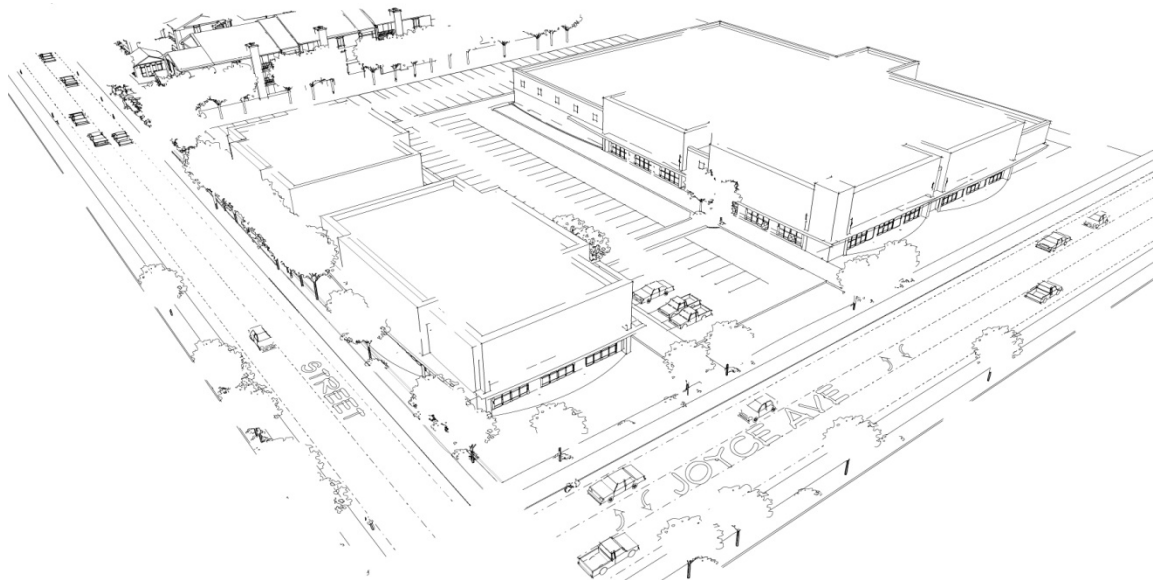


Figure 7 – Uptown Multi-Family with Commercial in Background





DRAFT
CITY OF POWELL RIVER
DEVELOPMENT PERMIT 441

**TO: 4264 JOYCE AVENUE HOLDINGS LTD, INC.NO.867016
SUITE 1908 – 925 WEST GEORGIA ST
VANCOUVER, BC V6C 3L2**

(PERMITTEE)

1. This Development Permit is issued subject to compliance with all the bylaws of the City applicable thereto, except as specifically varied or supplemented by this development permit.
2. This Development Permit applies to and only to those lands within the City described below and all buildings, structures and other development thereon;

**PID: 007-821-875
LOT 1 BLOCK B DISTRICT LOT 5108 GROUP 1 NEW WESTMINSTER
DISTRICT PLAN 14453**

(LAND)

3. The Lands have been designated as a Development Permit Area in *City of Powell River Sustainable Official Community Plan Bylaw 2370, 2014*, as amended.
4. The Lands described herein shall be developed strictly in accordance with the terms, conditions and provisions of this Development Permit and by the remaining stipulations of *City of Powell River Zoning Bylaw 2100, 2006*.
5. The character of the proposed development including the siting, form, exterior design and finish of buildings, structures and site shall be in accordance with the drawings numbered DP 441 (A) through DP 441 (I) (**DRAWINGS**) which are attached hereto and form part of this Development Permit.
6. The Permittee is required to install landscaping upon the Land, in conformance with DP 441 (I) attached hereto and forming a part of this development permit. As a condition of the issuance of this development permit, the City will receive and hold a security deposit in the form of an irrevocable letter of credit, cash, or certified cheque prior to development to ensure that:
 - a. Any conditions in this development permit respecting landscaping are satisfied; and,
 - b. Any unsafe conditions arising because of a contravention of any conditions in this development permit are corrected.

The City may, in its discretion, apply the security to the cost of any works required with respect to landscaping, unsafe conditions, or to correct damage to the natural environment.

Upon completion of the works, 60% of the deposit shall be returned with the remaining amount to be held for a one-year warrantee period.

7. Minor changes to the drawings that do not affect the general form and character of the siting, form, exterior design and finish of buildings, structures and site, may be permitted subject to the approval of the City.
8. This Development Permit shall lapse if construction is not substantially started within two (2) years after the date of issuance of the Development Permit. Lapsed permits cannot be renewed; therefore, application for a new Development Permit must be made and approved by the City in order to proceed.
9. Notice of this Development Permit shall be filed in the Land Title Office under Section 503(1) of the *Local Government Act*, and upon such filing, the terms of Development Permit 441 and any amendment hereto shall be binding upon all parties who acquire an interest in the Lands affected by this Development Permit.
10. This is not a Building Permit.

AUTHORIZING RESOLUTION PASSED BY COUNCIL THIS _____ DAY OF _____, 2026

ISSUED THIS _____ DAY OF _____, 2026

Corporate Officer

AGREEMENT TO DEVELOPMENT PERMIT 441

In consideration of approval of this development permit and other good and valuable consideration, I/We, the undersigned, hereby agree to the terms and conditions of Development Permit 441 and acknowledge that I/we have read and understood it.

Authorized Signatory

Print Name and Title

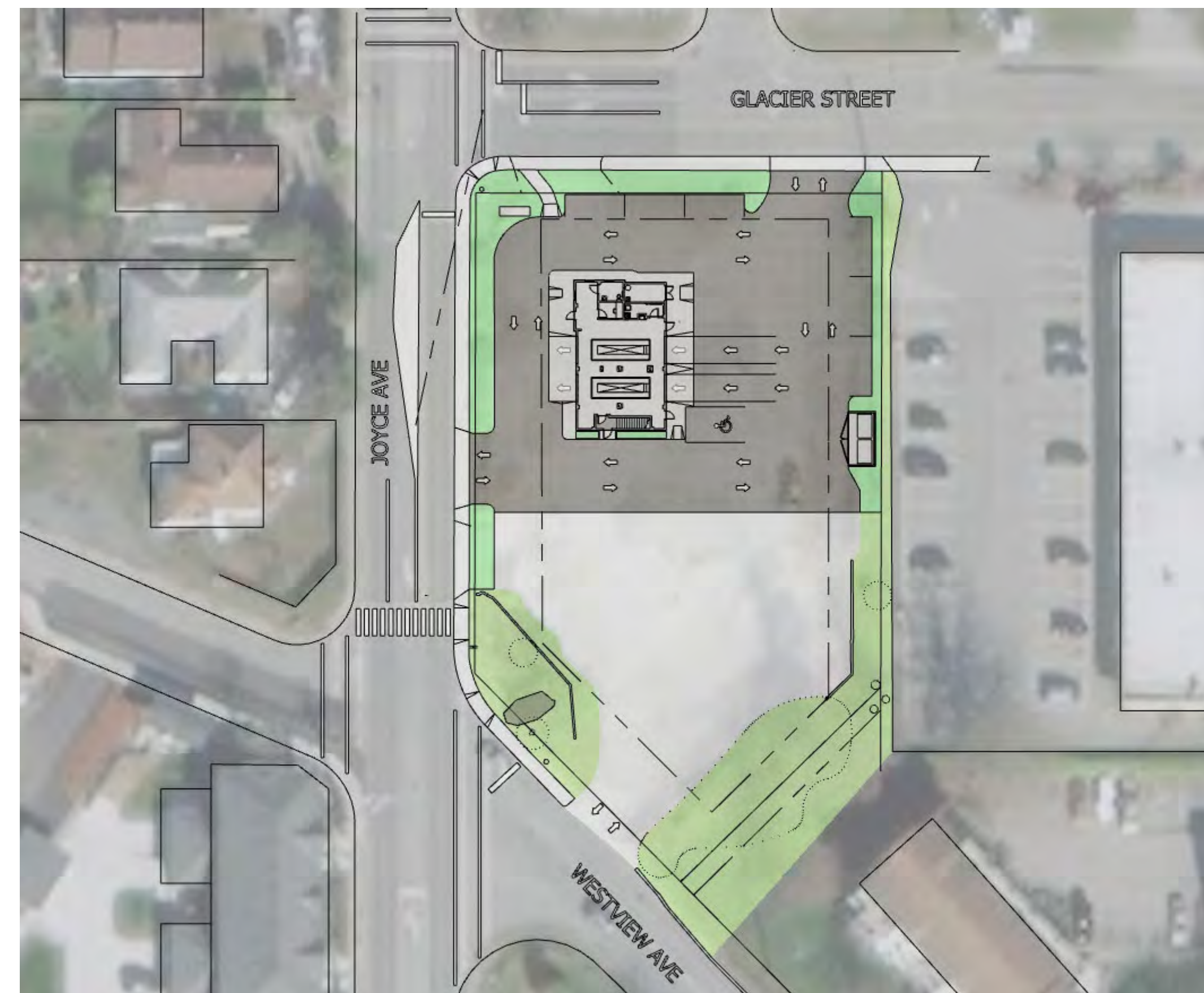
Date

GREAT CANADIAN OIL CHANGE
 4264 JOYCE AVENUE
 POWELL RIVER, BC

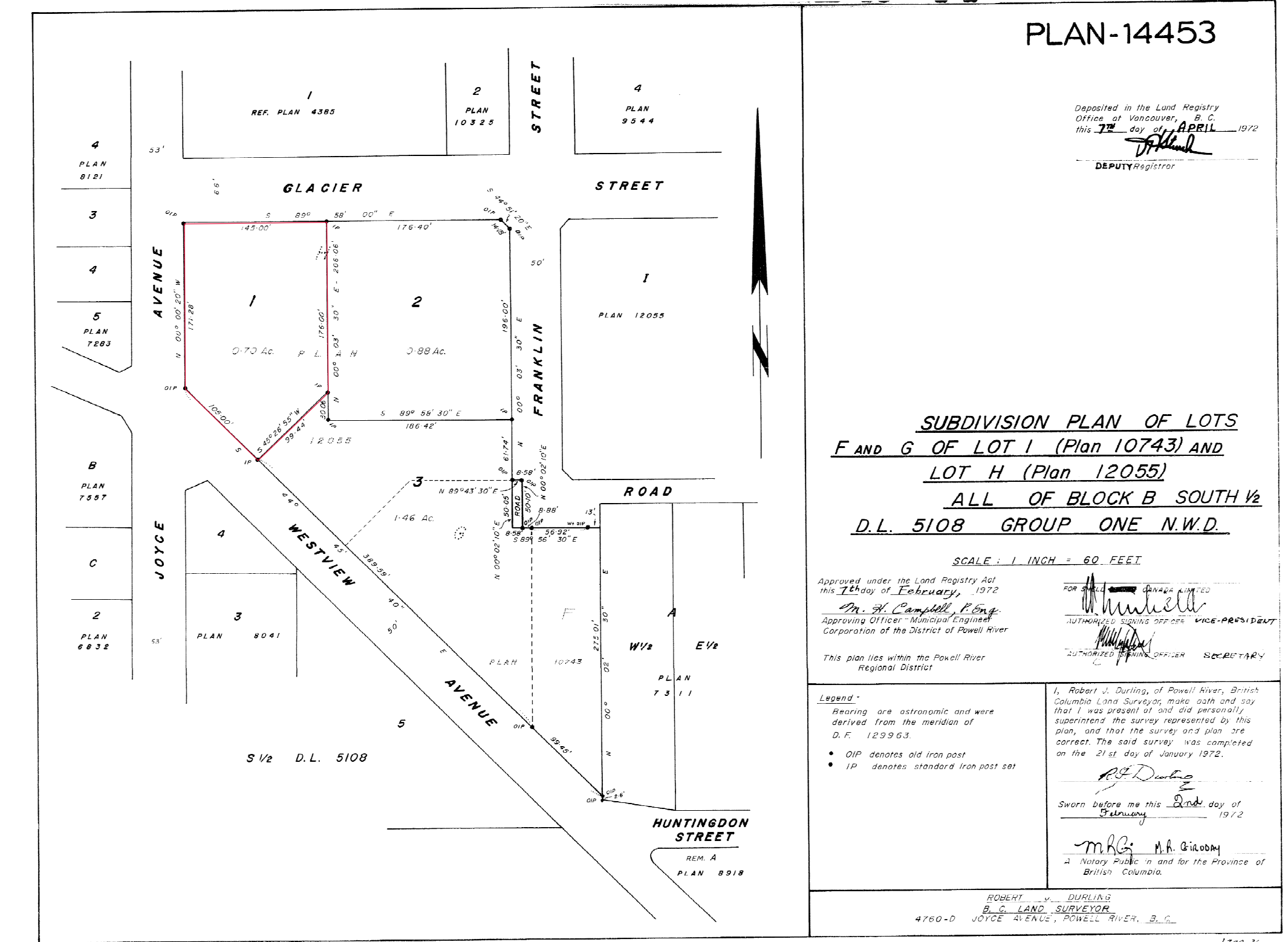
DRAWINGS PREPARED BY
 ALEX TOPOROWSKI DEVELOPMENT MGMT.
 FOR:
 GREAT CANADIAN OIL CHANGE LTD.



KEY PLAN:



LEGAL PLAN:



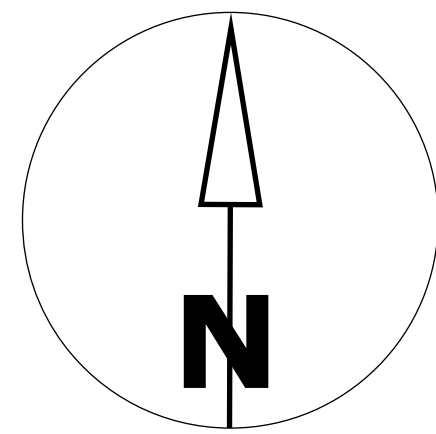
PROJECT INFORMATION	CONSULTANTS	DRAWING LIST:
<p>LEGAL DESCRIPTION: PID#: 007-821-875 LOT 1 BLOCK B DISTRICT LOT 5108 NWD GROUP 1 PLAN VAP14453</p> <p>CIVIC ADDRESS: 4264 JOYCE AVENUE POWELL RIVER, BC</p> <p>ZONING: C2 - SERVICE COMMERCIAL</p> <p>DESIGNATION: UPTOWN MIXED USE</p> <p>SITE AREA: +/- 30,492 SF (0.7 acres)</p> <p>COMMERCIAL FLOOR AREA: 1,852 SF (172.06 m²)</p>	<p>COORDINATING PROFESSIONAL / STRUCTURAL ENGINEERING: KONTROL ENGINEERING ATTN: GEOFF WENSEL P.ENG. 797 SOUTH DYKE ROAD, NEW WESTMINSTER, BC, V3M 6L6 (778) 855-2591 GEOFFWENSEL@SHAW.CA</p> <p>ELECTRICAL ENGINEERING: DESIGN WORKS ENGINEERING ATTN: WISSAM TOUMEH P.ENG. SUITE #1250, 10130 103 ST. NW EDMONTON, AB, T5J 3N9 (780) 244-0252 WISSAMT@DESIGNWORKSENG.COM</p> <p>MECHANICAL ENGINEERING: DESIGN WORKS ENGINEERING ATTN: HAYDAR AL DAHMAN P.ENG. 900 W HASTINGS ST. VANCOUVER BC V6C 1E5 (780) 832 6212 HADARA@DESIGNWORKSENG.COM</p> <p>CIVIL ENGINEERING: DESIGN WORKS ENGINEERING ATTN: JATINDER JASSAL P.ENG. #1250 - 10130 103 STREET NW, EDMONTON, AB T5J 3N9 (780) 244-0252 JATINDERJ@DESIGNWORKSENG.COM</p> <p>GEOTECHNICAL ENGINEERING: KONTROL ENGINEERING ATTN: GEOFF WENSEL P.ENG. 797 SOUTH DYKE ROAD, NEW WESTMINSTER, BC, V3M 6L6 (778) 855-2591 GEOFFWENSEL@SHAW.CA</p> <p>LANDSCAPE ARCHITECT: DONALD V.S. DUNCAN - LANDSCAPE ARCHITECT 603 - 2020 ELEVENTH STREET, NEW WESTMINSTER, BC V3M 6N9 (778) 791-4323 DVSDUNCAN@GMAIL.COM</p>	<p>ARCHITECTURAL: A.01 SITE PLAN A.02 BUILDING ELEVATIONS A.03 MAIN FLOOR PLAN A.04 SERVICE PIT & ROOF PLAN A.05 SECTION CUTS A.06 SCHEDULES A.07 DETAILS - 1 A.08 DETAILS - 2 A.09 ISOMETRIC SECTIONS & STAIR DETAILS</p> <p>STRUCTURAL: S.10 STRUCT. NOTES S.11 FOUNDATION S.12 SUSPENDED SLAB S.14 PIT STEEL S.15 SHORING PLAN S.21 FRAMING & SHEAR WALL PLAN S.22 FRAMING & SHEAR WALLS CONTINUED S.23 TRUSS PLAN S.24 FRAMING & SHEAR WALL DETAILS</p> <p>MECHANICAL: M1.0 MECHANICAL COVER PAGE M1.1 GENERAL NOTES, TABLES, LEGENDS M2.0 SITE MECHANICAL PLAN M3.0 FOUNDATION PLUMBING LAYOUT M3.1 SERVICE PIT CEILING PLUMBING LAYOUT M3.2 MAIN FLOOR PLUMBING LAYOUT M3.3 MEZZANINE PLUMBING LAYOUT M4.0 SERVICE PIT WATER PLUMBING LAYOUT M4.1 MAIN FLOOR WATER PLUMBING LAYOUT M5.0 SERVICE PIT HVAC LAYOUT M5.1 MAIN FLOOR HVAC LAYOUT M5.2 MEZZANINE FLOOR HVAC LAYOUT M6.0 ROOF MECHANICAL LAYOUT M7.0 PLUMBING FIXTURES M8.0 MECHANICAL EQUIPMENT SCHEDULES M8.1 MECHANICAL DETAILS M9.0 MECHANICAL SPECIFICATIONS 1 OF 2 M9.1 MECHANICAL SPECIFICATIONS 2 OF 2</p> <p>ELECTRICAL: E0.0 ELECTRICAL COVER PAGE E1.0 ELECTRICAL SITE PLAN E2.0 MAIN FLOOR POWER & AUXILIARY PLAN E2.1 SERVICE PIT POWER & AUXILIARY PLAN E2.2 ROOF FLOOR POWER & AUXILIARY PLAN E3.0 MAIN FLOOR LIGHTING PLAN E3.1 SERVICE PIT LIGHTING PLAN E4.0 SINGLE LINE DIAGRAM, SCHEDULES & DETAILS E4.1 FIRE ALARM RISER DIAGRAM & DETAIL E5.0 LIGHTING SCHEDULE E6.0 ELECTRICAL SPECIFICATIONS</p> <p>CIVIL: O-00 COVER SHEET G-01 DRAWING SET INFORMATION EX-01 EXISTING SITE PLAN SP-01 PROPOSED SITE PLAN LG-01 LOT GRADING PLAN</p> <p>LANDSCAPING: L0.01 NOTES & KEYS L4.01 LANDSCAPE L5.01 SOFT LANDSCAPE DETAILS</p> <p>EROSION & SEDIMENT CONTROL PLAN EPS EROSION & SEDIMENT CONTROL PLAN</p>
<p>PROPERTY OWNER 4264 JOYCE AVENUE HOLDINGS LTD. ATTN: MELISSA NOEL, PO BOX 10102 LCD PACIFIC CENTRE VANCOUVER BC V7Y 1C6</p> <p>DEVELOPMENT MANAGER BERNHARDT AUTO GROUP ATTN: ALEX TOPOROWSKI 3082 SEMIAHMOO TRAIL SURREY, BC V4P 1H3 (604) 785-5603 ALEX@TOPOROWSKI.CA</p>		

REV.	DATE	DESCRIPTION	DRAWN BY
04	6/9/26	REVISED FOR DP	AT
03	4/28/26	FOR DEVELOPMENT PERMIT	AT
02	12/21/25	FOR TENDER / COSTING	AT
01	9/21/25	FOR PLANNING PURPOSES	AT



ALEX TOPOROWSKI
 DEVELOPMENT MANAGEMENT
 3082 SEMIAHMOO TRAIL
 SURREY, BC V4P 1H3
 ALEX@TOPOROWSKI.CA

THIS DRAWING REMAINS THE PROPERTY
 OF ALEX TOPOROWSKI AND MAY
 NOT BE COPIED OR REPRODUCED WITHOUT
 HIS EXPRESS WRITTEN CONSENT.
 ACCEPTANCE OF THIS DRAWING INDICATES
 ACCEPTANCE OF THESE TERMS.



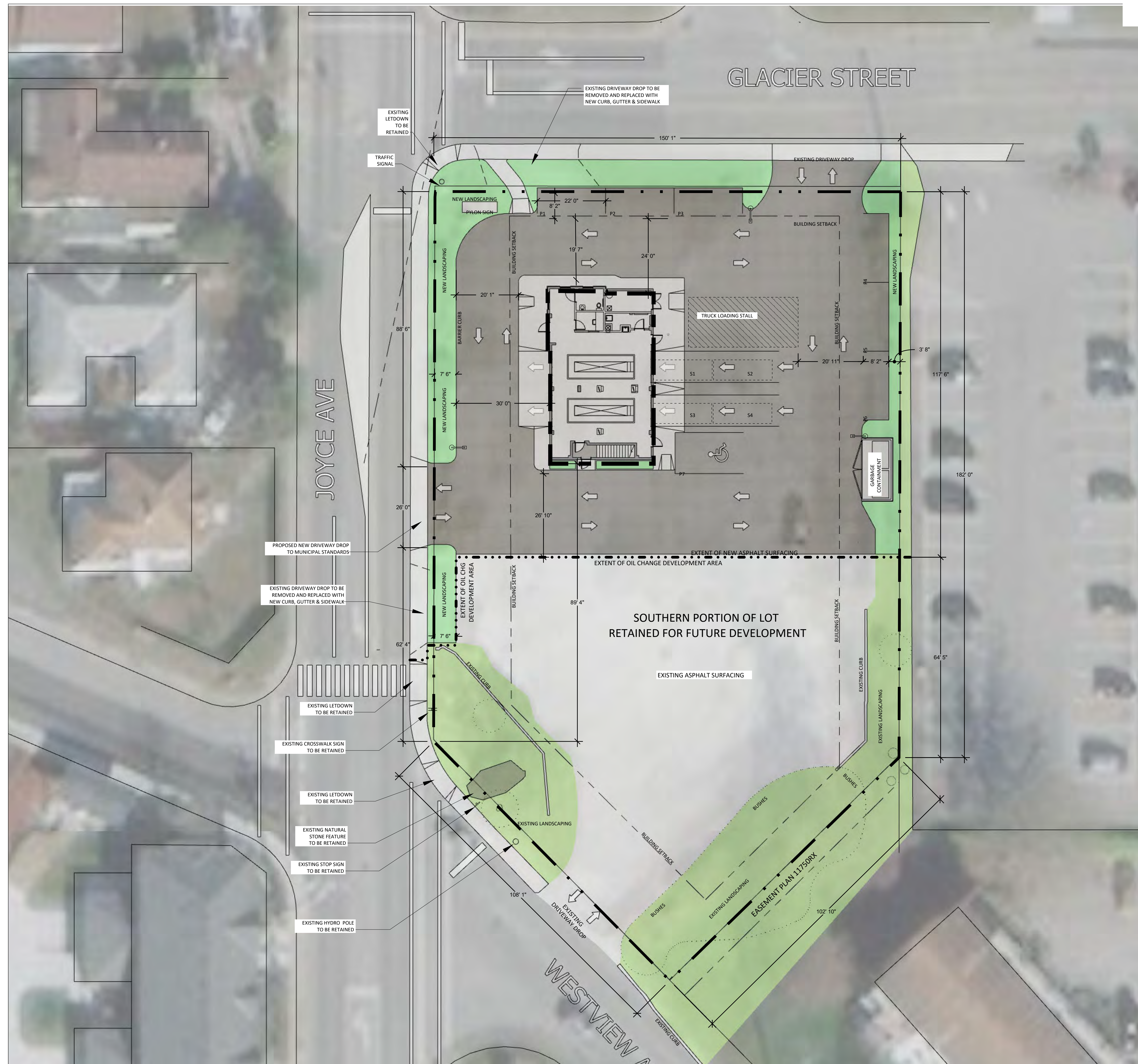
BUILDING CODE ANALYSIS:

BUILDING DESIGNED TO MEET REQUIREMENTS OF NATIONAL BUILDING CODE 2023 - BRITISH COLUMBIA EDITION

- PART 9 BUILDING
- MAJOR OCCUPANCY: GROUP F-2 (9.10.2)
- BUILDING AREA = 172.06 sq.m
- NO. OF STOREYS = NOT MORE THAN 2-STOREY
- CONSTRUCTION TYPE = NON-COMBUSTIBLE CONSTRUCTION
- FRR FOR FLOOR ASSEMBLIES: 45 MIN OR MORE IF COMBUSTIBLE
- BUILDING'S NORTH & SOUTH PERMIT 100% UNPROTECTED OPENINGS;
- BUILDING'S EAST WALL PERMIT UNPROTECTED OPENINGS TO 70%;
- BUILDING'S WEST WALL PERMIT UNPROTECTED OPENINGS TO 46%;
- NORTH, SOUTH & WEST WALLS TO HAVE 1 HR FRR & NON COMBUSTIBLE CLADDING (9.10.14.5)
- EMERGENCY LIGHTING WITH A 30 MIN EMERGENCY POWER SUPPLY WILL BE PROVIDED
- EXIT SIGNS WILL BE PROVIDED
- EXIT REQUIREMENTS: TWO EXITS FROM MAIN FLOOR ARE REQUIRED TWO EXITS FROM SERVICE PIT ARE REQUIRED
- No. OF UNIVERSAL WASHROOM REQUIRED = 1
- ENTRANCES, PARKING AND WASHROOM ARE ACCESSIBLE

PROJECT STATISTICS:

AUTHORITY OF JURISDICTION:	CITY OF POWELL RIVER, BC	
LEGAL DESCRIPTION:	PID# 007-821-875 LOT 1, BLOCK 8, DISTRICT LOT 5108, NWD GROUP 1 PLAN VAP14453	
CIVIC ADDRESS:	4264 JOYCE AVENUE POWELL RIVER, BC	
ZONING:	C2 - SERVICE COMMERCIAL	
DESIGNATION:	UPTOWN MIXED USE	
PROPOSED USE:	AUTOMOTIVE SERVICE (QUICK-LUBE)	
DENSITY		
LOT AREA:	30,492 SF	(2,832.8 M2)
BUILDING AREA:	1,852 SF	(172.1 M2)
FLOOR AREA RATIO:	0.06 FAR	
LOT COVERAGE:		
ALLOWABLE:	n/a	
PROVIDED:	12.15 %	
SETBACKS:	PERMITTED	PROPOSED
NORTH (Glacier Ave)	3.0 M	9.8 M
EAST (Rear)	6.0 M	24.3 M
SOUTH (Westview Pl)	3.0 M	30.5 M
WEST (Joyce Ave)	7.5 M	11.4 M
BUILDING HEIGHT:		
AT TOWER PARAPET	24' 6"	(7.47 M)
BALANCE OF BUILDING	20' 9"	(6.34 M)
PARKING:		
REQUIRED:	"one space per 538 sf plus 3 stalls per service bay"	
CALC:	6 STALLS (BASED ON 2 SERV. BAYS) 3 STALLS (BASED ON 1,852 SF) 9 STALLS (TOTAL REQUIREMENT)	
PROVIDED:	7 PARKING STALLS (INCL 1 ACCESSIBLE) 4 STACKING STALLS 11 STALLS TOTAL	
LOADING:	1 TRUCK LOADING STALL	



GREAT CANADIAN OIL CHANGE
4264 JOYCE AVENUE
POWELL RIVER, BC

DRAWINGS PREPARED BY
ALEX TOPOROWSKI DEVELOPMENT MGMT.

FOR:
GREAT CANADIAN OIL CHANGE LTD.



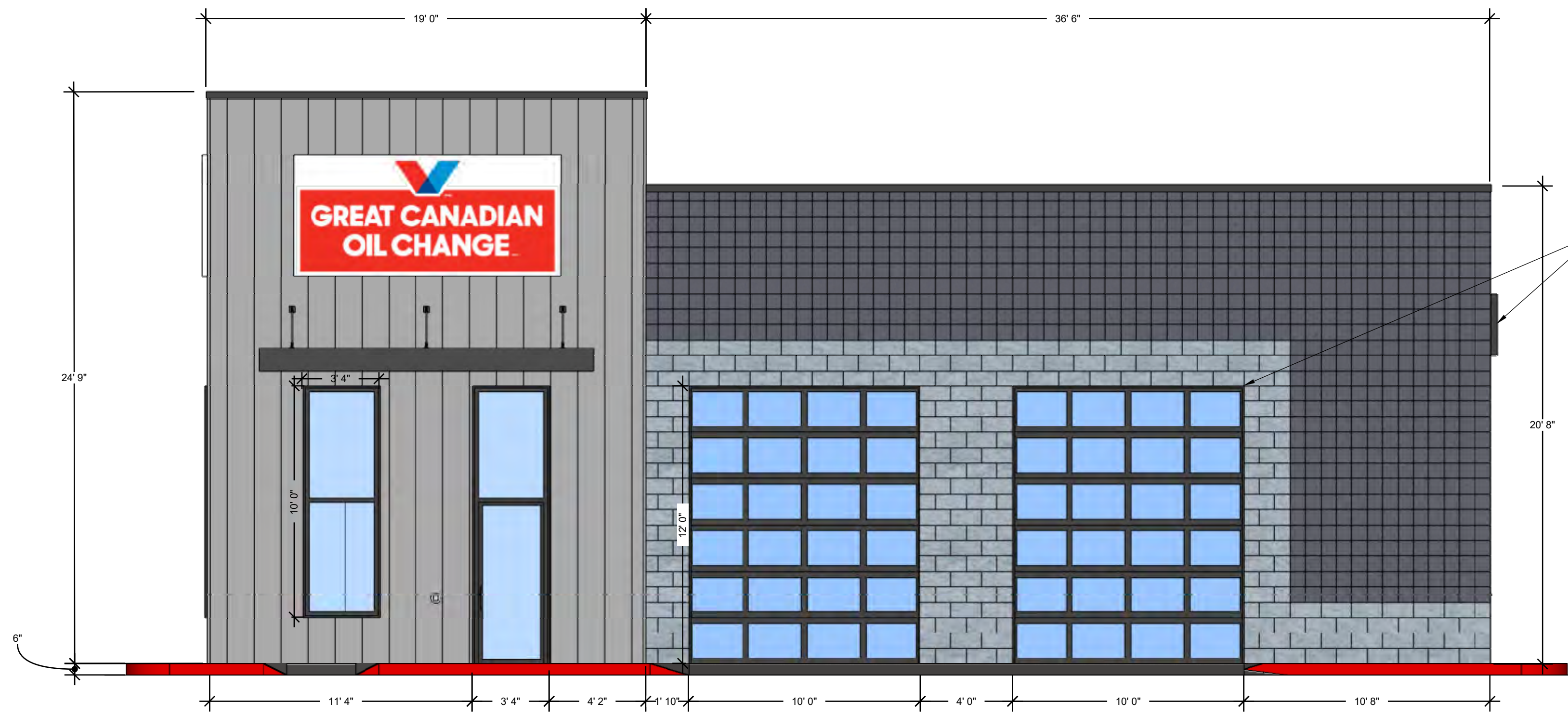
SCALE: 1/16" - 1" (1:192)
(When printed Arch-D)

REV.	DATE	DESCRIPTION	DRAWN BY
04	6/9/26	REVISED FOR DP	AT
03	4/28/26	FOR DEVELOPMENT PERMIT	AT
02	12/21/25	FOR TENDER / COSTING	AT
01	9/21/25	FOR PLANNING PURPOSES	AT



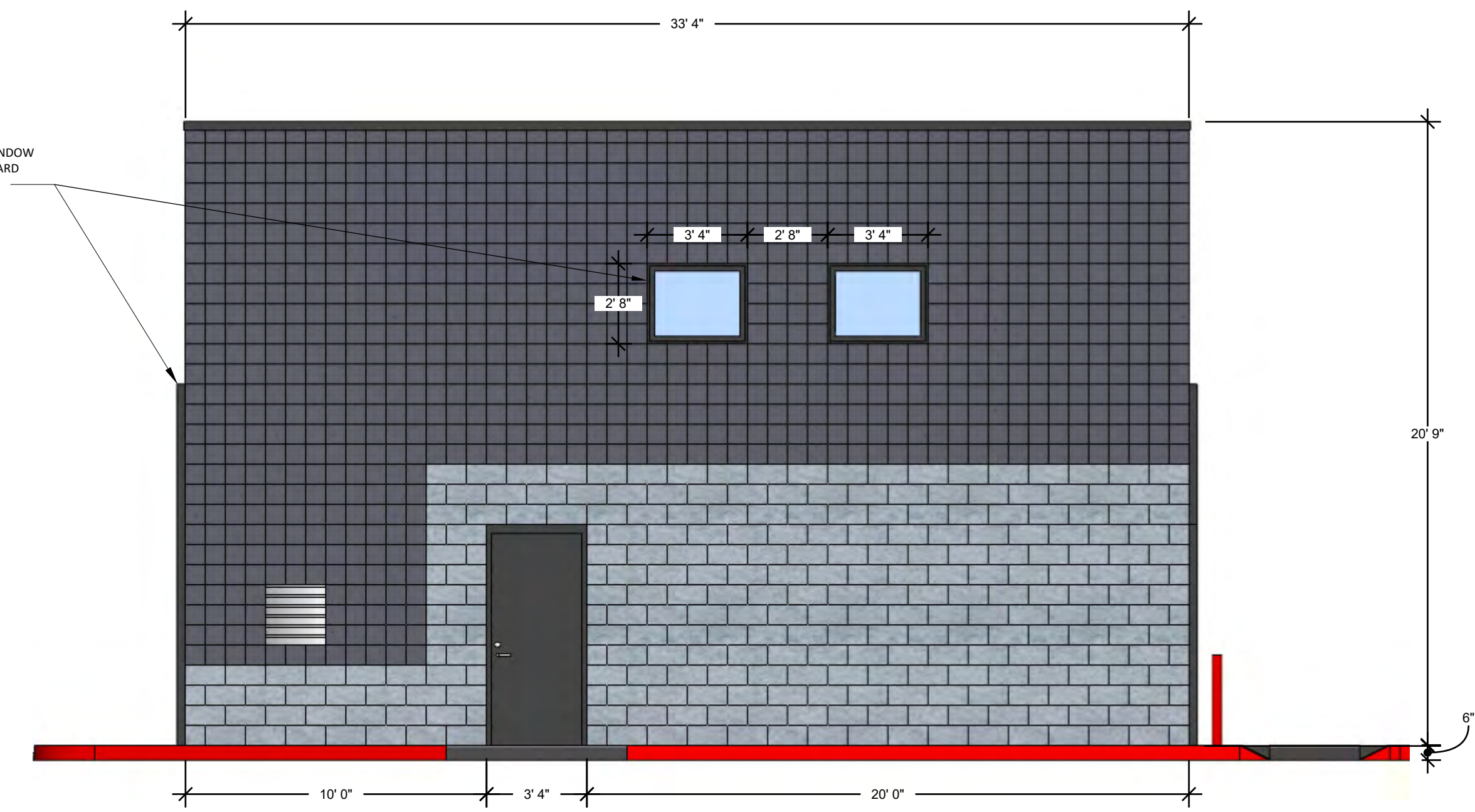
ALEX TOPOROWSKI
DEVELOPMENT MANAGEMENT
3082 SEMIAHMUO TRAIL
SURREY, BC V4P 1H3
ALEX@TOPOROWSKI.CA

THIS DRAWING REMAINS THE PROPERTY OF ALEX TOPOROWSKI AND MAY NOT BE COPIED OR REPRODUCED WITHOUT HIS EXPRESS WRITTEN CONSENT. ACCEPTANCE OF THIS DRAWING INDICATES ACCEPTANCE OF THESE TERMS.



1 WEST / JOYCE AVENUE / EXIT SIDE
A02 1:48

LIM. DIST.	WALL AREA	UPO% PERM.	UPO% ACTL.	CONSTRUCT	F.R.R.	CLADDING
18.62m	>100m ²	46%	25.6%	C or N/C	1hr	N/C

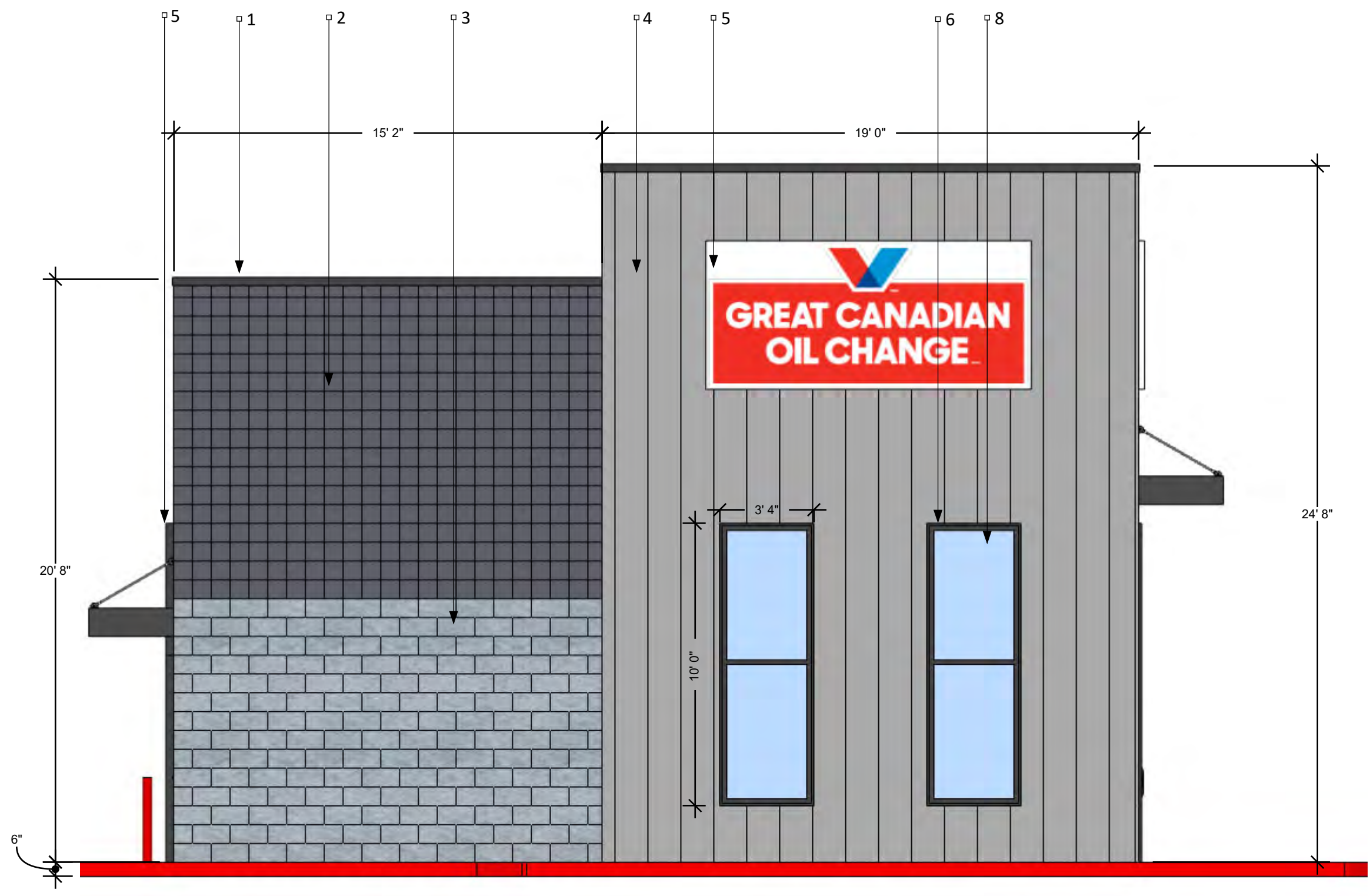


4 SOUTH / INSIDE ELEVATION
A02 1:48

LIM. DIST.	WALL AREA	UPO% PERM.	UPO% ACTL.	CONSTRUCT	F.R.R.	CLADDING
>27.4m	>50 <100m ²	100%	2.6%	C	1hr	N/C

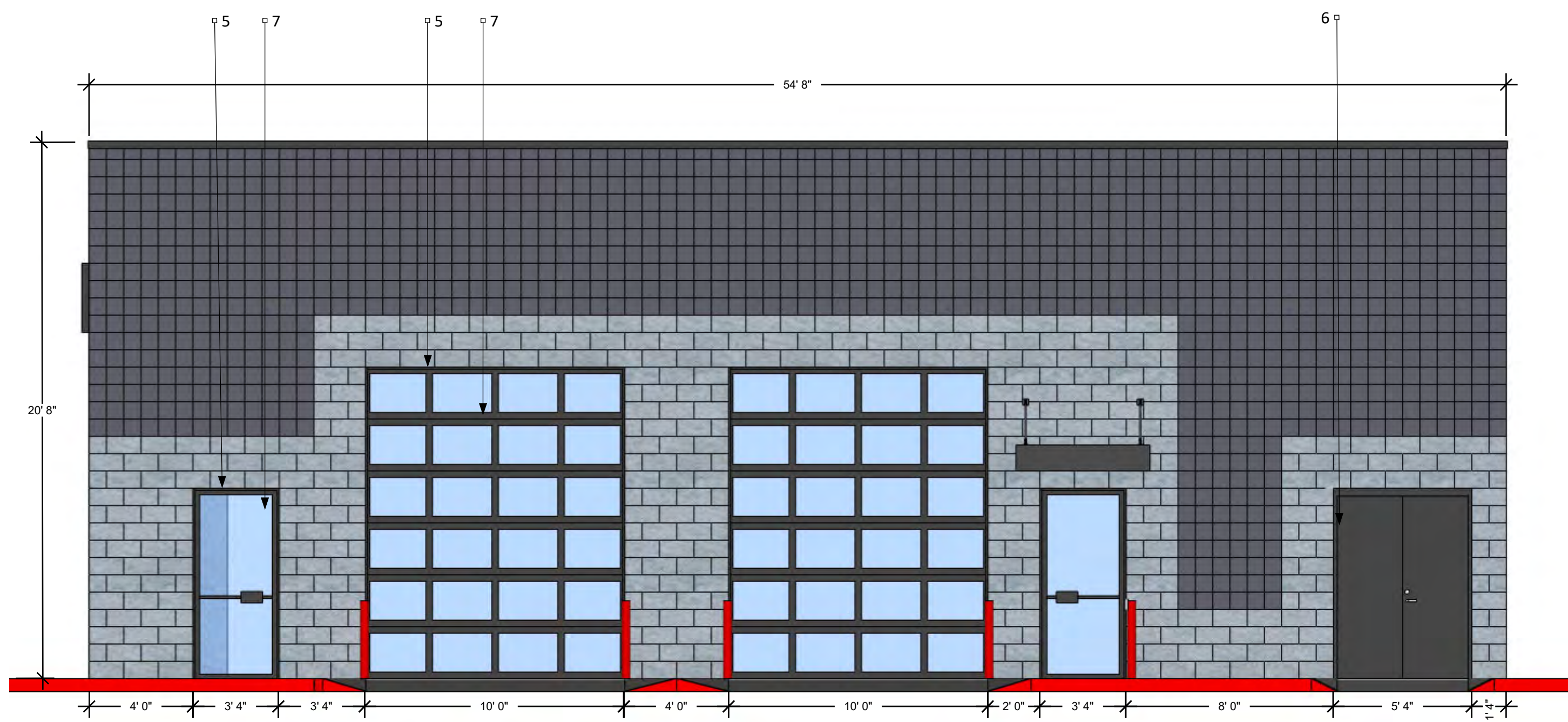
EXTERIOR FINISHES:

- 1- PARRAPET CAP - VICWEST- DARK CHARCOAL
- 2- CONCRETE MASONRY UNIT (CMU) - SINGLE SCORE, GROUND FACE, CHARCOAL
- 3- CONCRETE MASONRY UNIT (CMU) - SPLIT FACED, NATURAL
- 4- STEEL SIDING - VICWEST PRESTIGE 16", GRAPHITE
- 5- BACKLIT SIGNAGE BY TENANT (UNDER SEPARATE BLDG PERMIT)
- 6- SLIM EXTENDING WINDOW & DOOR FRAME TRIM - DARK CHARCOAL PAINT VALVOLINE RED PAINT TO INTERIOR FACE OF SELECT DOOR OPENINGS (SEE ISOMERIC ON COVER PAGE)
- 7- STEEL DOOR - PAINTED TO MATCH VICWEST - DARK CHARCOAL
- 8- GLAZED DOOR & WINDOWS - BLACK ANODIZED ALUMINUM FRAMES



2 NORTH / GLACIER STREET
A02 1:48

LIM. DIST.	WALL AREA	UPO% PERM.	UPO% ACTL.	CONSTRUCT	F.R.R.	CLADDING
19.02m	>50 <100m ²	100%	8.6%	C or N/C	1hr	N/C



3 EAST / INSIDE ELEVATION / ENTRANCE SIDE
A02 1:48

LIM. DIST.	WALL AREA	UPO% PERM.	UPO% ACTL.	CONSTRUCT	F.R.R.	CLADDING
24.3m	>100m ²	70%	25.6%	C or N/C	1hr	N/C

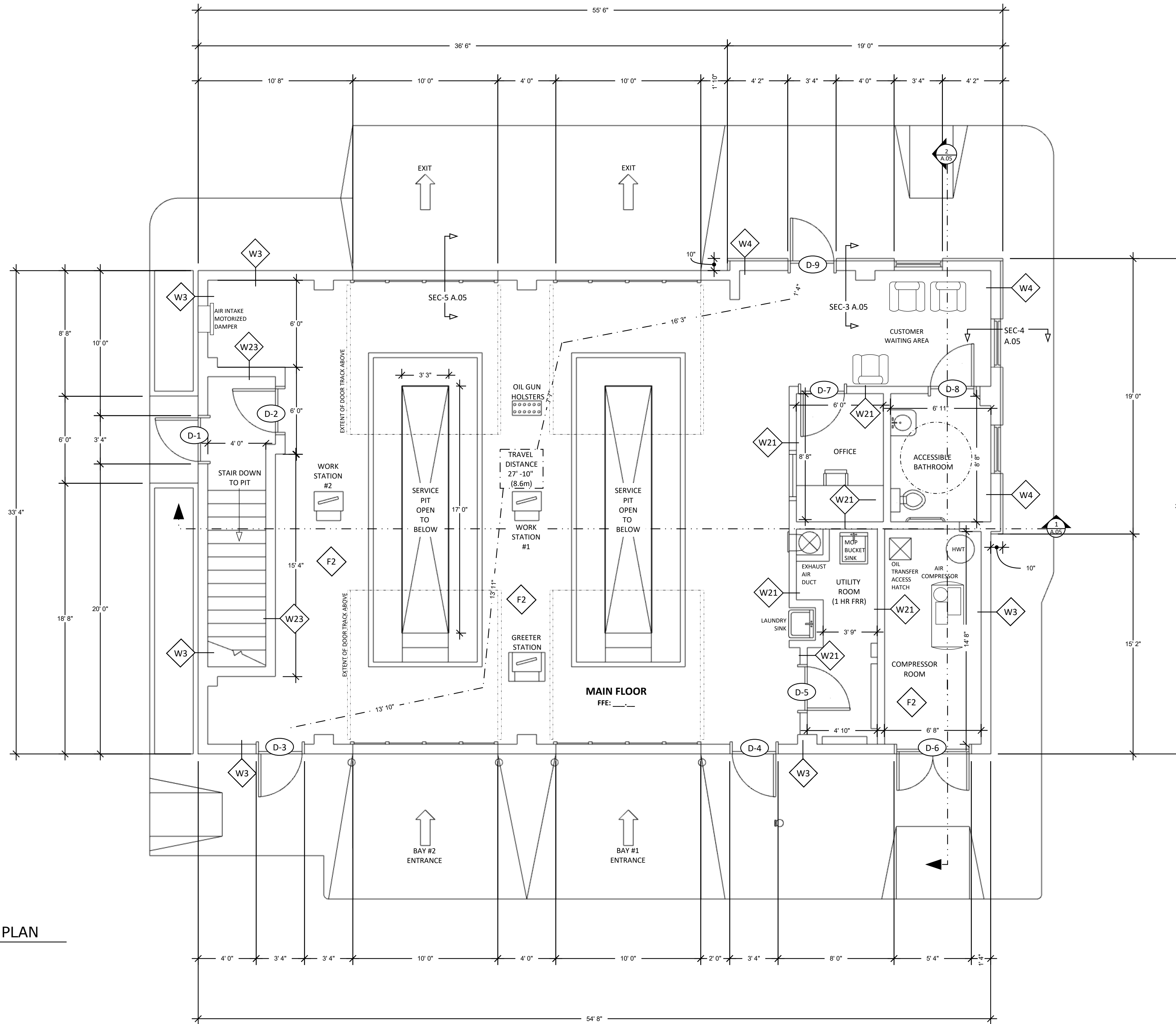
SCALE: 1/4" TO 1'-0" (1:48)
(When printed Arch-D)
Isometric Not To Scale

REV.	DATE	DESCRIPTION	DRAWN BY
04	6/9/26	REVISED FOR DP	AT
03	4/28/26	FOR DEVELOPMENT PERMIT	AT
02	12/21/25	FOR TENDER / COSTING	AT
01	9/21/25	FOR PLANNING PURPOSES	AT



ALEX TOPOROWSKI
DEVELOPMENT MANAGEMENT
3082 SEMIAHMOO TRAIL
SURREY, BC V4P 1H3
ALEX@TOPOROWSKI.CA

THIS DRAWING REMAINS THE PROPERTY OF ALEX TOPOROWSKI AND MAY NOT BE COPIED OR REPRODUCED WITHOUT HIS EXPRESS WRITTEN CONSENT. ACCEPTANCE OF THIS DRAWING INDICATES ACCEPTANCE OF THESE TERMS.



GLACIER STREET

2 MAIN FLOOR PLAN
A03 1/4"=1'-0"

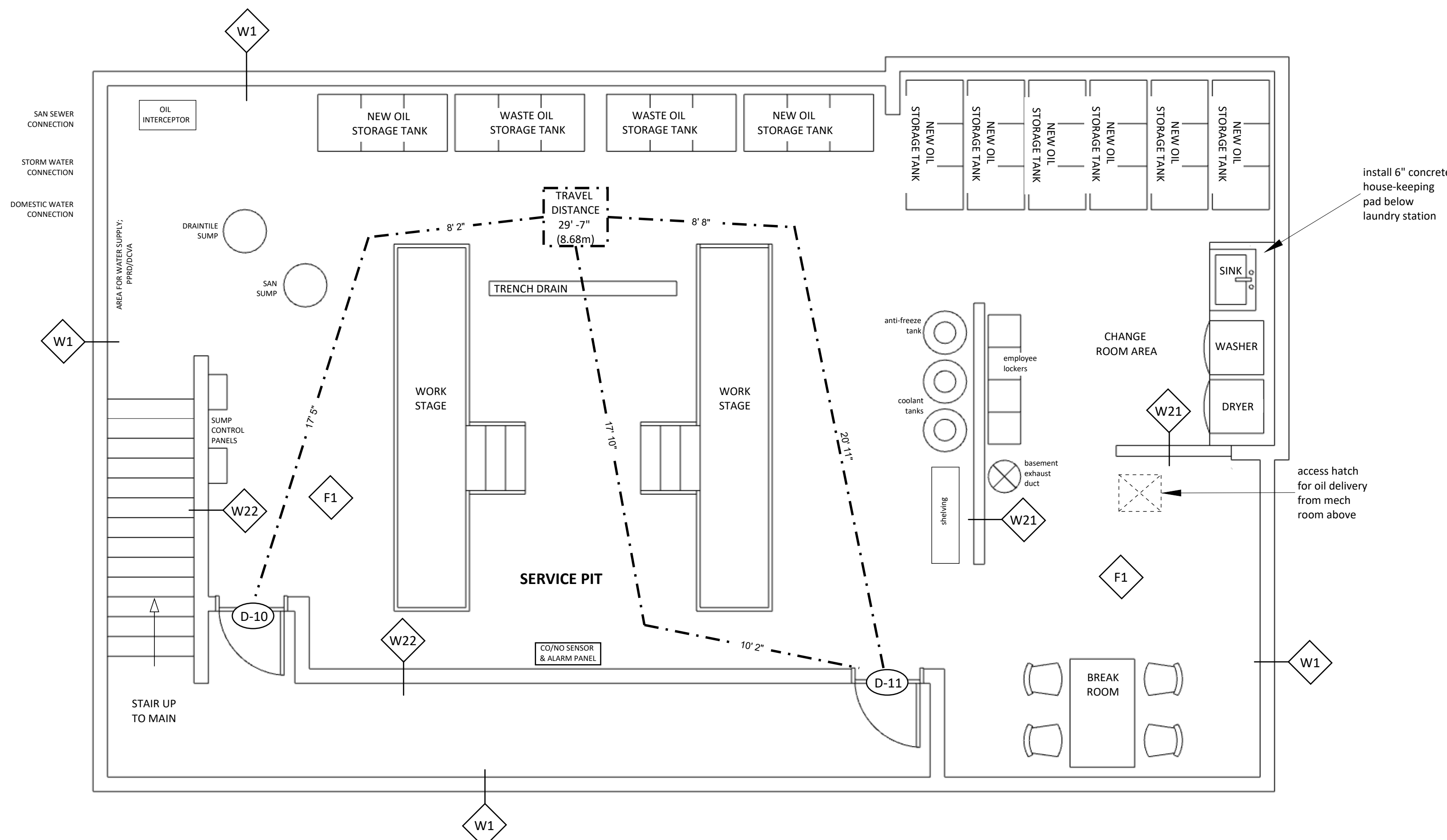
SCALE: 1/4" TO 1'
(When printed Arch-D)

REV.	DATE	DESCRIPTION	DRAWN BY
04	6/9/26	REVISED FOR DP	AT
03	4/28/26	FOR DEVELOPMENT PERMIT	AT
02	12/21/25	FOR TENDER / COSTING	AT
01	9/21/25	FOR PLANNING PURPOSES	AT

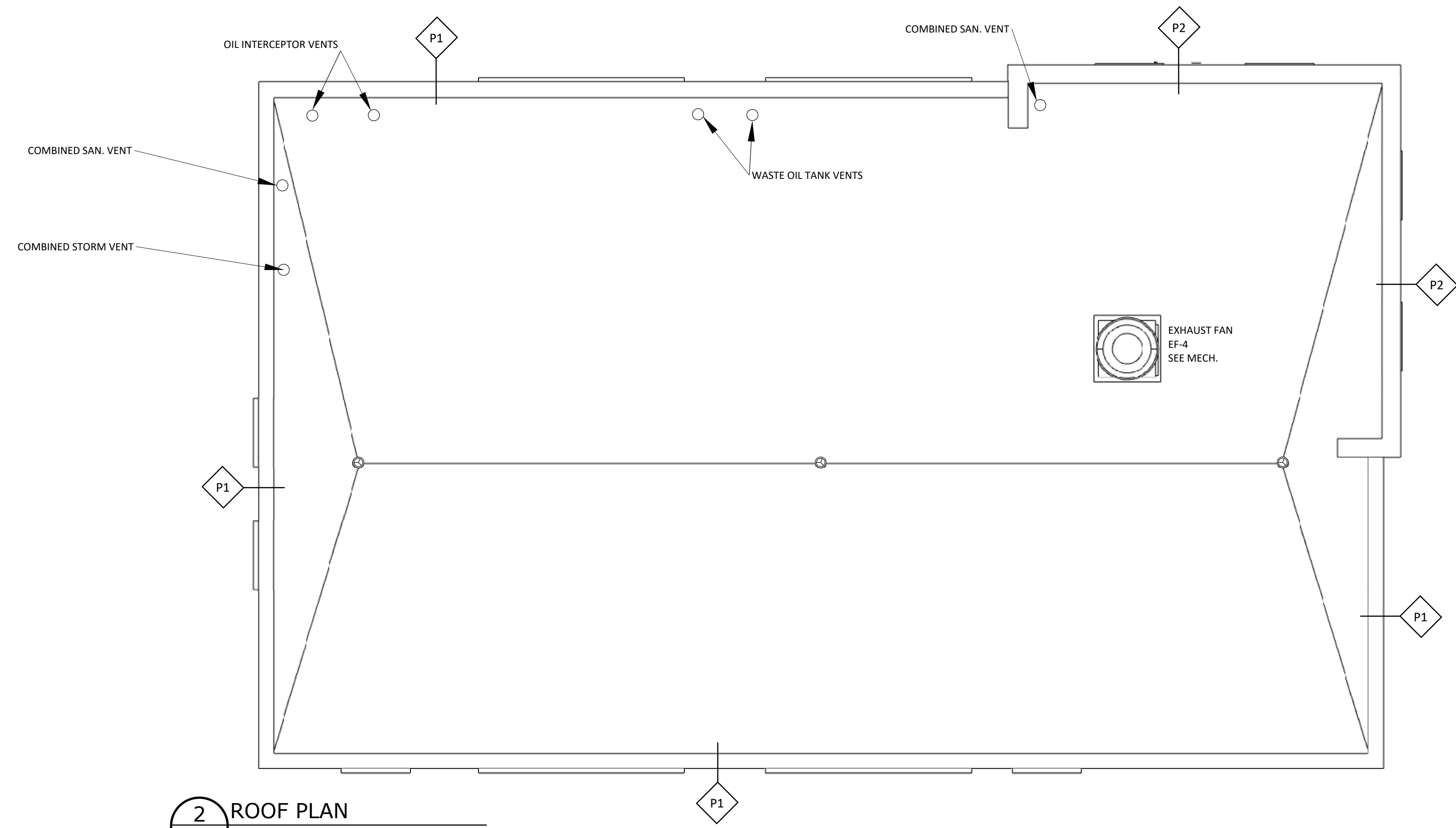


ALEX TOPOROWSKI
DEVELOPMENT MANAGEMENT
3082 SEMIAHMUO TRAIL
SURREY, BC V4P 1H3
ALEX@TOPOROWSKI.CA

THIS DRAWING REMAINS THE PROPERTY OF ALEX TOPOROWSKI AND MAY NOT BE COPIED OR REPRODUCED WITHOUT HIS EXPRESS WRITTEN CONSENT. ACCEPTANCE OF THIS DRAWING INDICATES ACCEPTANCE OF THESE TERMS.



1 SERVICE PIT PLAN
A04 1/4"-1'-0"



2 ROOF PLAN
A04 1/4"-1'-0"

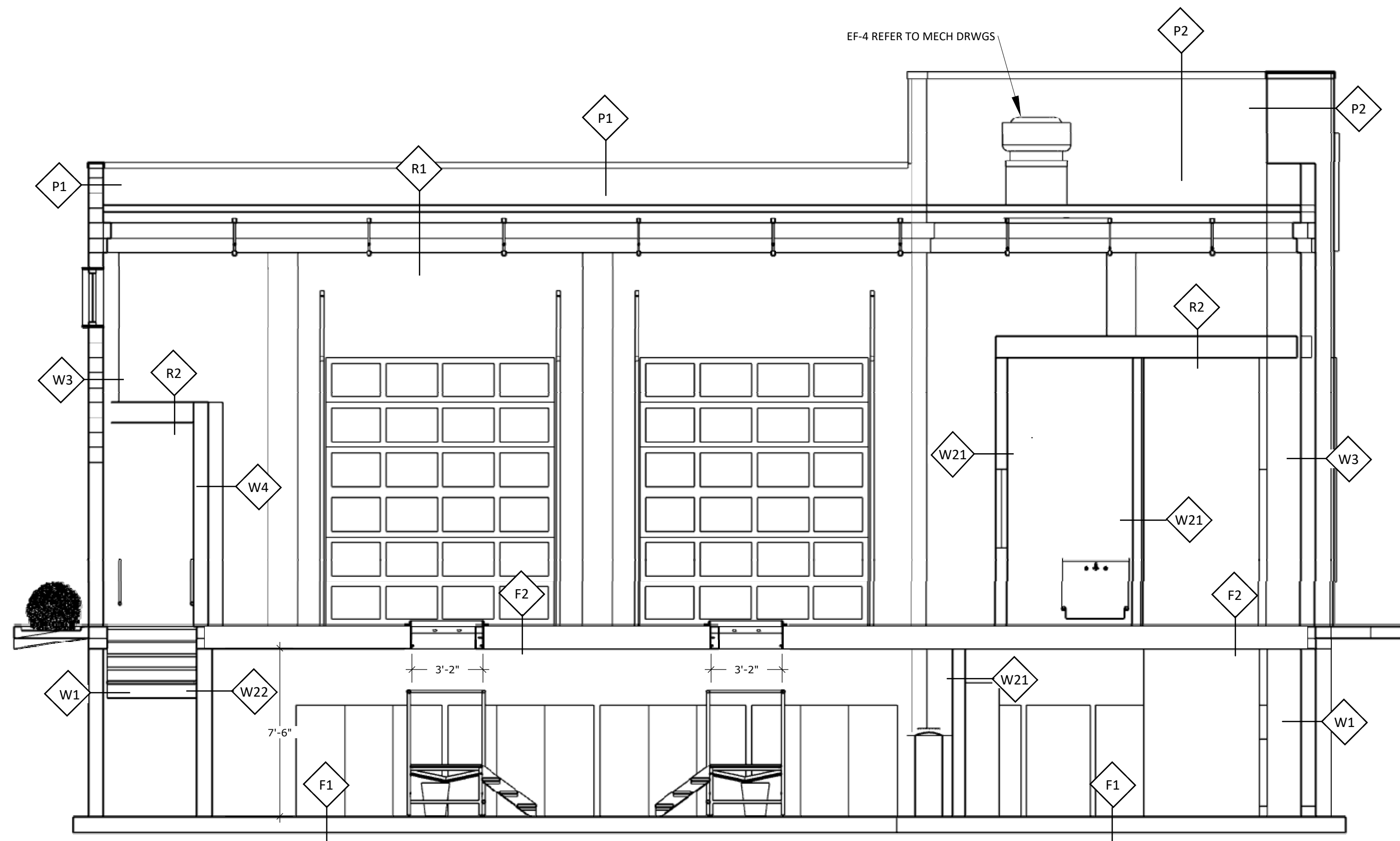
SCALE: 1/4" TO 1'
(When printed Arch-D)

REV.	DATE	DESCRIPTION	DRAWN BY
04	6/9/26	REVISED FOR DP	AT
03	4/28/26	FOR DEVELOPMENT PERMIT	AT
02	12/21/25	FOR TENDER / COSTING	AT
01	9/21/25	FOR PLANNING PURPOSES	AT

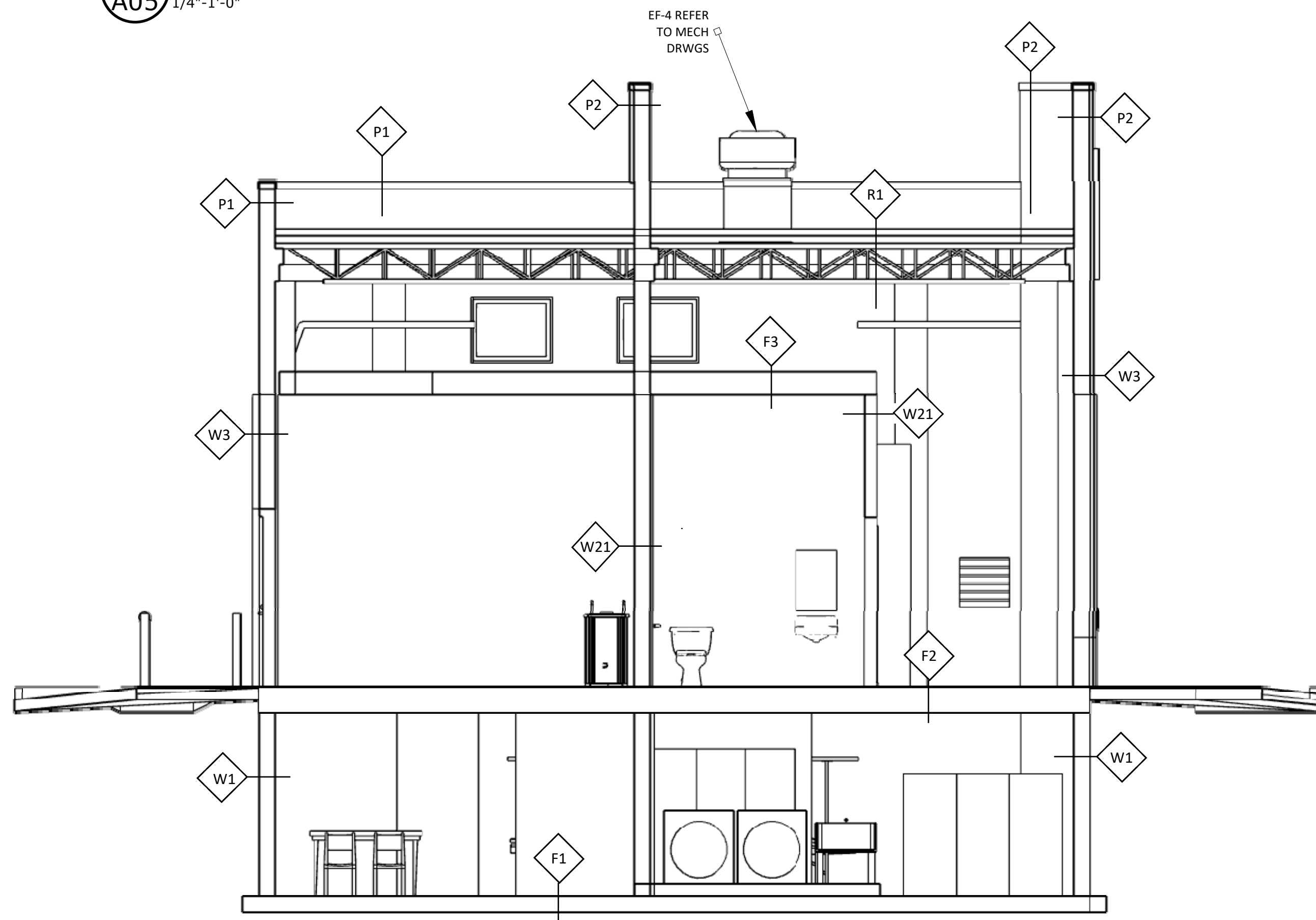


ALEX TOPOROWSKI
DEVELOPMENT MANAGEMENT
3082 SEMIAHMUO TRAIL
SURREY, BC V4P 1H3
ALEX@TOPOROWSKI.CA

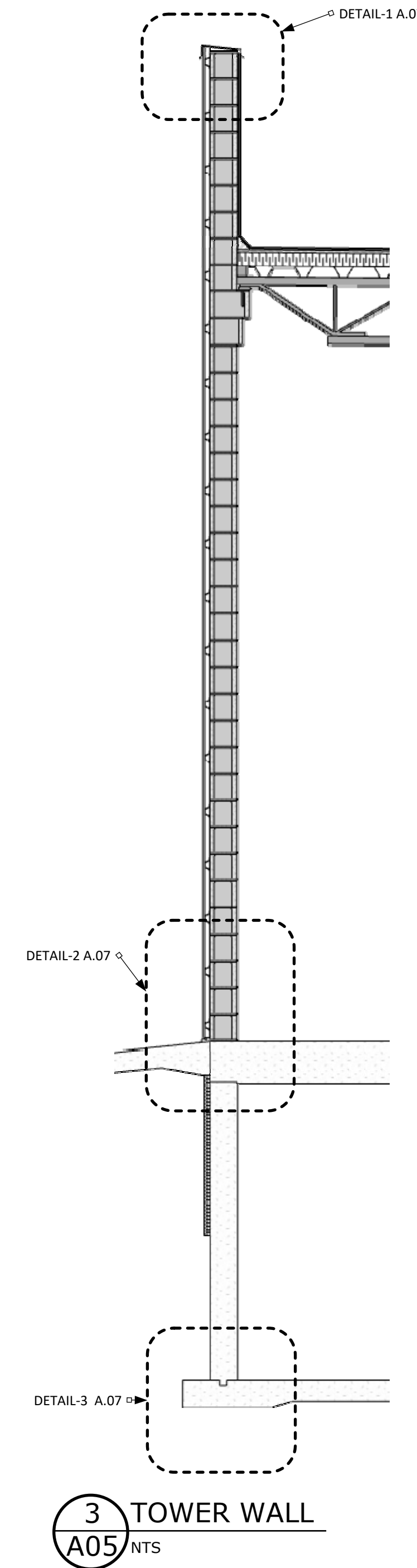
THIS DRAWING REMAINS THE PROPERTY OF ALEX TOPOROWSKI AND MAY NOT BE COPIED OR REPRODUCED WITHOUT HIS EXPRESS WRITTEN CONSENT. ACCEPTANCE OF THIS DRAWING INDICATES ACCEPTANCE OF THESE TERMS.



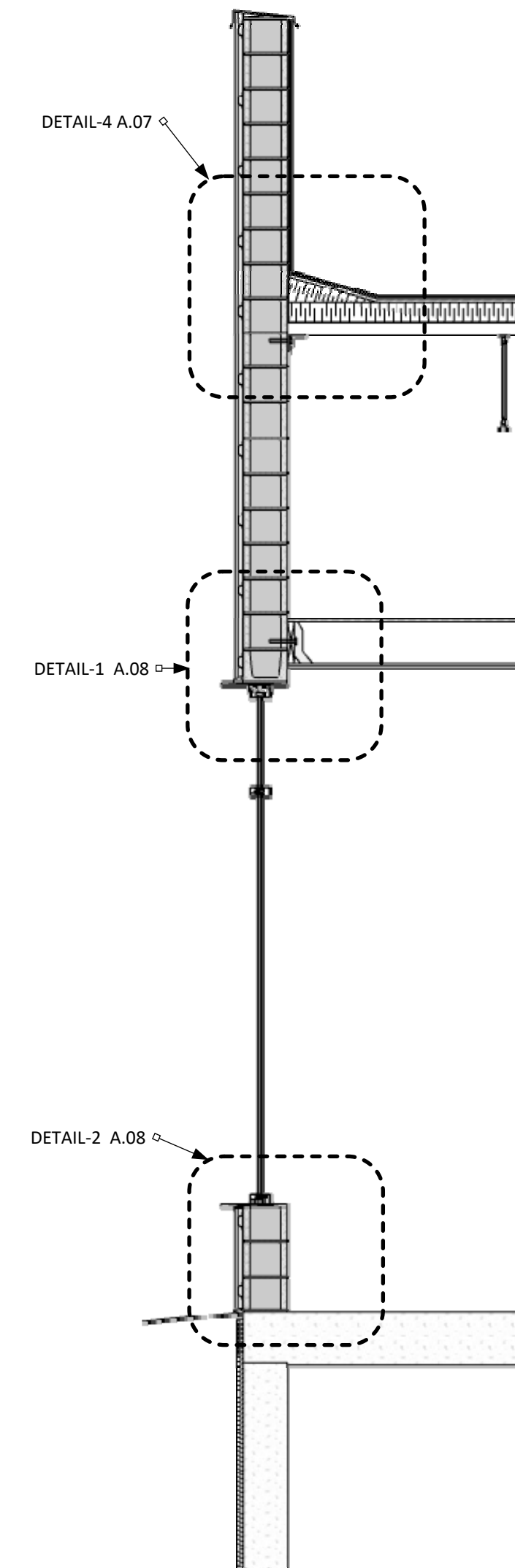
1 LONG SECTION
A05 1/4"=1'-0"



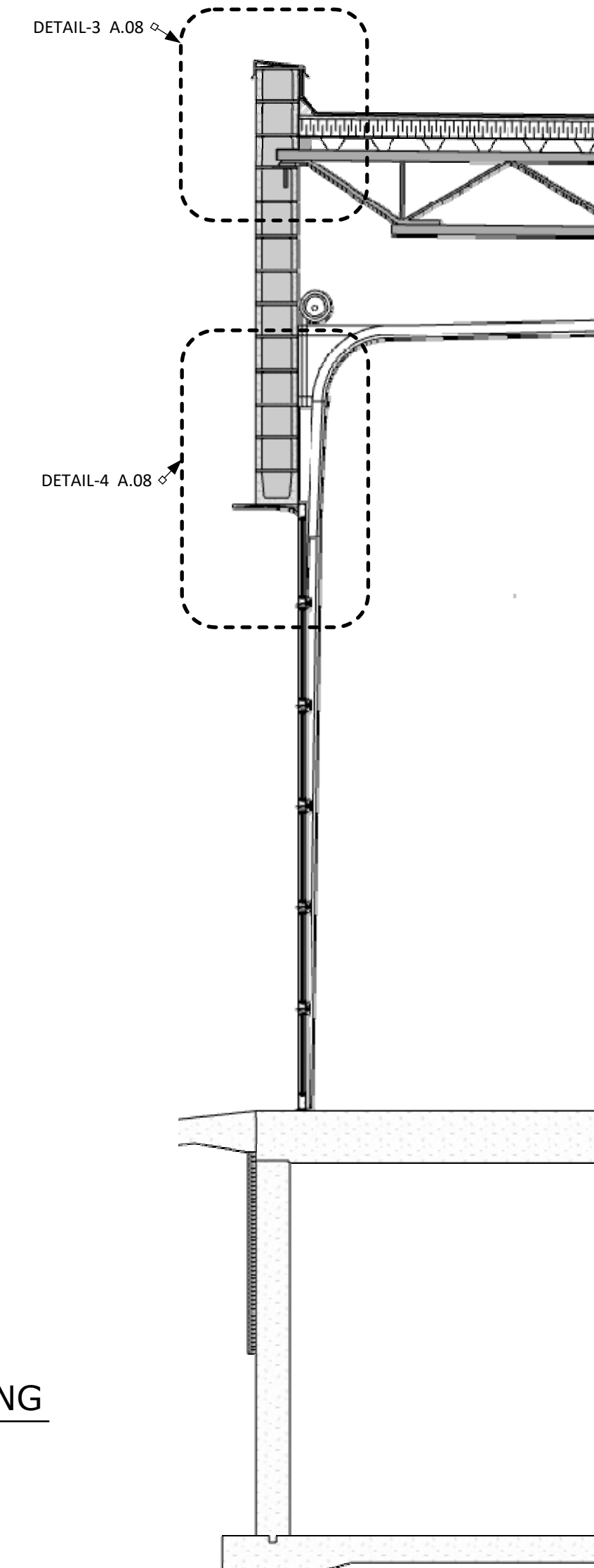
2 SHORT SECTION
A05 1/4"=1'-0"



3 TOWER WALL
A05 NTS



4 STOREFRONT GLAZING
A05 NTS



5 ROLL UP DOOR
A05 NTS

SCALE: 1/4" TO 1'
(When printed Arch-D)

REV.	DATE	DESCRIPTION	DRAWN BY
04	6/9/26	REVISED FOR DP	AT
03	4/28/26	FOR DEVELOPMENT PERMIT	AT
02	12/21/25	FOR TENDER / COSTING	AT
01	9/21/25	FOR PLANNING PURPOSES	AT



ALEX TOPOROWSKI
DEVELOPMENT MANAGEMENT
3082 SEMIAHMUO TRAIL
SURREY, BC V4P 1H3
ALEX@TOPOROWSKI.CA

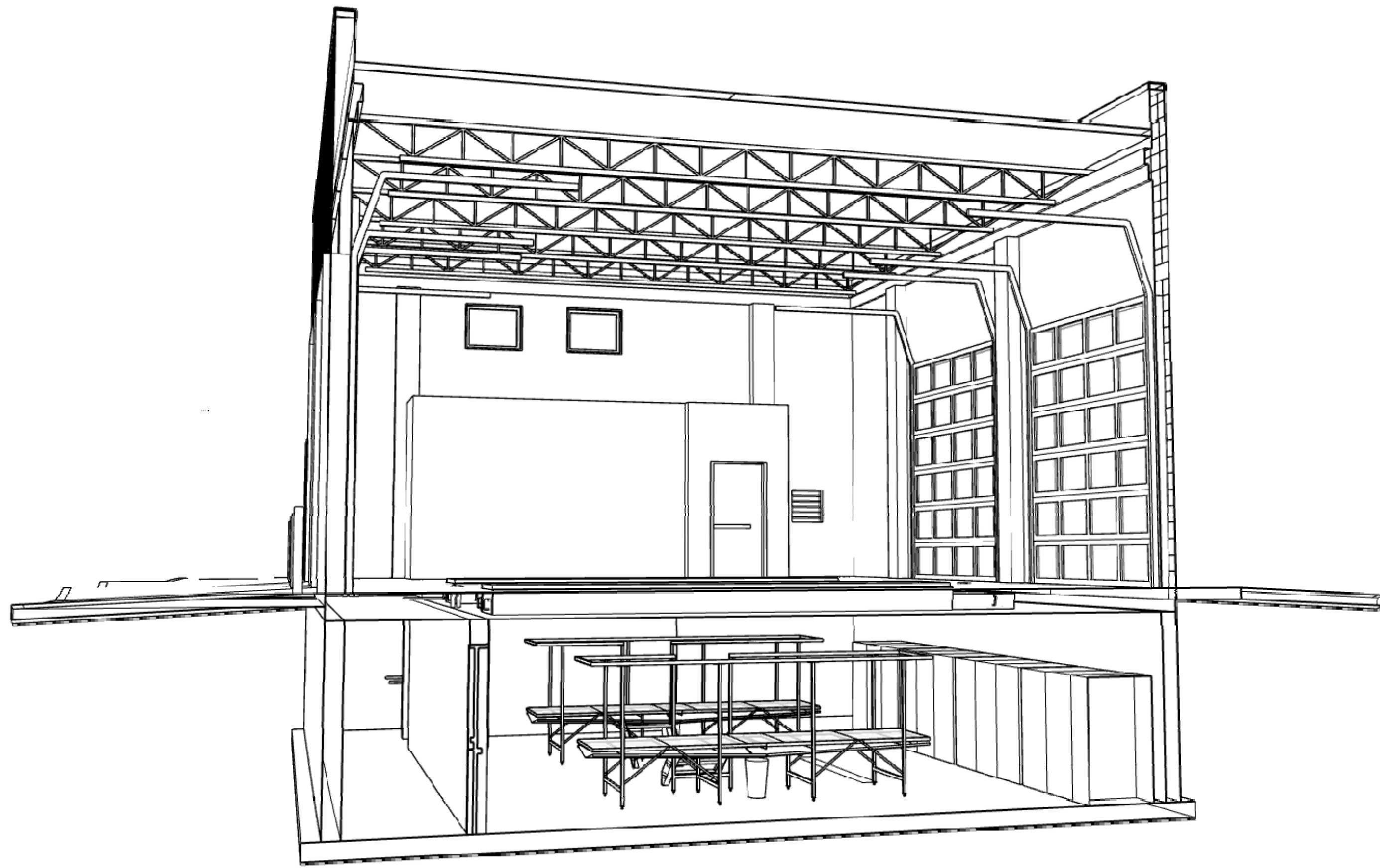
THIS DRAWING REMAINS THE PROPERTY OF ALEX TOPOROWSKI AND MAY NOT BE COPIED OR REPRODUCED WITHOUT HIS EXPRESS WRITTEN CONSENT. ACCEPTANCE OF THIS DRAWING INDICATES ACCEPTANCE OF THESE TERMS.

GREAT CANADIAN OIL CHANGE

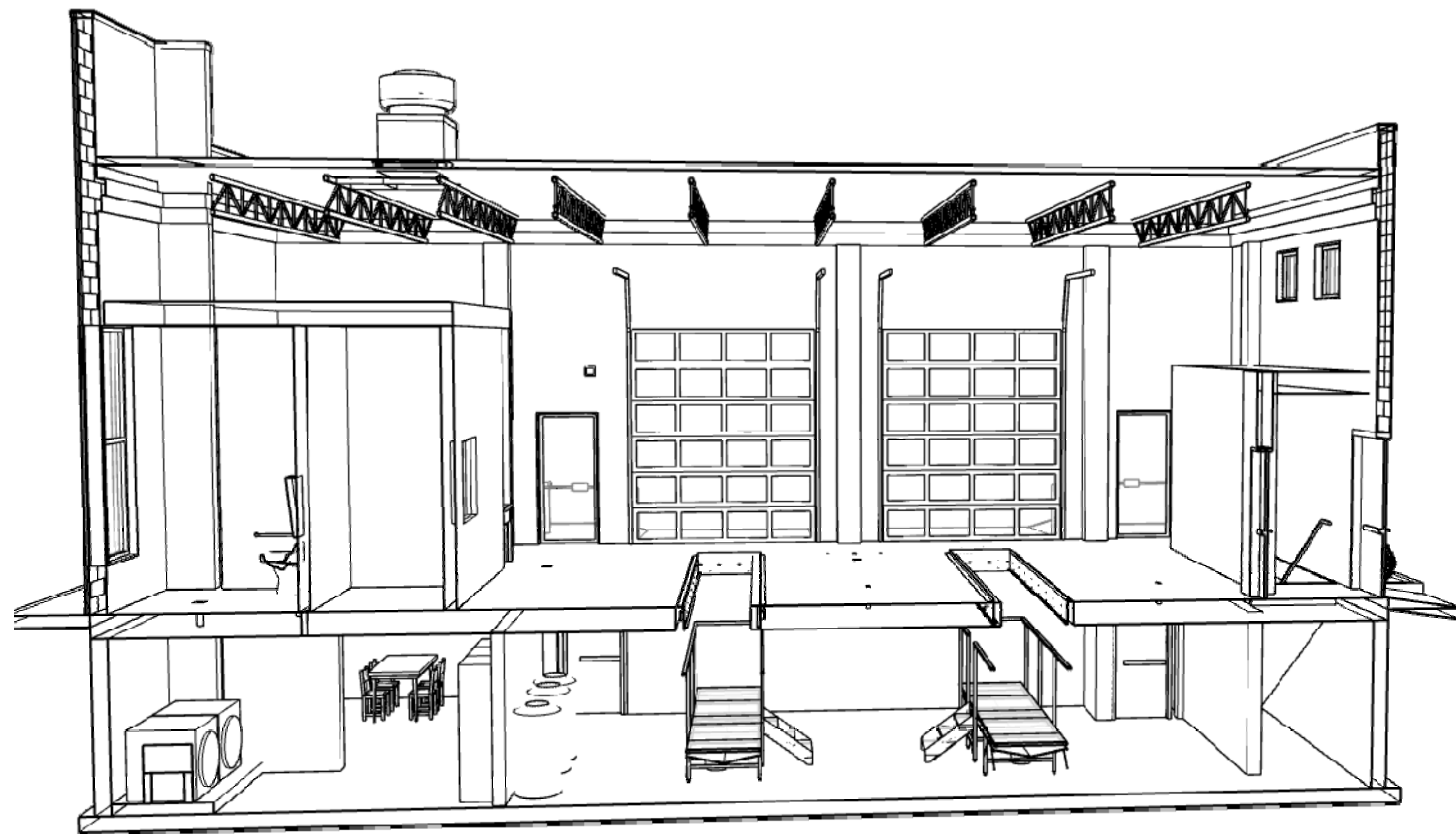
4264 JOYCE AVENUE
POWELL RIVER, BC

DRAWINGS PREPARED BY
ALEX TOPOROWSKI DEVELOPMENT MGMT.

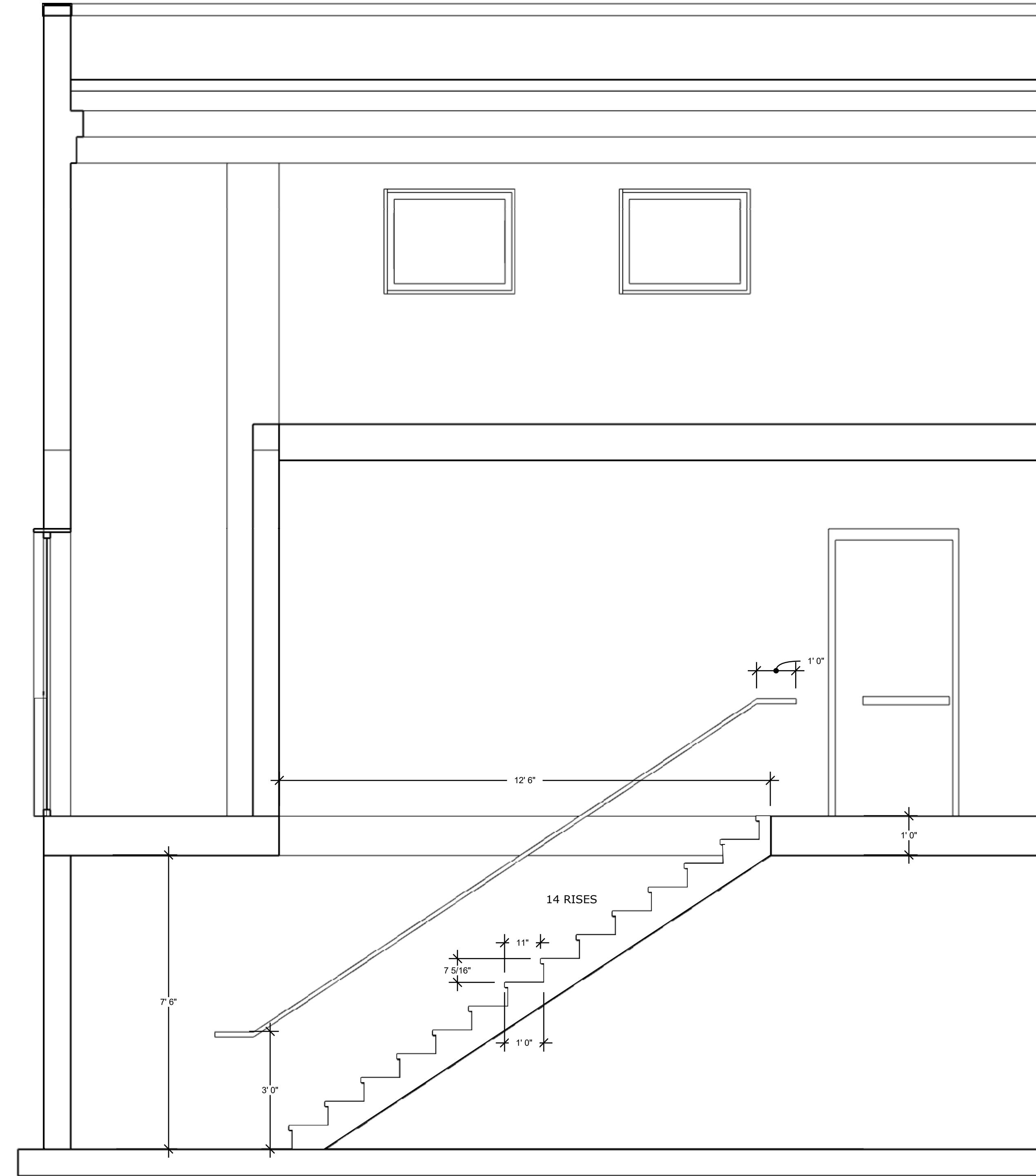
FOR:
GREAT CANADIAN OIL CHANGE LTD.



1 SECTION CUT SHORT
A09 NTS



2 SECTION CUT LONG
A09 NTS



3 STAIR DETAIL
A09 1/2"-1'-0"

SCALE: 1/4" TO 1'
(When printed Arch-D)

REV.	DATE	DESCRIPTION	DRAWN BY
04	6/9/26	REVISED FOR DP	AT
03	4/28/26	FOR DEVELOPMENT PERMIT	AT
02	12/21/25	FOR TENDER / COSTING	AT
01	9/21/25	FOR PLANNING PURPOSES	AT



ALEX TOPOROWSKI
DEVELOPMENT MANAGEMENT
3082 SEMIAHMOO TRAIL
SURREY, BC V4P 1H3
ALEX@TOPOROWSKI.CA

THIS DRAWING REMAINS THE PROPERTY OF ALEX TOPOROWSKI AND MAY NOT BE COPIED OR REPRODUCED WITHOUT HIS EXPRESS WRITTEN CONSENT. ACCEPTANCE OF THIS DRAWING INDICATES ACCEPTANCE OF THESE TERMS.

GREAT CANADIAN OIL CHANGE

4264 JOYCE AVENUE
POWELL RIVER, BC

DRAWINGS PREPARED BY
ALEX TOPOROWSKI DEVELOPMENT MGMT.

FOR:
GREAT CANADIAN OIL CHANGE LTD.



SCALE: 1/4" TO 1'
(When printed Arch-D)

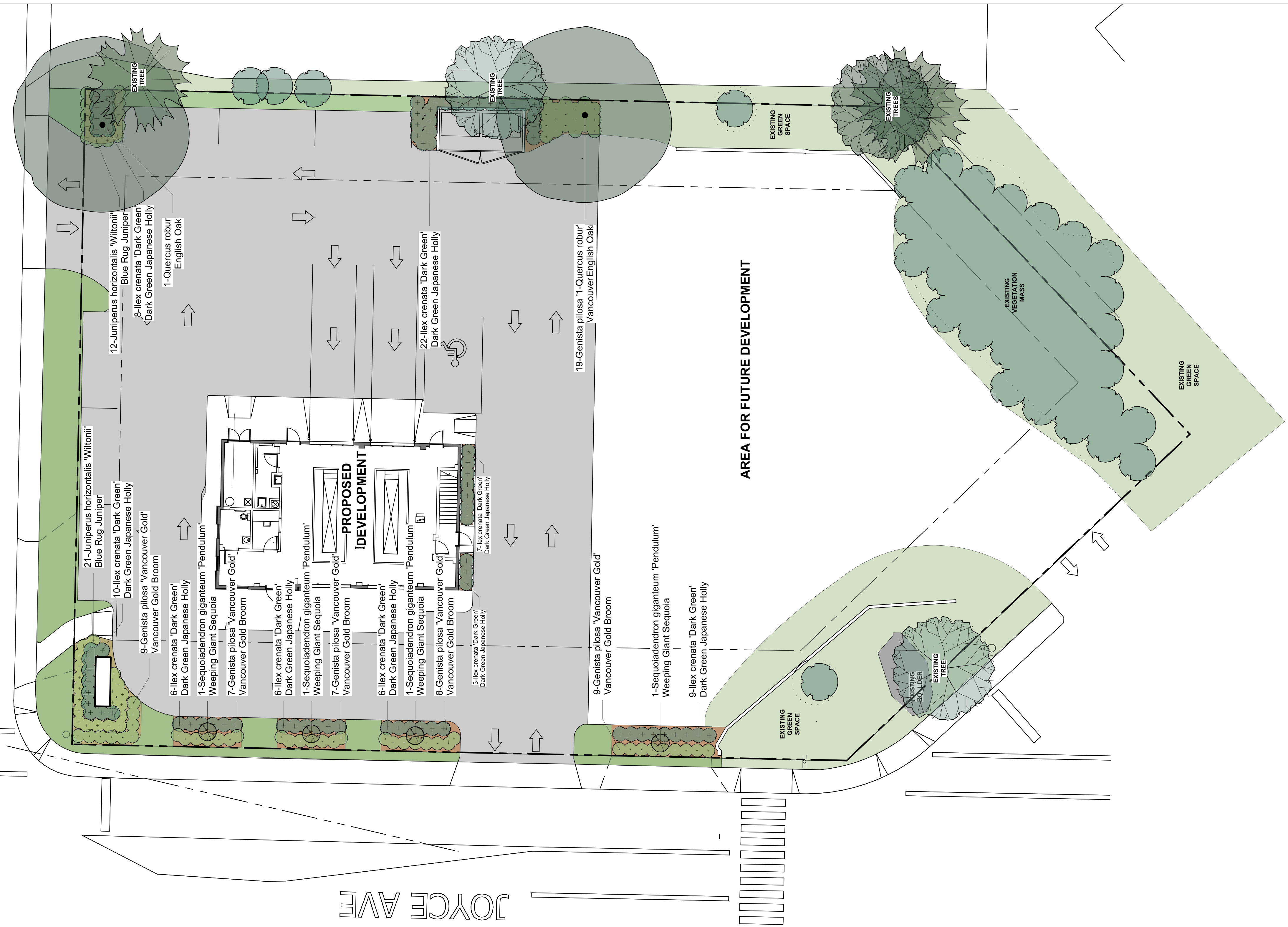
REV.	DATE	DESCRIPTION	DRAWN BY
04	6/9/26	REVISED FOR DP	AT
03	4/28/26	FOR DEVELOPMENT PERMIT	AT
02	12/21/25	FOR TENDER / COSTING	AT
01	9/21/25	FOR PLANNING PURPOSES	AT



ALEX TOPOROWSKI
DEVELOPMENT MANAGEMENT
3082 SEMIAHMOO TRAIL
SURREY, BC V4P 1H3
ALEX@TOPOROWSKI.CA

THIS DRAWING REMAINS THE PROPERTY OF ALEX TOPOROWSKI AND MAY NOT BE COPIED OR REPRODUCED WITHOUT HIS EXPRESS WRITTEN CONSENT. ACCEPTANCE OF THIS DRAWING INDICATES ACCEPTANCE OF THESE TERMS.

GLACIER STREET

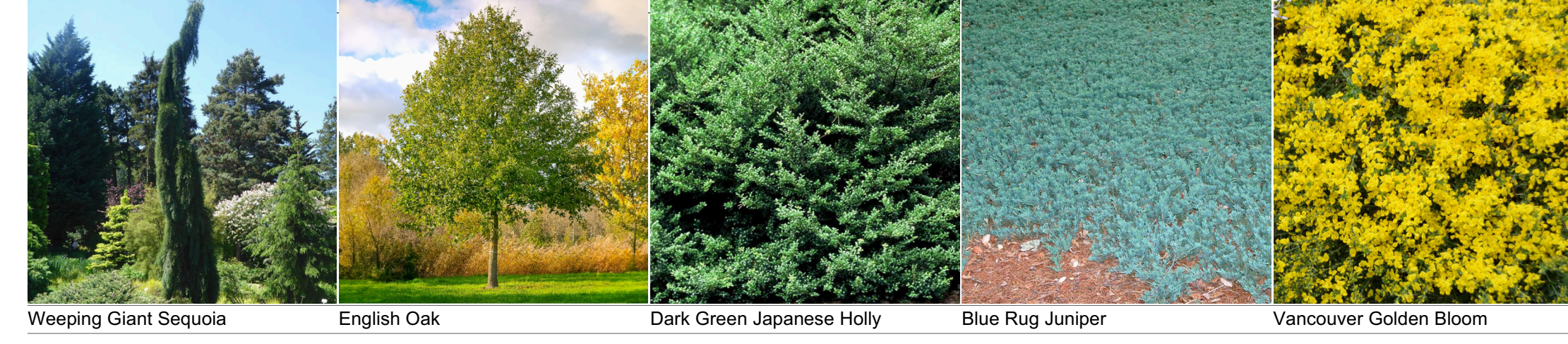


AREA FOR FUTURE DEVELOPMENT

L1 SITE PLAN
Scale: 1:150

Plant List

Quantity	Latin Name	Common Name	Scheduled Size	Mature Height	Mature Spread	Spacing
4	Sequoiadendron giganteum 'Pendulum'	Weeping Giant Sequoia	3.0m ht B&B	10m	1.2m	as shown
2	Quercus robur	English Oak	6cm cal	30m	12m	as shown
77	Ilex crenata 'Dark Green'	Dark Green Japanese Holly	#2 pot	1.2m	1.8m	---
33	Juniperus horizontalis 'Wiltonii'	Blue Rug Juniper	#2 pot	0.3m	2m	---
59	Genista pilosa 'Vancouver Gold'	Vancouver Gold Broom	#1 pot	0.3m	1m	---



Weeping Giant Sequoia English Oak Dark Green Japanese Holly Blue Rug Juniper Vancouver Golden Bloom

General Notes

1. Compliance, Government - all work shall be completed to the satisfaction of the local jurisdiction and shall comply with all standards and regulations of the same. contractors shall ensure compliance of all work prior to installation. in particular, work shall be in compliance with the subdivision and development service bylaw 2019 (no. 5382) and the details contained therein.
2. Compliance, Standard - all material, shipping procedures, and installation of landscape elements shall conform to latest edition of the canadian landscape standard available at commencement of work.
3. Compliance, MMCD - all works shall conform to the latest mmcd details and specifications available at commencement of work where no specific detail, note or specification is provided in the drawing set or attached materials.
4. Existing Services - refer to engineering drawings for locations of all buried services. contractor is responsible for obtaining and paying for all utilities locations and any and all costs which arise from damage to services caused by any act or failure to act of the contractor.
5. Coordination - these drawings shall be taken to be part of the larger set of drawings and specifications, whether directly attached or not, issued for the construction of the associated boulevard works. these drawings shall be read in concert with such documentation and, where conflicts arise, the contractor shall immediately report such conflicts to the landscape architect. the work is to be done in coordination with the contractor or contractors engaged in construction of such adjacent works.
6. Grading, General - the contractor shall establish grades such that there is, in all areas, positive drainage to an adjacent drain. minimum slopes shall be as follows:

pedestrian paved areas	1%
vehicular paved areas	1%
lawn areas	2%
planted beds	5%

7. Grading, allowances and topsoil placement - depth of planting medium after settlement shall be:

grass areas	mm
shrub beds	450 mm
ground cover areas	450 mm
trees (10 cubic metres min. / tree)	1200 mm

n.b. all soil shall be tested not more than 14 days prior to installation on site. testing shall be specific to this work. contractor shall amend the soil according to the recommendations of the soils testing lab.

8. Growing Medium, Soil - all soils for lawn and hydroseed areas shall conform to bcsla requirements for 3l growing medium. all soils for use under tree and shrub plantings shall conform to bcsla requirements for 3p growing medium.

9. Plant Material, Quantities - contractor shall confirm all plant material quantities. any discrepancies between the plant list and the drawing shall be reported to the consultant. in case of discrepancy contractor shall install plant material as per drawing. in circumstances where there is a discrepancy between ground cover quantity and spacing the spacing requirement will prevail.

10. Plant Material, Substitutions - no substitutions to plant list shall be made by contractor without prior written authorization from consultant.

11. Plant Material, Health - all plant material shall be vigorous and in good health at time of planting. plant material shall be supplied by a nursery free of pests and disease.

12. Lawn, Sodded - grass shall be soil based standard sod by anderson sod farm or equivalent product.

13. Mulch - planting areas shall be mulched with 50 mm of composted mulch. such mulch shall not contain cedar bark or wood fiber.

No	Date	By	Revision Notes
B	2026-06-19		FOR REZONING / DP
A	2026-05-04		FOR REZONING / DP

No	Date	Issue Notes

Design Firm
Donald V. S. Duncan, Landscape Architect
512 Jim Cram Dr. Unit 21, Ladysmith BC V9G 0B1

Project Title
GREAT CANADIAN OIL CHANGE
4264 Joyce Avenue
Powell River, BC

Project Manager		Project ID
Donald V. S. Duncan		D26-0253
Drawn By		Scale
DVSD		1:150
Reviewed By		Sheet No.
DVSD		L1
Date		2026-04-09
CAD File Name		L-SP.vwx
		of 1



Request for Decision

Date of Meeting: July 2, 2026 File No.: 2360-20-1901
To: Mayor and Council
From: Sundance Topham, Chief Administrative Officer
Prepared By: Jason Gow, Director of Planning Services
Subject: Pacific Point Strata Condominium Encroachment – Roof Canopies

Purpose:

The purpose of this report is to present a request for air space easements over parts of the Joyce Avenue and Tofino Street road dedications from the ownership group responsible for the development of the Pacific Point Strata Condominium project (1005940 BC Ltd.) to address roof canopy encroachments into City land.

Recommendation:

PURSUANT to the report of the Director of Planning Services dated for the Council meeting of July 2, 2026, entitled “Pacific Point Strata Condominium Encroachment – Roof Canopies”:

THAT pursuant to Section 35(11) of the *Community Charter*, Council resolves to raise title to two portions of public road, both adjacent to the Joyce Avenue and Tofino Street intersection and shown on plan EPP153463 attached to this report as Appendix D.

AND THAT Council directs staff to enter into the draft Easement (Encroachment) Agreement and Section 219 Covenant attached to this report as Appendix G that will grant to 1005940 BC Ltd. volumetric air space easements containing 248.2 m³ labelled Volumetric Easement 1 and 232.1 m³ labelled Volumetric Easement 2 on Explanatory Plan EPP153464 (attached to this report as Appendix E) over the Tofino Street and Joyce Avenue road dedications respectively, with covenants supporting City conditions for the use of the easement area, once the City has been reimbursed for any costs that may include legal, Land Title Office filing, administrative and appraisal fees it has paid to fulfill the request from 1005940 BC Ltd. to be granted these easements.

AND THAT Council directs the Mayor and Corporate Officer to execute all Land Title Office documents required to give effect to the first two parts of this resolution.

Background:

This report relates to the Pacific Point Strata Condominium project currently under construction. Attached to this report as Appendices A and B are a locator map and orthographic image.

On December 5, 2017, staff presented a report related to the development permit application submitted by the owner. A link to that report can be found [here](#) and the report is item 5.3 on the agenda. On December 21, 2017, Council approved issuance of DP 205, and on January 26, 2021, the permit was issued by the City.

On August 10, 2022, a building permit to permit the construction of a concrete parkade was issued. On August 3, 2023, a second building permit was issued to permit the remainder of the building. Both permits remain open as the building is still under construction.

On May 27, 2026, Michael Rogers of Polaris Land Surveying, acting as agent for 1005940 BC Ltd., reached out to City staff to inform them that through the process of preparing the strata plan and related documentation for registration (the legal instruments that will raise strata titles to the condominium units) he became aware that multiple roof canopies of the building extended over City land. He was inquiring as to whether the City had established policies or practices on how best to address air space encroachments. The City does not and Rogers was directed to submit a formal written request to the City.

On June 15, 2026, the City received a comprehensive package of materials from the agent. Included in that package and attached to this report as appendices are:

- Appendix C – A letter addressed to Council from the agent titled **Request for Easement over Parts of Joyce Avenue and Tofino Street** that outlines the request in detail.
- Appendix D – **Plan EPP153463**, an explanatory plan that illustrates the portion of Joyce Avenue and Tofino Street where title to these roads is proposed to be raised.
- Appendix E – **Plan EPP153464**, an explanatory plan that illustrates the air space volumetric easements requested to be granted by the City to 1005940 BC Ltd., for the purpose of housing the existing roof canopies encroaching into City lands.
- Appendix F – **Plan EPP89199**, a sketch plan of the building under construction complete with images that illustrate approximately the impact of the encroachments.

Discussion:

As offered by the agent in their letter attached as Appendix C, this type of aerial encroachment is more common in larger municipalities where developments are more frequently built to zero lot line setbacks. Staff are aware of a few similar situations here in Powell River where building awnings or canopies extend over the public sidewalks. These were more easily managed with encroachment agreements between the City and the property owner because the agreements did not need to be registered with the Land Title Office. It is different when the encroachment involves a building that is to be part of a strata development. In these situations, the *Strata property Act* requires that the areas occupied by encroachments must be covered by legally registered easements, registered before the registration of the strata plan can take place.

An easement cannot be registered against road dedication as road (typically) has no title associated with it. To address this, Section 35(11) of the *Community Charter* permits a municipality by way of Council resolution to raise title to road dedication. The first request from 1005940 BC Ltd. is that Council resolve to raise title to the affected portions of Joyce Avenue and Tofino Street as shown on Plan EPP153463 (Appendix D). The areas of land where title is proposed to be raised measure 20.7 m² on Joyce Avenue and 21.8 m² on Tofino Street. If Council agrees, the Registrar would issue indefeasible titles for these lands endorsed with the legal notation "For Road Purposes Only". The City would maintain ownership of these newly created parcels, but this process would permit easements to be legally registered against the newly raised titles.

The second request from 1005940 BC Ltd. is that Council grant the associated volumetric easements that will house the aerial encroachments. As shown on Plan EPP153464 (Appendix E) Volumetric Easement 1 over Tofino Street measures 248.2 m³ and Volumetric Easement 2 over Joyce Avenue measures 232.1 m³. Neither touch the ground plane and neither should have much impact on the use of the land below. To illustrate the areas impacted by the encroachments, the agent prepared Plan EPP89199 (Appendix F) which is a sketch plan that includes images of both building façades where there are encroachments. The red vertical line on each image represents the approximate location of the property line. Areas beyond the red line represent those that are encroaching onto City lands. Each diagram also includes where the proposed easements sit in terms of height above the ground plane. From staff's perspective, these diagrams help to further highlight the limited impact each encroachment will have on the use of the land below.

To support the ongoing management associated with an easement if granted, draft Easement (Encroachment) Agreement and Section 219 Covenant was prepared and is attached to this report as Appendix G for review. According to legal counsel working on behalf of the City these documents are relatively standard due to the regularity they are used in more urban centres which is in keeping with the agent's statement in their letter about these being more commonplace in larger municipalities. Additional language and a requirement for 1005940 BC Ltd. to enter into a Section 219 Covenant in favour of the City have been included in the agreement to capture the recommendations provided to the City by its insurer, MIABC. Beyond that, it is a typical legal agreement that outlines standard considerations for these situations.

Lastly, granting these easements involves the disposition of public lands to a private business for the lifetime of the building based on the terms included in the draft Easement (Encroachment) Agreement and Section 219 Covenant. Should Council wish to consider granting the requested easements, to avoid the appearance that the City is providing financial assistance to a business the City must be compensated appropriately for the use of these lands. To align with best practices, the City will secure the services of a BC Professional Appraiser to determine a one-time payment based on fair market value appraisal, payable prior to the easements being granted. Similarly, other costs payable to the City prior to the easements being granted will include legal, Land Title Office filing and administrative fees.

Communications and Engagement

A Notice of Land Disposition has been issued in keeping with requirements outlined in the *Community Charter*. No further engagement is required.

Financial Implications:

The staff time required to support the request from 1005940 BC Ltd. is within the budgeted operating expenses in the *City of Powell River 2026-2030 Financial Plan Bylaw 2794, 2026*. Hard costs incurred by the City such as appraisal, legal, Land Title Office filing and administrative fees will be required to be repaid in full prior to granting the requested easements.

Operational Implications:

While unique, the work to support the request from 1005940 BC Ltd. is best described as falling under the regular operating business conducted by City departments, specifically Planning and Administration.

Strategic Priorities:

Economic Vibrancy – Build on existing customer service to focus on a service-minded culture that helps businesses and residents “get to yes”.

Attachment(s):

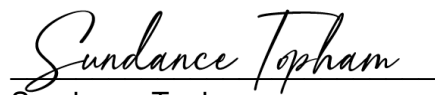
1. Appendix A – Locator Map
2. Appendix B – Orthographic Image
3. Appendix C – Request for Easement over Parts of Joyce Avenue and Tofino Street
4. Appendix D – Plan EPP153463, an explanatory plan that illustrates the portion of Joyce Avenue and Tofino Street where title to these roads is proposed to be raised.
5. Appendix E – Plan EPP153464, an explanatory plan that illustrates the air space volumetric easements requested to be granted by the City to 1005940 BC Ltd., for the purpose of housing the existing roof canopies encroaching into City lands.
6. Appendix F – Plan EPP89199, a sketch plan of the building under construction complete with images that illustrate approximately the impact of the encroachments
7. Appendix G – draft Easement (Encroachment) Agreement and Section 219 Covenant

Reviewed by:

- Administrative Services
- Financial Services
- Fire & Emergency Services
- Human Resources

- Infrastructure Services
- Parks, Recreation & Culture
- Partnerships, Intergovernmental & Public Relations
- Planning Services

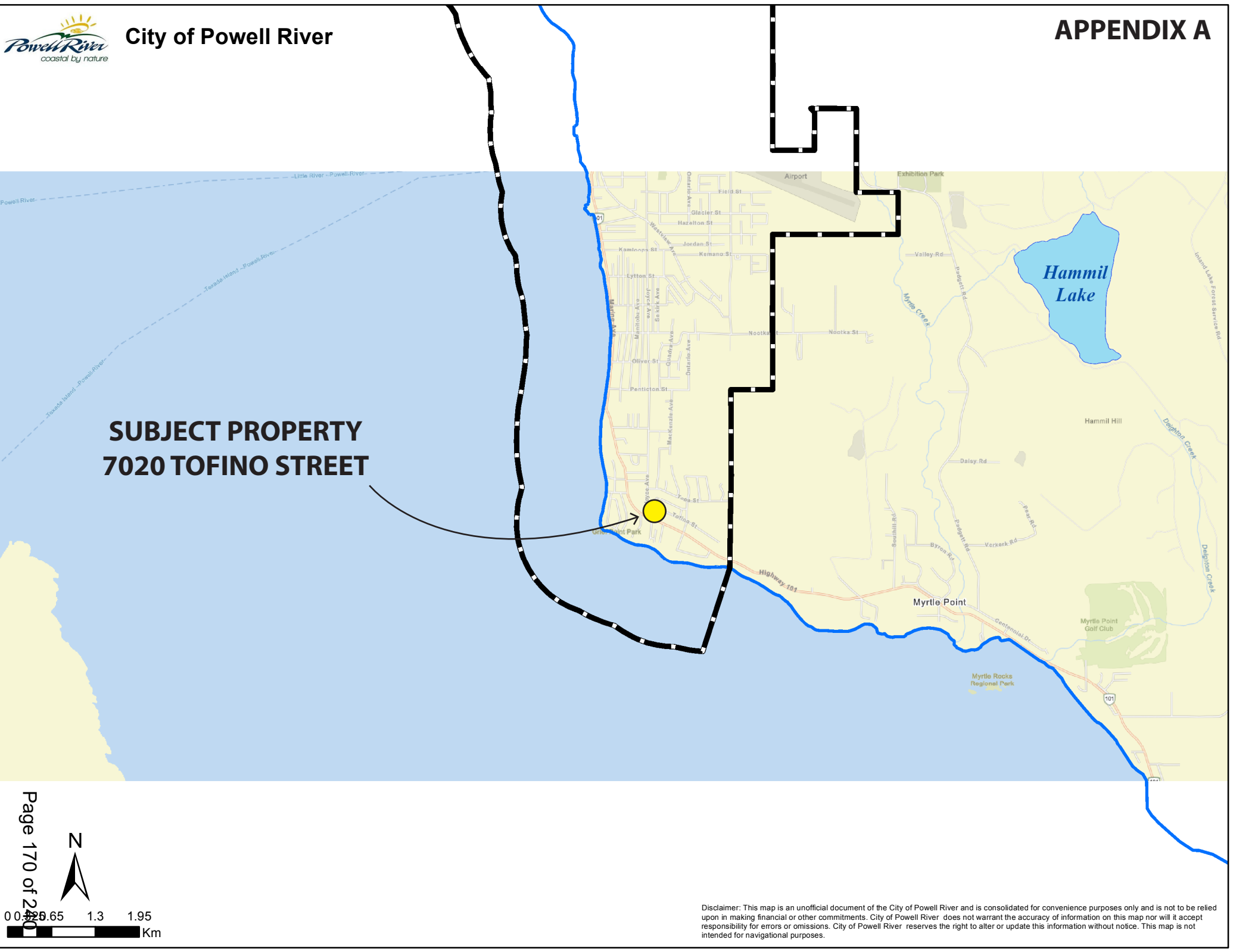
Respectfully submitted,

A handwritten signature in cursive script that reads "Sundance Topham". The signature is written in black ink and is positioned above a horizontal line.

Sundance Topham

Chief Administrative Officer

**SUBJECT PROPERTY
7020 TOFINO STREET**





Joyce Avenue

**SUBJECT
PROPERTY**

Tofino Street

Ansis Street

Thunder Bay St

Windsor Avenue

Windsor Avenue



POLARIS LAND SURVEYING 2024 INC.

604-485-4203
877-603-7398 (Toll-free)
info@plsi.ca

3-7045 Field Street
Powell River, BC, V8A 0A1

Date June 12, 2026

Request for Easement over Parts of Joyce Avenue and Tofino Street

To: City of Powell River City Council

On behalf of the ownership group of 1005940 B.C. LTD, the owners of what is legally described as LOT 2 BLOCK D DISTRICT LOT 1424 GROUP 1 NEW WESTMINSTER DISTRICT PLAN EPP89199. It is requested that the City of Powell River grant an easement over parts of Joyce Avenue and Tofino Street, adjacent to the Pacific Point Condominium development as shown on SKETCH PLAN OF BUILDING UNDER CONSTRUCTION ON PART OF LOT 2 BLOCK D DISTRICT LOT 1424 GROUP 1 NEW WESTMINSTER DISTRICT PLAN EPP89199.

Background

At this time the developer of the subject condominium project is having the strata plan and related documentation prepared for registration, legal instruments that will raise strata titles to the condominium units that comprise the development located at the corner of Joyce Avenue and Tofino Street here in the City of Powell River.

A physical component of the building design itself includes roof canopies, of which extend into parts of the air space above Joyce Avenue and Tofino Street. In doing so, these roof canopies create aerial encroachments into lands legally established as public road. These roof canopies are and have been part of the design drawings from the Development Permit stages through to the current Building Permit stage.

This type of an encroachment is not rare, new to the City of Powell River, but not rare in municipalities where strata developments are built to zero lot line setbacks are common. One can look to the City of Vancouver or Victoria where a pedestrian in the downtown areas walks along a City or public sidewalk sheltered under roof canopies that form part of the adjacent buildings.

Under today's legislation, areas occupied by these roof canopies are required to be covered by legally registered easements when the building is part of a strata development. A requirement of the Province with the registration of a strata is that any encroachment by the strata is covered by an easement that is registered before the registration of the strata can take place. Registration of such easements in British Columbia is done with the Land Survey and Title Authority of British Columbia (LTSA).

It is the registration of an easement for the encroachments shown on the aforementioned Sketch Plan that this request to the City of Powell River is related to.



Process for Establishing an Easement over Public Road

A legally registered easement is registered on or against title, however the typical road in British Columbia does not have a title to register an easement against. Despite this, the Community Charter allows for the raising of title to portions of public roads.

In instances such as this, by way of a Council Resolution, pursuant to section 35(11) of the Community Charter, the municipality can establish title over the affected parts or portions of public road. This is done by the registration of a legal survey plan with the LTSA. In this case an Explanatory Plan pursuant to section 35(11) of the Community Charter. Plan EPP153463 which is included in this package is an example of such a plan.

Once title is raised for the subject areas an easement can then be registered against title with the LTSA.

The easement would be limited to the volumetric area defined by the legal survey plan that accompanies the easement document. The easement would be granted by the City of Powell River, owner on the newly raised title, with the lot that is occupied by the strata development being the grantee of the easement. Plan EPP153464 which is included in this package is an example of such a plan.

As per preliminary discussions with the City of Powell River planning department, the granting of an easement over these volumetric areas is being viewed as a disposition which requires that the City provide public notice of what is being viewed as a disposition. The rationale behind this being viewed as a disposition is that the easement is to be granted in perpetuity, or until such a time that the roof canopies are not in place, thus necessitating public notice and other tasks related to dispositions.

It is important to grasp that this is not a road closure, nor a disposition of lands. The volumetric area of the easement is not being transferred, ownership is retained by the City of Powell River. This is a raising of title to the subject area, title in the name of the City of Powell River, in order to facilitate the granting of an easement that will allow the registration of the strata.

Costs

It is recognized there will be City costs related to this process. As this scenario is new to the City of Powell River, a specific application (that typically comes with a cost/fee) is not in place. It is recognized that the proponent will be responsible for the hard costs incurred by the City related to this process. Examples of costs include legal consultation, advertisements related to public notice, legal Land Surveying costs and the like.

Request

It is requested that City Council approve of a resolution pursuant to section 35(11) of the Community Charter to raise title to two portions of public road as shown on plan EPP153463 in its current draft format.



It is requested that City Council approve of a resolution granting easements that allow for the encroaching roof canopies within the volumetric areas as shown on plan EPP153464 in its current draft format.

Thank- your consideration to this matter that is critical to the completion of the Pacific Point Condominium project.

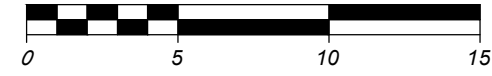
Michael Rogers, BCLS
Polaris Land Surveying 2024 Inc.
#3 – 7045 Field Street Powell River BC

**EXPLANATORY PLAN OF PARTS OF JOYCE AVENUE AND TOFINO STREET
DEDICATED ON PLAN 8334 AND PLAN 9767, DISTRICT LOT 1424,
GROUP 1 NEW WESTMINSTER DISTRICT**

PLAN EPP153463

APPENDIX D

Pursuant to Section 35(11) of the Community Charter.
BCGS Map Sheet 92F.088



The intended plot size of this plan is 560mm in width by 432mm in height (C-Size) when plotted at a scale of 1:250.

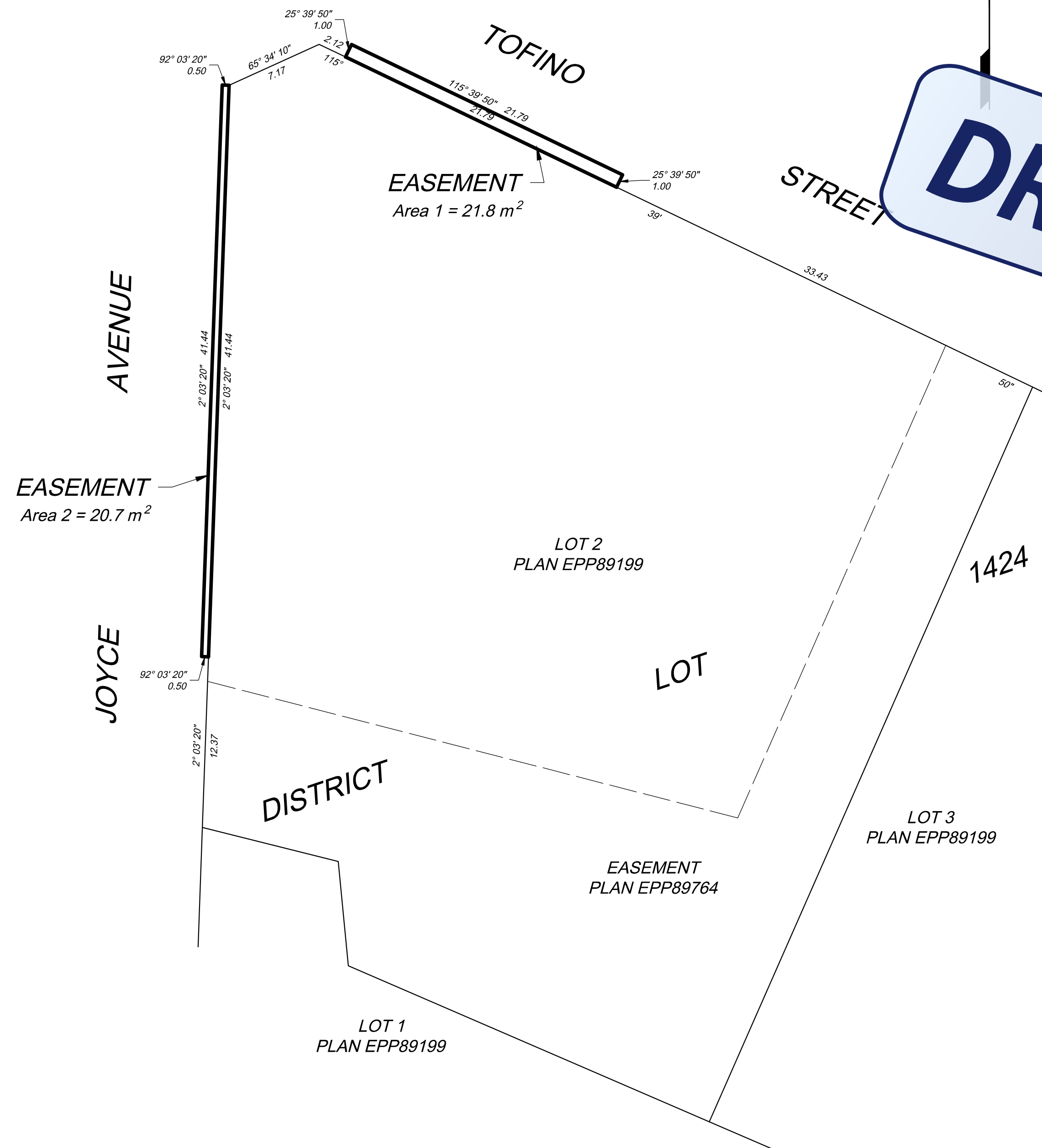
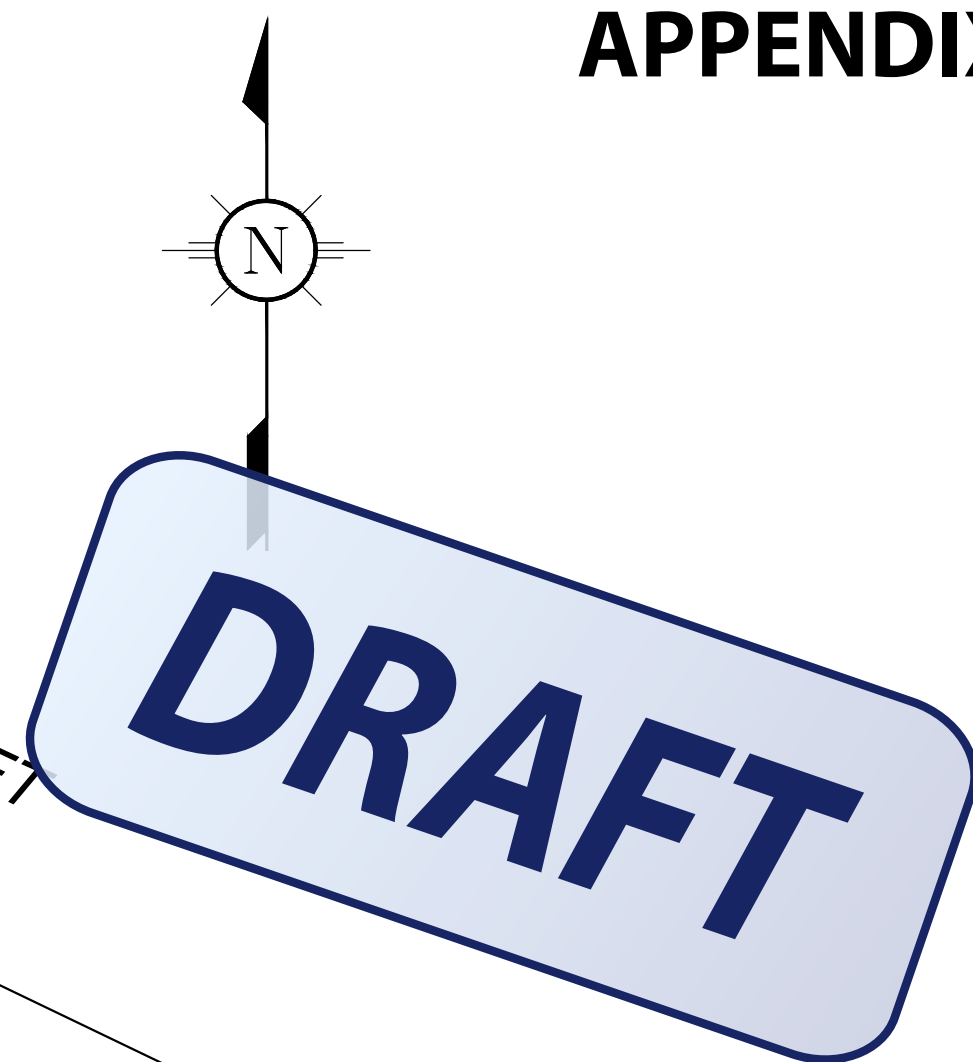
All distances are in metres and decimals thereof, unless otherwise noted.

Bearings are grid derived from Plan EPP89199.

This plan shows horizontal ground-level distances, unless otherwise specified.

This plan lies within the Integrated Survey Area No. 26, City of Powell River, NAD83(CSRs) 3.0.0.BC.1.CRD.

LEGEND
m² denotes square metres



EXPLANATORY PLAN OF PARTS OF JOYCE AVENUE AND TOFINO STREET DEDICATED ON PLAN 8334 AND PLAN 9767, DISTRICT LOT 1424, GROUP 1 NEW WESTMINSTER DISTRICT

PLAN EPP153464

Pursuant to Section 99(1)(e) of the Land Title Act.
For Easement Purposes.
BCGS Map Sheet 92F.088

APPENDIX E



The intended plot size of this plan is 560mm in width by 432mm in height (C-Size) when plotted at a scale of 1:300.

All distances are in metres and decimals thereof, unless otherwise noted.

Bearings are grid derived from Plan EPP89199.

This plan shows horizontal ground-level distances, unless otherwise specified.

This plan lies within the Integrated Survey Area No. 26, City of Powell River, NAD83(CSRs) 3.0.0.BC.1.CRD.

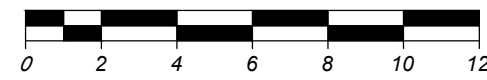
Elevations are referred to the CGVD28 Datum and are derived from Control Monument 82H4752 with an elevation of 36.36 metres.

LEGEND

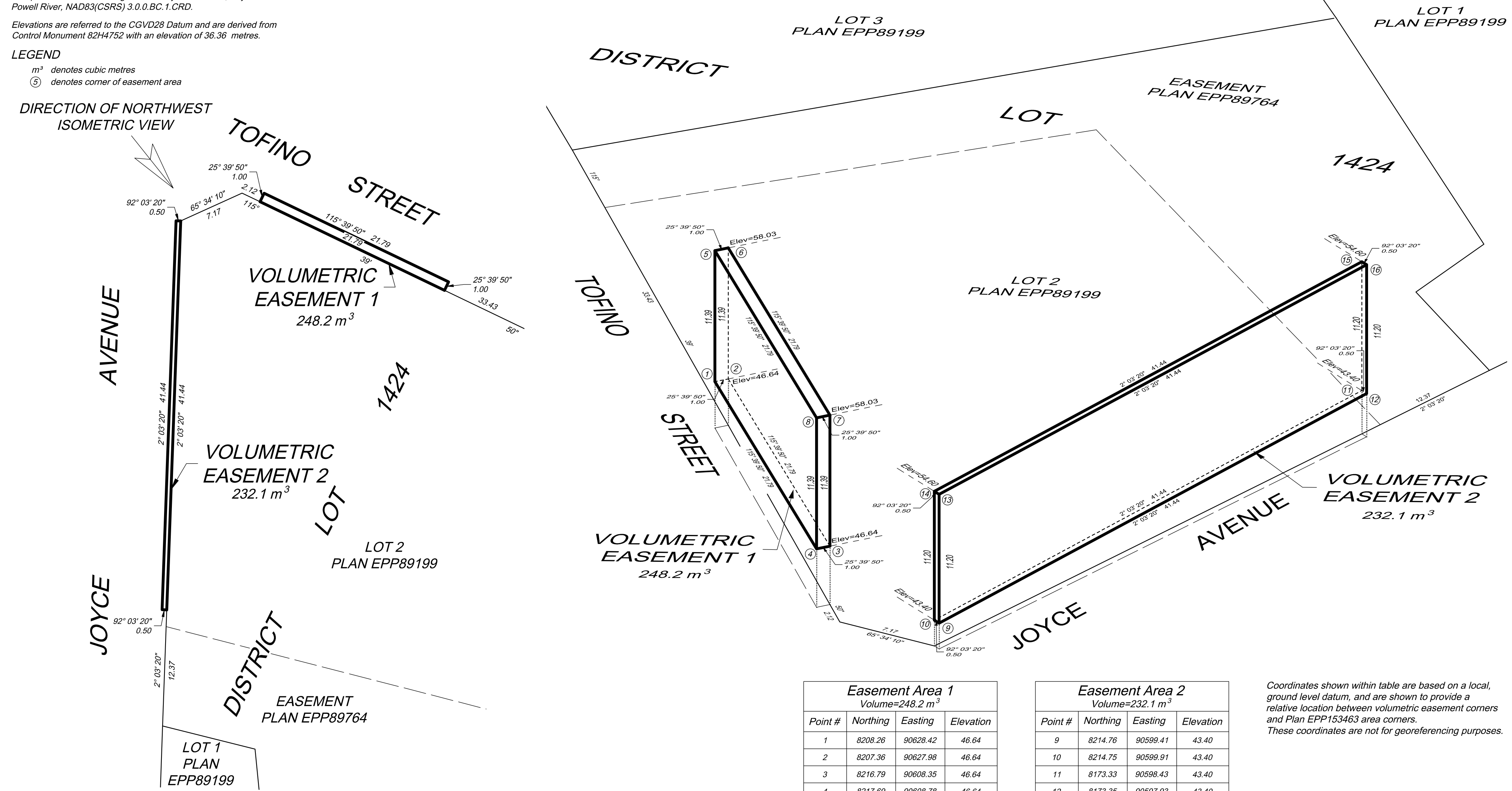
- m³ denotes cubic metres
- ⑤ denotes corner of easement area

DIRECTION OF NORTHWEST ISOMETRIC VIEW

NORTHWEST ISOMETRIC VIEW



Scale of enlargement is 1:200 at the intended plot size of plan



Easement Area 1 Volume=248.2 m ³			
Point #	Northing	Easting	Elevation
1	8208.26	90628.42	46.64
2	8207.36	90627.98	46.64
3	8216.79	90608.35	46.64
4	8217.69	90608.78	46.64
5	8208.26	90628.42	58.03
6	8207.36	90627.98	58.03
7	8216.79	90608.35	58.03
8	8217.69	90608.78	58.03

Easement Area 2 Volume=232.1 m ³			
Point #	Northing	Easting	Elevation
9	8214.76	90599.41	43.40
10	8214.75	90599.91	43.40
11	8173.33	90598.43	43.40
12	8173.35	90597.93	43.40
13	8214.76	90599.41	54.60
14	8214.75	90599.91	54.60
15	8173.33	90598.43	54.60
16	8173.35	90597.93	54.60

Coordinates shown within table are based on a local, ground level datum, and are shown to provide a relative location between volumetric easement corners and Plan EPP153463 area corners. These coordinates are not for georeferencing purposes.

This plan lies within gathet Regional District.

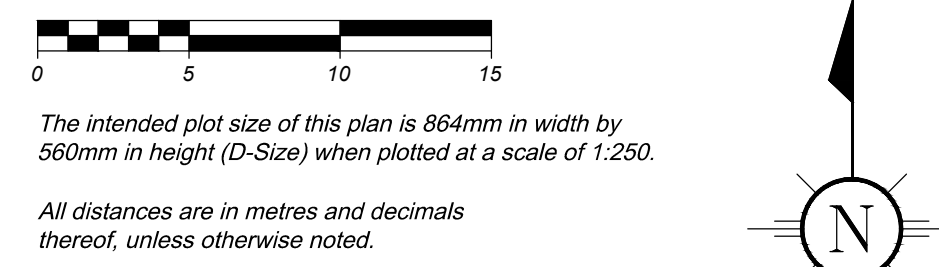
This plan is based on the following Land Title and Survey Authority of BC records: Plan EPP89199.

Michael Lewis Rogers, BCLS 970
15th day of June, 2026

Polaris Land Surveying 2024 Inc.
Mailing & delivery address:
3-7045 Field Street,
Powell River, BC V8A 0A1
Telephone: (604) 485-4203
File: 1107-05
Drawing: 1107-05-EXP_3D.dwg
Date: 2026-06-15

Page 7 of 14

SKETCH PLAN OF BUILDING UNDER CONSTRUCTION ON PART OF LOT 2 BLOCK D
DISTRICT LOT 1424 GROUP 1 NEW WESTMINSTER DISTRICT
PLAN EPP89199
FOR DISCUSSION PURPOSES
PID 030-793-815



LEGEND

- denotes photo location and direction
- denotes proposed easement boundaries

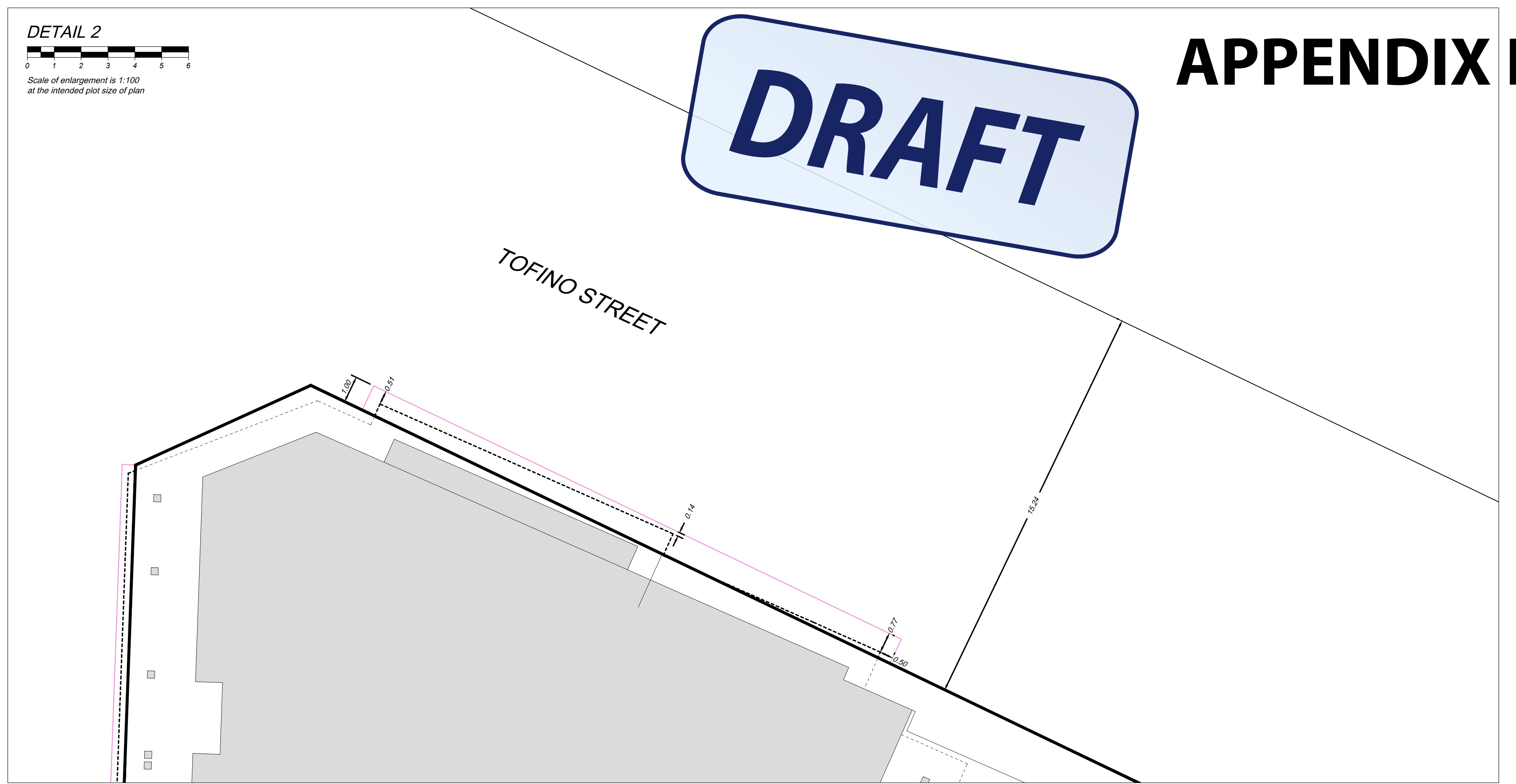
IMAGE 1



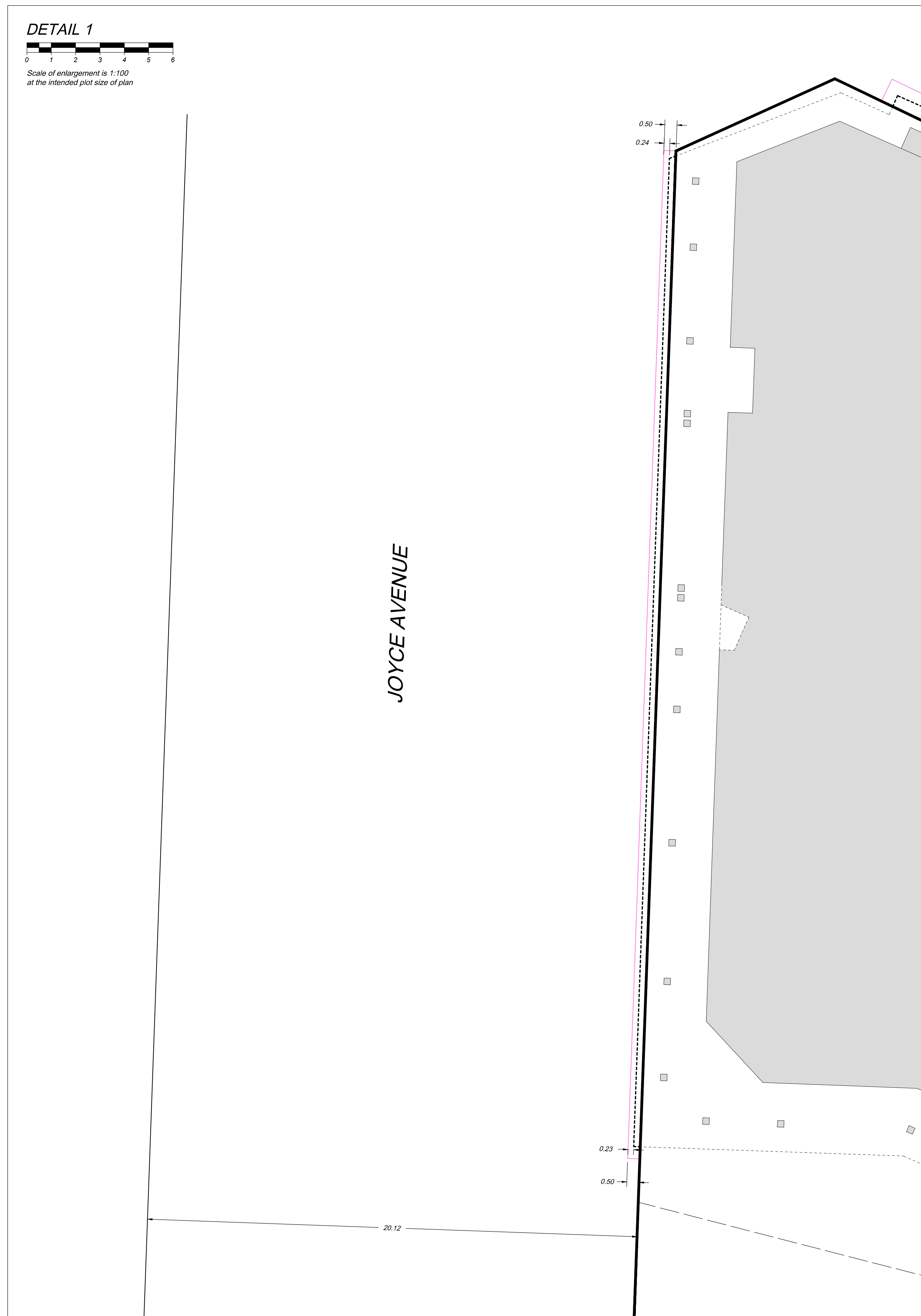
IMAGE 2



DETAIL 2
Scale of enlargement is 1:100
at the intended plot size of plan



DETAIL 1
Scale of enlargement is 1:100
at the intended plot size of plan



This document shows the relative location of the surveyed buildings and features with respect to the boundaries of the parcel described hereon. This document shall not be used to define property lines or property corners.

Feature labels are descriptive. The user is encouraged to refer to the appropriate land use bylaw for specific feature definitions.

Polaris Land Surveying 2024 Inc. accepts no responsibility or liability for any damages that may be suffered by a third party as a result of any decisions made, or actions taken based on this document.

©Polaris Land Surveying 2024 Inc. 2026. All rights reserved. No person may copy, reproduce, transmit or alter this document, in whole or in part, without the express written consent of Polaris Land Surveying 2024 Inc.

POLARIS
LAND SURVEYING

Meeting & delivery address:
Polaris Land Surveying 2024 Inc. Telephone: (804) 485-4203
3-7045 Field Street, PR@plsi.ca
Powell River, BC V8A 0A1 www.plsi.ca

Date: 2026-06-25
File: 1107-05
Drawing: 1107-05-STRATA-LOT2.dwg
Layout: E-Size

Certified Correct as to the practice of land surveying in accordance with Part 11-5(2) of the Survey and Plan Rules as of the 16th day of May, 2026.

Michael Lewis Rogers, BCLS 970

PART 2 - TERMS OF INSTRUMENT

EASEMENT (ENCROACHMENT) AGREEMENT AND SECTION 219 COVENANT

THIS AGREEMENT made the ___ day of _____, 202__.

BETWEEN:

1005940 B.C. Ltd.
4597 Marine Avenue
Powell River, B.C. V8A 2K7

(the "**Owner**")

AND:

CITY OF POWELL RIVER
6910 Duncan Street
Powell River, B.C. V8A 1V6

(the "**City**")

WHEREAS:

- A. The Owner is the registered owner of those lands, upon which is situated a building, located in the City of Powell River, British Columbia and legally described in Item 2 of Part 1 of the *Land Title Act*, RSBC. 1996, c. 250 Form C to which this Agreement is attached and which forms part of this Agreement (the "**Dominant Tenement**").
- B. Pursuant to section 35(1) of the *Community Charter*, SBC 2003, c. 26, the City owns the highways/public roads known as Joyce Avenue and Tofino Street, dedicated on Plan 8334 and Plan 9767 District Lot 1424 Group 1 New Westminster District, which is adjacent to the Dominant Tenement (the "**Road**").
- C. In connection with the construction of the condominium development on the Dominant Tenement, the Owner constructed the roof canopies of the building located on the Dominant Tenement (including structural components and ancillary components of such portion of the roof canopies) (the "**Roof Canopies**") which occupy a part of the surface, subsurface or airspace above the Road.
- D. The Owner has requested that the City grant an easement over that portion of the Road described in Item 2 of the General Instrument - Part 1 of the *Land Title Act*, R.S.B.C. 1996, c. 250 Form C to which this Agreement is attached, shown in heavy black outline containing 248.2 m³ labelled Volumetric Easement 1 and 232.1 m³ labelled Volumetric Easement 2 on Explanatory Plan EPP153464 (the "**Easement Area**") prepared by Michael L. Rogers, B.C.L.S., dated the 15th day of June, 2026, a reduced copy of which is attached as Schedule "A".

- E. The City has authority under section 35(11) of the *Community Charter*, SBC 2003, c. 26 to grant a licence of occupation or easement or permit an encroachment in respect of the Road.
- F. Section 219 of the *Land Title Act*, RSBC 1996, c. 250, permits the registration of a covenant of a positive or negative nature in favour of the City with provisions in respect of the use of land or a building on or to be erected on land or that land is to be built on in accordance with the covenant or is not to be built on except in accordance with the covenant.
- G. The City has agreed to grant the Owner an easement for the Roof Canopies over the Easement Area and the Owner has agreed to grant the City a covenant pursuant to Section 219, both under the *Land Title Act*, RSBC 1996, c. 250, subject to the terms and conditions of this Agreement.

NOW THEREFORE THIS AGREEMENT WITNESSES that in consideration of the mutual covenants and agreements contained in this Agreement and other good and valuable consideration, the receipt and sufficiency of which each party acknowledges, the parties agree as follows:

ARTICLE 1 ACKNOWLEDGMENTS AND INTERPRETATION

- 1.1 This Agreement will be interpreted and enforced exclusively in accordance with the laws of the Province of British Columbia, to whose courts of competent jurisdiction the Parties agree to attorn.
- 1.2 The headings of the parts, sections or subsections herein contained are not intended to limit, extend or be considered in the interpretation of the meaning of this Agreement.
- 1.3 Wherever the singular number or the masculine or neutral gender is used in this Agreement they will be construed as being the plural or feminine or body corporate and *vice versa* and wherever the plural is used in this Agreement it will be construed as being the singular and *vice versa* where the context or the Parties so require.
- 1.4 Nothing in this Agreement or the Schedules to this Agreement will be interpreted or deemed to authorize or approve any works or encroachment onto any private lands adjacent to the Road.
- 1.5 The words “include” and “including” are to be construed as meaning “include without limitation” and “including without limitation”.
- 1.6 All payments to be made will be deemed to be payments in lawful currency of Canada.
- 1.7 The following schedule is attached to and forms a part of this Agreement:
 - (a) Schedule “A” – Easement Area - Explanatory Plan EPP153464.

ARTICLE 2 ENCROACHMENT ON ROAD

- 2.1 The City hereby grants to the Owner for the benefit of and appurtenant to the Dominant Tenement, the non-exclusive right, licence, easement and permission to encroach upon, use and occupy the Easement Area to construct, install, maintain and repair the Roof Canopies within the Easement Area (the “**Easement**”).
- 2.2 The benefit of the Easement will be annexed to and run with the Dominant Tenement.
- 2.3 The Owner hereby grants a covenant in favour of the City under Section 219 of the *Land Title Act*, RSBC 1996, c. 250 and agrees that the Dominant Tenement and the Dominant Tenement's interest in the Easement may not be used except in accordance with this Agreement.

ARTICLE 3 SECTION 219 COVENANTS

- 3.1 As a condition of the City granting the Easement pursuant to Section 2.1 of this Agreement, the Owner hereby covenants and agrees with the City, pursuant to Section 219 of the *Land Title Act*, that the following covenants are covenants of a negative or positive nature in respect of the use of the Dominant Tenement and the use of any building or structure on or to be erected on the Dominant Tenement, enforceable against the Owner and the Owner's successors in title (even if the covenants are not annexed to land owned by the City), that:
 - (a) the Owner shall carry out all work contemplated or permitted under this Agreement in a proper and workmanlike manner so as to do as little injury to the Road as possible;
 - (b) the Owner shall ensure that the Roof Canopies conform to the requirements and specifications of the British Columbia Building Code and all other applicable statutes, regulations, bylaws and codes in effect as of the date hereof;
 - (a) the Owner shall make good at its own expense any damage or disturbance to the Road as a result of any work contemplated or permitted under this Agreement;
 - (b) the Owner shall be solely responsible for all costs related to the design, construction and installation of the Roof Canopies;
 - (c) the Owner shall at all times and at its own expense keep and maintain the Roof Canopies, the Easement Area, as well as the Road beneath and surrounding the Roof Canopies in good and sufficient repair, in a neat and clean condition all free from refuse, rubbish, snow, and ice and in a manner which does not pose any risk to persons or property, including all users of the Road, all to the satisfaction of the City acting reasonably, provided that the City shall have no obligation to determine what is sufficient repair or a safe condition for the Roof Canopies;
 - (d) the Owner shall not make any structural alterations to the Roof Canopies without the prior written consent of the City, which consent will not be unreasonably withheld or delayed, provided that, the Owner may make temporary alterations to the Roof Canopies in the event of an emergency in order to prevent or avoid risks to persons or property, and provided that the Owner, so soon thereafter as

is reasonable in the circumstances, applies for the consent of the City with respect to any necessary permanent structural alterations;

- (e) if the Owner fails to maintain the Roof Canopies or keep it in good repair to the satisfaction of the City, acting reasonably, then the City may give notice to the Owner demanding that the maintenance or repairs be done within a reasonable time frame specified by the City and if the Owner fails to do so to the City's satisfaction, then the City may, in its sole discretion (without any obligation to do so), cause such maintenance or repairs to be made, including structural changes, as it deems necessary, at the Owner's expense. The Owner shall pay any and all costs of the maintenance or repairs to the City forthwith on demand and in default of payment, the City may draw on any security deposited by the Owner under this Agreement, if any, to pay such costs. In providing the maintenance or making the repairs, the City may bring and leave upon the Easement Area, all necessary materials, tools and equipment and the City shall not be liable to the Owner for any inconvenience, annoyance, loss of business or other injuries suffered by the Owner by reason of the City affecting the repairs or maintenance other than damages or losses caused by the willful misconduct or gross negligence of the City and those for whom it is at law responsible;
- (f) the Owner will make good, at the Owner's own expense, all damage or disturbance which may be caused to the surface of the Road and the Easement Area in the exercise of the Owner's rights hereunder;
- (g) in the event of the termination of this Agreement, the Owner will, as far as reasonably possible, restore the Easement Area, at its own expense, as nearly as may be reasonably possible to the same condition it was in prior to any entry by the Owner upon the Easement Area;
- (h) in the event that the construction, erection, placement, maintenance, occupation, use or removal of the Roof Canopies necessitates any alteration or change to any meter, water service, sewer or other public or private works or utility, or any other aspect of the Road in the vicinity of the Roof Canopies, the Owner will reimburse the City or other owner or operator of such works or utility for whatever sums it may incur in making such alterations or changes;
- (i) the Owner will indemnify the City from and against any losses, or damages suffered by the City on account of liens for wages or materials or for damage to persons or property caused to the City during the making of or in connection with the Roof Canopies and the Easement Area;
- (j) the Owner shall not do or permit to be done anything which may or does contaminate the Road or the Easement Area or any surrounding area, and the Owner shall be solely responsible to remove any such contamination caused by the Owner and remediate in accordance with all applicable environmental laws and regulations of British Columbia;
- (k) the Owner shall comply with all applicable statutes, laws, regulations, bylaws, orders and other requirements of every governmental authority having jurisdiction over the Easement Area;

- (l) the Owner shall, at its own expense, obtain and maintain all permits and authorizations as may be necessary and required to erect and maintain the Roof Canopies, including any building permit or electrical permit. Nothing in this Agreement relieves the Owner from the ordinary jurisdiction of the City; and
- (m) the Owner shall adhere any imposition of such reasonable requirements as the City considers necessary to ensure that appropriate safety measures are taken in connection with the existence of the Roof Canopies within the Easement Area.

ARTICLE 4 INSURANCE

- 4.1 Prior to exercising any of the Owner's rights under this Agreement, the Owner will:
- (a) arrange at the Owner's sole expense with one or more reputable companies duly authorized to carry on business in the Province of British Columbia a comprehensive general liability insurance in an amount not less than \$5,000,000.00 per occurrence, and a deductible of not more than \$25,000.00, under which insurance policies the City will be an additional insured with cross-liability and severability of interest clauses, covering personal injury and death, property damage and damage to the City's property and the Easement Area;
 - (b) provide the City with:
 - (i) evidence of a certificate confirming that the insurance required hereunder has been issued;
 - (ii) on an annual basis, provide proof to the City that the insurance coverage has been renewed;
 - (iii) confirmation from the insurers that under the said insurance policy that the insurance policy will not be cancelled or materially amended without first giving 30 days' prior written notice to the City of cancellation or material amendment; and
 - (iv) a copy of the required insurance policy upon execution of the Agreement, and any other insurance certificates the City requires, upon request by the City; and
 - (c) ensure that all insurance required to be maintained by the Owner under this Agreement is primary and does not require the sharing of any loss by any insurer that insures the City.
- 4.2 The Owner will have the full responsibility to provide and maintain, at the Owner's own expense, additional insurance coverage, if any, including workers' compensation, that are necessary and advisable for the Owner's own protection or to fulfil the Owner's obligations under this Agreement.
- 4.3 Maintenance of such insurance shall not relieve the Owner of liability under the indemnity provisions of this Agreement.

- 4.4 The foregoing provisions shall not limit the insurance required by law, nor relieve the Owner from the obligation to determine what insurance it requires for its own purposes.
- 4.5 No finding of negligence, whether joint or several, as against the City in favour of any third party shall operate to relieve or shall be deemed to relieve the Owner in any manner from any liability to the City, whether such liability arises under this Agreement, under the provisions of the *Community Charter*, SBC 2003, c. 26 as amended from time to time or otherwise.

ARTICLE 5 TERMINATION

- 5.1 The Easement and the rights granted to the Owner pursuant to this Agreement may be terminated by written notice by the City to the Owner in the event:
- (a) the Owner is in breach of this Agreement and has failed, within 30 days after receipt of written notice thereof from the City, to remedy such breach or to diligently pursue remedial action with respect to any material breach that cannot be reasonably cured within such 30-day period; or
 - (b) the Roof Canopies are, at any time, abandoned by the Owner or remains unused for the intended purposes, for a period of six (6) consecutive months.
- or such shorter periods of time as the City may determine reasonably necessary or advisable given the public's interest in the Road.
- 5.2 The Easement will terminate immediately if:
- (a) the building to which the Roof Canopies are installed is either removed, or damaged or destroyed to the extent of 75% or more of its value above the foundation, as determined by the building inspector for the City, and the City agrees to execute and provide to the Owner to register in the Land Title Office a release of this Agreement from title immediately thereafter; or
 - (b) the Roof Canopies are:
 - (i) removed;
 - (ii) demolished; or
 - (iii) altered such that the Easement Area is no longer required for the purposes of erecting, constructing, placing, occupying, using and maintaining the Roof Canopies; and
 - (c) the Owner will forthwith remove the Roof Canopies and otherwise restore the Easement Area to the satisfaction of the City, acting reasonably.
- 5.3 On receipt of notice under Section 5.1, the Owner shall, within the time period stated in the notice, at its expense, remove the Roof Canopies and otherwise restore the Easement Area to the satisfaction of the City acting reasonably.

- 5.4 If the Easement is terminated, then the Owner agrees to forthwith execute and provide the City with a release of this Easement from title to the Road or Easement Area.
- 5.5 If the Owner fails to remove the Roof Canopies from the Easement Area as required by the City within the time period specified pursuant to this Agreement, the City may, in its sole discretion, cause the Roof Canopies to be removed at the Owner's expense.
- 5.6 If the Easement is terminated and the Roof Canopies constitutes an immediate hazard to the public and if there is no other practical remedy available to the City to alleviate such immediate hazard, then the City may remove the Roof Canopies without notice at the cost and risk of the Owner.

ARTICLE 6 INDEMNITY AND RELEASE

- 6.1 As an integral part of the covenant granted under Section 219 of the *Land Title Act*, RSBC 1996, c. 250, the Owner shall indemnify and hold harmless the City and its elected and appointed officials, officers, employees and agents from all suits, proceedings, losses, damages, expenses, demands, claims, costs (including legal costs on a solicitor/client basis, costs of professional advisors and costs associated with remediation of contamination caused by the Owner) and harm of any kind, howsoever caused, whether related to death, bodily injury, property loss, property damage or consequential loss or damage, arising out of or in any way connected with:
- (a) the permission to encroach granted by this Agreement;
 - (b) the existence and use of the Easement Area;
 - (c) the construction, erection, placement, maintenance, existence, occupation, use or removal of the Roof Canopies;
 - (d) any failure to pay for labour and materials relating to the Roof Canopies;
 - (e) any breach or default by the Owner under this Agreement; and
 - (f) any wrongful act, omission or negligence of the Owner, its members, directors, officers, employees, contractors, subcontractors, licensees, invitees, customers and others for whom it is responsible in law.
- 6.2 The Owner releases the City and its elected and appointed officials, officers, employees and agents from all claims of any kind, whether known or unknown, except for negligence or wilful misconduct, which the Owner now has or at any future time may have, however caused, arising out of or in any way connected with the permission to encroach granted by this Agreement, the existence and use of the Easement Area, the construction, erection, placement, maintenance, existence, occupation, use or removal of the Roof Canopies, or the exercise by the City of any of its rights pursuant to this Agreement
- 6.3 The indemnity and release in section 6.1 and 6.2 shall survive the expiry, earlier termination, or discharge of this Agreement.

ARTICLE 7 CITY'S RIGHTS RESERVED

- 7.1 The Owner covenants and agrees that this Agreement shall not in any way restrict the right of the City or require the City at any time to:
- (a) alter the Road or any road, curb, gutter, sidewalk or boulevard abutting or adjoining the Easement Area and notwithstanding that the effect of such alteration may be to render the Roof Canopies useless or of less value for the purposes of the Owner;
 - (b) inspect, construct or maintain any form of structure, service or utility on, over or under any portion of the Easement Area on or in which the Roof Canopies encroaches and for such purpose require that the Roof Canopies be removed in part or in whole;
 - (c) permit other encroachments or use of the Easement Area or Road,

and the Owner hereby releases and forever discharges the City from all manner of claims of any nature whatsoever, which may arise by reason any such alterations, inspections, constructions, removals or other encroachments or use of the Easement Area or Road other than claims arising from the willful misconduct or gross negligence of the City and those for whom it is at law responsible.

ARTICLE 8 GENERAL

- 8.1 The waiver by the City of default by the Owner shall not be deemed to be a waiver by the City of any subsequent default by the Owner. All waivers must be in writing.
- 8.2 Unless otherwise provided, any notice, request, direction or other communication required under this Agreement must be in writing and either delivered personally or by email as follows:
- (a) To the City:
 - (b) To the Owner:
- Or such other address or email address as one party may communicate in writing to the other from time to time.
- 8.3 Any notice, request, direction or other communication given by one party will be deemed to have been received by the other party:
- (a) if personally delivered, on the date it was delivered; or
 - (b) if sent email, on the date that receipt of such email was confirmed.
- 8.4 In the case where a building on the Dominant Tenement has been stratified, it will be sufficient for the City to give notice only to the strata corporation, and that notice may be given in compliance with Section 8.2 above or in the way that notice may be given to strata corporations under the *Strata Property Act*, SBC 1998, c 43.
- 8.5 Every reference to each party is deemed to include the heirs, executors, administrators, corporate successors, permitted assigns, employees, agents, officers, elected officials

and invitees of such party whenever the context so requires or allows provided however that the Owner will not be liable for breaches or non-observance or non-performance or covenants herein occurring after the Owner has ceased to be the registered owner of the Dominant Tenement.

- 8.6 If any part of this Agreement is for any reason held to be invalid by the decision of a court of competent jurisdiction, the invalid portion shall be severed and the decision that it is invalid shall not affect the validity of the remainder of this Agreement.
- 8.7 The parties hereto shall execute and do all such further deeds, acts, things, and assurances as may be reasonably required to carry out the intent of this Agreement.
- 8.8 This Agreement may only be amended by an agreement in writing and signed by both parties.
- 8.9 Time is of the essence of this Agreement.
- 8.10 Notwithstanding any other provision of this Agreement, if there is now or at any time more than one owner of the Dominant Tenement or the parcels comprising the Dominant Tenement, or the Owner now or at any time consists of more than one entity, each such owner and entity shall be jointly and severally liable with all of the others, each as a principal and not as a surety, with respect to all of the agreements, conditions, covenants and restrictions of all of such other owners and entities.
- 8.11 The covenants and agreements set forth in this Agreement shall enure to the benefit of the City and its successors and assigns and shall enure to the benefit of and be binding upon the Owner and its successors and assigns and their respective heirs, executors, administrators, trustees and successors, and the section 219 covenants set out herein shall run with the Dominant Tenement. The benefit of all covenants made by the Owner herein shall accrue solely to the City.
- 8.12 This Agreement shall enure to the benefit of and be binding upon the respective heirs, executors, administrators and assigns of the parties wherever the context so admits.

IN WITNESS WHEREOF the parties acknowledge that this Agreement has been duly executed and delivered by the parties executing Part 1 of Form C attached to and forming part of this Agreement.

Schedule "A"

Easement Area - Explanatory Plan EPP153464

(see following page)

DRAFT

PRIORITY AGREEMENT

[NTD: Insert Name of Chargeholder] (the “Chargeholder”) is the holder of mortgage encumbering the Dominant Tenement which the mortgage **[NTD: Insert Assignment of Rents if Necessary]** is registered in the Land Title Office under number **[NTD: Insert Charge Numbers]** (the “Financial Charges”).

The Chargeholder, being the holder of the Financial Charge, by signing the Form C General Instrument attached hereto as Part I, in consideration of the payment of one dollar (\$1.00) and other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged and agreed to by the Chargeholder) hereby consents to the granting of the Section 219 Covenants in favour of the City contained herein (collectively, the “City Charges”) and hereby covenants that the City Charges will bind the Financial Charge on the Dominant Tenement and will rank in priority upon the Dominant Tenement over the Financial Charge as if the City Charges have been registered prior to the Financial Charge and prior to the advance of any monies pursuant to the Financial Charge. The grant of priority is irrevocable, unqualified and without reservation or limitation.

IN WITNESS OF THIS AGREEMENT the Chargeholder has executed this Agreement by signing the “Form C - General Instrument - Part 1” attached hereto.

DRAFT



Request for Decision

Date of Meeting: June 16, 2026 File No.: 0530-02
To: Committee of the Whole
From: Sundance Topham, Chief Administrative Officer
Subject: Homeless Encampments Located on City Property – Policy Direction

Purpose:

The purpose of this report is to receive policy direction from Council as to how to respond to homeless encampments located on City-owned property.

Recommendation:

PURSUANT to the report of the Chief Administrative Officer dated for the Committee of the Whole meeting of June 16, 2026, entitled: "Homeless Encampments Located on City Property – Policy Direction", that the Committee recommend:

1. THAT Council direct staff to amend The Corporation of the District of Powell River Parks Regulation By-law 845, 1976, as amended by The Corporation of the District of Powell River Parks Regulation By-law No.845, 1976, Amendment Bylaw No. 1866, 1999, (the "Parks Bylaw") to prohibit overnight sheltering in certain parks and public spaces and allow it in others and bring back the bylaw to a future Council meeting for review.
2. THAT Council direct staff to amend "City of Powell River 2026 - 2030 Financial Plan Bylaw 2794, 2026" to include \$30,000 in 2026 for the cleanup of encampments on City land with the funding coming from the Financial Stabilization Reserve Fund.
3. THAT Council direct staff to include funding in the 2027 budgeting process for FireSmarting high-risk City parks.
4. THAT Council direct staff to include funding in the 2027 budgeting process for increased capacity to deal with homelessness and homeless encampments within the City of Powell River, including additional dedicated bylaw enforcement resources, increased dedicated parks resources and funding for encampment cleanup responses.

Background:

The City of Powell River, like most other municipalities in the province, is affected by homelessness, and has seen an increase in the number of homeless encampments located on municipal property.

With the opening of the new Driftwood Shelter in late April, and the support of the province through the HEART (Homeless Encampment Action Response Team), and the accompanying Encampment Working Group, now is the time to bring an update to Council on homeless encampments located on City property, along with a request for policy direction to mitigate the effects of the encampments.

It is important to be clear that staff are not aware of any municipality in the province that has successfully dealt with solving the issues associated with homelessness and substance abuse, and that we are limited in terms of resources and expertise. Despite this, the City is already being forced to play an enhanced role, and before advancing the City response further, it is important to receive policy direction from Council.

This report is supplemental to a previous update provided to Council at the April 16, 2026 regular Council meeting. Please refer to that report for additional background and details as per the link included below.

[April 16, 2026 Council Meeting](#)

Discussion:

In March of 2025 the 20-bed emergency shelter located in Powell River closed, displacing 20 plus individuals. With no shelter options, individuals began sheltering outdoors in several main areas including Complex Way (pole line side), Barnet area (behind RCMP), trail system between Complex Way and surrounding areas, open qathet Regional District (qRD) lands near 4910 Joyce Avenue, and Willingdon Beach Trail. Smaller encampments have also been constructed in a variety of other locations.

The shelter closure left no additional shelter options and a lengthy prioritization list for the only supportive housing site in community (Blackberry Creek), very few options remained.

It is estimated that there are currently approximately 77 individuals in the community sheltering outdoors in dispersed locations across Powell River, and these individuals are sleeping in tents or unsanctioned structures.

With the opening of the new Driftwood Shelter, there is an opportunity to see up to 40 individuals access the shelter. As can be seen from the number of individuals currently sheltering outdoors, versus capacity at the Driftwood Shelter, not enough spaces currently exist.

On top of the lack of available beds, a number of other considerations are in place regarding the Driftwood Shelter, including:

- Some individuals have expressed that they do not wish to go to shelter. Some of these reasons include pets, limited storage options, couples that wish to remain together.
- There have also been reports of concerns for individual safety. Many choose to set up encampments in remote areas because of a perceived risk for life and personal safety associated with shelters and general congregation.
- With warmer weather, there is expected to be less uptick in shelter usage.

-
- The Driftwood shelter is a walk-up, first come, first served shelter.
 - Driftwood shelter intake begins at 4:00pm and closes at midnight, daily.
 - There are no ins and outs at the Driftwood shelter during the evening.
 - Individuals will need to leave the shelter every day between noon and 4 pm. The shelter currently has a tote for clients to leave their belongings (up to 100 litres).

Although mitigation efforts are in play through the partners of the Encampment Working Group, including bringing on additional resources to support relocation efforts, and providing clear communications as to available resources and identifying potential options, the reality is that there will be a number of individuals and encampments located on City property despite the best efforts of the community partners.

Having individuals shelter outdoors on City property brings up a number of issues that have been identified by staff, including:

- Significant costs due to emergency response calls.
- Complaints from public about garbage/waste accumulation.
- Negative interactions with public.
- Environmental concerns, including for fish-bearing streams in proximity.
- Concerns about inappropriate discarding of drug paraphernalia.
- Decreased access to food resources.
- Impact to forested area from tent encampments and accumulation of refuse resulting in rising clean-up costs.
- Life safety/health concerns for encampment residents due to risks inherent to living rough outdoors.
- Increased risk of wildfires that may have a community wide impact.
- Increase in illegal activities associated with encampments.
- Public perception of increased safety risk due to increased and unplanned interactions with encampment residents.
- Escalating public health and community risks (such as fires, used paraphernalia, human bio-waste).
- As highlighted by the BC Conservation Officer, increased risk for wildlife-human encounters due to improper waste-management and food storage at encampments
- Additional risks include ongoing damage to recreational, municipal, residential and commercial infrastructure, environmental and archaeological concerns, and increased operational demands related to vandalism, asset repair, and hazardous material response. These impacts are expected to intensify with the onset of warmer weather.

Although the HEART program has proven to be a positive support, and the Encampment Working Group is a good venue for planning a response to encampments on City owned land, the actual responsibility for ensuring that City land is maintained in a good state and local

bylaws are upheld is the City's. The Encampment Working Group and the Encampment Response Plan outlines supports/resources to help unhoused individuals transition to indoor locations. The Encampment Response Plan does not speak to the landowner's authority to enforce land use.

The City has already had to respond to concerns raised by LIFT in regards to the congregation of people adjacent to the new Driftwood Shelter. As the shelter contractor they are working hard to enforce rules associated with responsible behaviour for the shelter and the Overdose Prevention Site (OPS), but if people choose to ignore their direction and trespass on City land, it is the City and/or the RCMP that ultimately respond to enforce any regulations.

On municipal land the City is responsible for serving notices under the *Trespass Act*, and potentially the *Transportation Act*. The City will coordinate with the Powell River RCMP to enforce the closure of encampments as necessary. Once campers have departed, the City will be responsible for limiting or discouraging the establishment of new encampments at the sites, as well as any cleanup of the sites.

All the City lands where the encampments are or have been located are zoned for park use, whether developed with recreational facilities or in a natural state, and are under the custody, care, management and jurisdiction of the Parks, Recreation and Culture Department. Although the current City of Powell River Parks Bylaw limits the times in which the public can access the parks (between 6:00 am and 11:00 pm unless authorized by the Director through a Park Use Permit), they are woefully out-of-date (main Parks Regulation Bylaw 845 dating to 1976 and amending Parks Bylaw 1866 dating to 1999 – bylaws attached as Appendix A), and need to be amended or replaced.

Amendments to the Parks Bylaw would need to reflect that the legal landscape has changed considerably since the existing bylaw was enacted in the 1970s. Most notably, since 2008 there have been a number of decisions from B.C. courts pertaining to outdoor sheltering in public spaces, starting with *Victoria (City) v. Adams (2008)* and further developed in *Abbotsford vs. Shantz (2015)* and subsequent decisions.

These decisions are rooted in the *Charter of Rights and Freedoms*, specifically section 7, which states that everyone has the right to life, liberty and security of the person. B.C. courts have determined that, in the absence of sufficient access to indoor overnight shelter space, a municipality cannot prohibit a person from erecting a shelter on public lands to protect themselves from the elements without infringing that person's right to life and security of the person. The practical effect of this is that, in communities where the demand for emergency shelter spaces exceeds the supply of such spaces, an outright ban on overnight sheltering in parks is unconstitutional and unenforceable.

As there have not been adequate shelter facilities since the emergency shelter closed in March 2025, and in acknowledgment of the current state of the law, Bylaw Enforcement Officers have not been enforcing the current blanket prohibition against overnight sheltering in parks. However, the discrepancy between the current bylaw and case law creates confusion and conflict within the community, as residents often reference the existing outdated bylaw prohibition, as well as the visible "no camping" signage within the City's parks.

Instead, in the absence of clear policy direction, staff have taken the position of only moving forward with minimal enforcement activities; more specifically staff have been:

- Responding to fire complaints - There are restrictions on the backyard burning and the Fire Prevention Bylaw prohibits campfires except through special permit from the Fire Chief, and there are requirements that must be met. The fire department has been responding to the fire complaints and dealing with them on a case-by-case basis.
- Intermittent patrols for fire safety issues.
- Responding to medical issues.
- Responding to issues related to the building of large structures.
- Bylaw Enforcement Officers have been undertaking regular patrols for additional structures and discarded paraphernalia.
- Parks and Operations departments have taken a supportive role, wherein bylaw enforcement will receive a complaint, deal with discarded needles and then request clean-up assistance from both Parks and Operations, with these two divisions assisting in the required clean-up.
- Response to calls for service involving homeless encampments by the Powell River RCMP presents an inherent challenge in terms of reliable quantification and reporting. These occurrences are not consistently captured under a single, discrete file classification, and may instead be recorded across a range of occurrence types such as trespass, mischief, public disturbance, or general assistance calls.

In practice, Members respond to a significant volume of calls involving individuals who are currently unhoused, spanning a broad spectrum of circumstances. These include criminal occurrences where individuals may be involved as either victims or offenders, medical or wellbeing checks initiated by the public, and complaints related to unwanted persons or trespassing.

- With regards to safety, staff have been avoiding encampment areas during regular operations for the most part. This leaves additional risks with the lack of regular inspections and reduced understanding of the specific impacts to areas of city parks and civic properties.

Importantly, staff have not been attempting to remove all encampments and unhoused people from municipal property.

With the new Driftwood Shelter now open, and recognizing that policy direction is required from Council before moving forward with any significant changes to existing practice, staff have identified several potential options for Council to consider in relation to homeless encampments on City owned property:

A. Status Quo:

Under this scenario staff continue to respond to fire complaints and larger structures, and do not attempt to remove encampments and unhoused people from municipal property.

B. Enact Changes to the Parks Bylaw to regulate overnight sheltering:

To manage public spaces both effectively and legally, staff looked into what other communities are doing and best practices in regard to regulating overnight sheltering in public places or parks, and identified three main approaches that a municipality can take:

1. Allow overnight sheltering in all parks (with limitations such as specified hours, proximity to park infrastructure, etc.), or
2. Allow overnight sheltering in one specified park or public space (i.e. an encampment site) and prohibit it everywhere else, or
3. Prohibit overnight sheltering in certain parks, and allow it in others (again, with limitations).

C. FireSmart forested areas to improve site lines and discourage camping:

Similar to what has taken place on the qathet Regional District (qRD) owned property adjacent to the Blackberry Creek Supportive Housing location, the City could work to FireSmart forested areas. This option can be included as an addition to the other identified options.

A review of these options is as follows:

Option A: Status Quo

Option A doesn't change the existing process or procedures for dealing with encampments on City property. This is not a preferred approach, as the current situation has brought forth several concerns, as noted earlier in the report. For clarity these are:

- Significant costs due to emergency response calls.
- Additional risks include ongoing damage to recreational and municipal infrastructure, environmental and archaeological concerns, and increased operational demands related to vandalism, asset repair, and hazardous material response. These impacts are expected to intensify with the onset of warmer weather.
- As highlighted by the BC Conservation Officer, increased risk for wildlife-human encounters due to improper waste-management and food storage at encampments
- Significant costs due to emergency response calls.
- Complaints from public about garbage/waste accumulation.
- Negative interactions with public.
- Environmental concerns for fish-bearing streams in proximity.
- Concerns about inappropriate discarding of drug paraphernalia.
- Decreased access to food resources.

-
- Impact to forested area from tent encampments and accumulation of refuse resulting in rising clean-up costs.
 - Life safety/health concerns for encampment residents due to risks inherent to living rough outdoors.
 - Increased risk of wildfires that may have a community wide impact.
 - Increase in illegal activities associated with encampments.
 - Public perception of increased safety risk due to increased and unplanned interactions with encampment residents.
 - Escalating public health and community risks (such as fires, used paraphernalia, human bio-waste).
 - Additional risks include ongoing damage to recreational and municipal infrastructure, environmental and archaeological concerns, and increased operational demands related to vandalism, asset repair, and hazardous material response. These impacts are expected to intensify with the onset of warmer weather.

Financial Implications:

The City has not historically tracked the costs of monitoring, responding to and cleaning up homeless encampments. To get a firm handle on the costs involved staff could set up project numbers to track costs and to inform future decision making. The most recent encampment clean up cost approximately \$11,000, which included City staff wages, RCMP, contractor, vehicle, equipment and tipping fees. The response costs vary based on the size and complexity of the encampments.

These efforts have taken City staff away from other important issues; however, the cost of not responding may be greater should a situation occur which impacts the wider community. In addition, by maintaining status quo, there's a risk of encampments occurring in higher risk areas that may drive costs higher. The location and number of encampments impact costs, including risk to nearby infrastructure, which may be damaged, or environmental issues that may require remediation.

Costs associated with the cleanup of existing encampments is not addressed specifically within the City's budget and are currently taken from existing departmental budgets.

Operational Implications:

The operational implications associated with the status quo option include the following:

- Firefighters:

Responses to encampments present significant operational, health, and safety risks to firefighters. Firefighters and other first responders responding to these incidents may be exposed to improperly discarded needles, human waste, biohazardous materials, and unsanitary conditions that increase the risk of injury and disease transmission.

Encampments often contain compressed flammable gas cylinders, propane tanks, fuel containers, and other hazardous materials that can rapidly intensify fire conditions, create explosion hazards, and compromise firefighter safety. Medical responses within encampments can be further complicated by limited access, unstable structures, aggressive

behaviour, illicit drug use, overdose incidents, and exposure to contaminated environments requiring additional scene security and coordination with RCMP and BC Emergency Health Services. These incidents frequently necessitate enhanced scene assessment and increased operational resources to ensure responder and public safety.

2025 Fire department responses to Joyce Avenue encampment, Barnet Street encampment, Harvie Avenue encampment and the supportive housing on Joyce was 94 calls. When you separate out just encampments, the total was 171 responses to encampments in 2025 and 93 encampment related calls in 2026.

- Bylaw Enforcement:

Homelessness-related complaints and encampment enforcement activities continue to increase financial and staffing pressures on municipal bylaw services, with 162 bylaw officer calls related to homelessness, encampments, public disorder, trespassing, and homeless related safety concerns recorded in 2025. These responses require additional Bylaw Officer patrol hours, and increased budgets for specialized training in de-escalation, trauma-informed practices, mental health awareness, and personal protective safety equipment when interacting with individuals experiencing homelessness, which extends beyond the traditional scope of bylaw enforcement duties.

Increased patrols of encampments and public spaces require additional staffing resources, personal protective equipment, communications equipment, and safe work procedures to address exposure risks from discarded needles, human waste, biohazards, campfires, and hazardous materials. Officers may also encounter environments contaminated by illicit substances, including fentanyl and other opioids, creating potential exposure risks through airborne particulates, smoke, or accidental contact, and requiring access to and training in the use of naloxone (Narcan). These evolving responsibilities require ongoing training, enhanced safety protocols, and close coordination with emergency services, health agencies, and social service providers to ensure the safety of officers and the public.

Notably, this significant expansion of operational responsibilities has occurred primarily within the last three years and was not historically considered part of the traditional scope of municipal bylaw enforcement duties.

- Parks, Recreation and Culture:

Parks, Recreation and Culture staff have been historically relied upon for encampment cleanups on City properties. Given increasing demands across all service areas, the capacity for staff to address these in a timely matter, if at all, has diminished.

- RCMP:

Members of the Powell River RCMP have been routinely called upon to provide safety oversight in coordination with partner agencies when addressing homeless encampments. This includes supporting site assessments, the clean-up of abandoned encampments, and the remediation of sites impacted by fire. In these situations, RCMP members play a critical role in ensuring the physical safety and security of bylaw personnel, municipal staff,

contractors, and community partners where there are concerns related to potential threats, conflict, or unpredictable human behaviour. This collaborative approach helps facilitate safe and orderly interventions while mitigating risks to all parties involved.

Accurately isolating and measuring these interactions would require a manual review of individual files, which is both resource-intensive and subject to interpretation. Even with such efforts, consistency and completeness cannot be assured, as the presence of a homeless encampment may not always be clearly documented or may be secondary to the primary occurrence. Accordingly, any statistical representation in this area should be interpreted with caution, as it may not fully capture the scope or frequency of police interactions related to homelessness.

Option B: Amend the existing Parks Bylaw to regulate overnight sheltering

Option B contains three different paths:

1. Allow overnight sheltering in all parks (with limitations such as specified hours, proximity to park infrastructure, etc), or
2. Allow overnight sheltering in one specified park or public space (ie. an encampment site) and prohibit it everywhere else, or
3. Prohibit overnight sheltering in certain parks, and allow it in others (again, with limitations).

Path 1 - Overnight sheltering in all parks (with restrictions)

Allowing overnight sheltering in all parks doesn't solve the issues as identified earlier in the report and is not recommended.

Financial Implications:

Having to respond to various encampment locations within all parks would increase the overall monitoring and response costs, as well as the potential cleanup costs. By limiting overnight camping to specific parks or locations, staff and the City's partners can more easily monitor and respond to situations. To get a firm handle on the costs involved staff could set up project numbers to track costs and to inform future decision making.

The number of encampments, location of each encampment and the level of service Council would like to provide the encampments impacts cost too. If Council would like to provide garbage services, washrooms, maintenance, water, security patrols and additional staffing, this would increase costs further.

Costs associated with the cleanup of existing encampments, or any future cleanup costs for parks where camping is allowed, is not currently contained within the City's budget. Any costs associated with cleanups of existing encampments is currently taken from existing departmental budgets. The City's budget will need to be monitored moving forward, and if changes are made to policies in relation to encampments, amendments may be required.

If this option is chosen it is recommended that additional funds be added to the City of Powell River 2026 - 2030 Financial Plan Bylaw 2794, 2026 to pay for the needed cleanup of existing encampment sites, outside of existing departmental budgets.

Operational Implications:

- Firefighters:

Fire crews would continue to experience operational demands related to homeless encampments located at multiple sites throughout the community. These incidents would require repeated attendance at multiple encampment locations; this does place additional pressure on staffing resources, apparatus availability, and overall emergency response capacity.

- Bylaw Enforcement:

Daily monitoring of multiple homeless encampment locations and responding to ongoing public complaints would require significant bylaw officer time and staffing resources. Officers would be required to conduct regular morning patrols of encampment sites, assess safety concerns, document conditions, engage with occupants, and respond to complaints related to trespassing, fires, debris, noise, and public disorder across several locations throughout the community. These repeated patrol and enforcement activities would create substantial operational demands that reduce officer availability for other core bylaw enforcement duties.

- Parks, Recreation and Culture:

Parks, Recreation and Culture staff anticipate this path would require significant staff increases, requiring small teams of staff to attend multiple parks and locations daily for this purpose alone.

- RCMP:

Allowing encampments within parks or other City-owned properties is anticipated to have an operational impact on RCMP resources. The introduction of time-restricted camping provisions may lead to an increase in calls for service at key transition points, particularly when camping becomes prohibited, as well as when encampments are established prior to permitted times. These periods are likely to generate heightened demand for enforcement and support.

Additionally, during times when bylaw personnel are not available, such calls for service may be directed to the RCMP, adding to existing policing responsibilities. In the context of current service demands, this has the potential to place additional pressure on available resources and may influence overall response capacity. Any resulting delays in response could also influence public perception of the level of service being provided by the Powell River RCMP.

Path 2 - Overnight sheltering in one specified park or public space

Allowing overnight sheltering in a specific park or public space (i.e. one designated encampment site) and prohibiting it everywhere else, contains both positive and negative elements. It would be beneficial as it would limit patrols of other parks and cleanup of material after stays. It provides only one option, and campers learn to take only basics as they are only there for a short period of time.

In terms of negatives associated with this option, the Encampment Working Group notes a strong sentiment of concern for individual safety when encampments are centralized in a common location, and this option could lead to a situation where there is a high chance that the location chosen would become problematic, and concentrating the unhoused population in a specific location would inevitably lead to more issues.

Financial Implications:

By limiting overnight camping to one specific location staff and the City's partners can more easily monitor and respond to situations. To get a firm handle on the costs involved staff could set up project numbers to track costs and to inform future decision making.

The location of the encampment and the level of service Council would like to provide the encampments also impacts cost. If Council would like to provide garbage services, washrooms, maintenance, water, security patrols and additional staffing, this would increase costs further.

As noted earlier, costs associated with the cleanup of existing encampments, or any future cleanup costs for parks where camping is allowed, is not currently contained within the City's budget. Any costs associated with cleanups of existing encampments is currently taken from existing departmental budgets. The City's budget will need to be monitored moving forward, and if changes are made to policies in relation to encampments, amendments may be required.

If this option is chosen it is recommended that additional funds be added to the City of Powell River 2026 - 2030 Financial Plan Bylaw 2794, 2026 to pay for the needed cleanup of existing encampment sites, outside of existing departmental budgets.

Operational Implications:

Although a better option than Path 1, City staff would have a challenge to attend a single, focused encampment site daily, and maintain it to proper safety standards.

- *Firefighters:*

Fire crews would continue to experience operational demands related to homeless encampments located at multiple sites throughout the community. These incidents would require repeated attendance at multiple encampment locations; this does place additional pressure on staffing resources, apparatus availability, and overall emergency response capacity.

- *Bylaw Enforcement:*

From a bylaw enforcement perspective having one place (to limit expansion of camps and limit enforcement patrols) that campers can go between 9 pm and 9 am (to ensure camps do not grow and only allows minimal personal items to be left behind) focuses enforcement in the mornings when staff are on duty for moving campers along so our minimally staffed bylaw team are not patrolling multiple sites and chasing campers from one to the other. Times should be changed in any new bylaw amendment.

- *Parks, Recreation and Culture:*

Parks, Recreation and Culture staff anticipate this path would require less resources than allowing encampments in all parks, or multiple sites; however, resources would still be

required. From an operational perspective, consolidating encampments to a single specific park-site would equate to a more concentrated impact on city parkland. With Path 2, staff anticipate the need for less day-to-day resources but note that the requirement for more focused disposal and remediation efforts on a cyclical basis. While inspections, debris-removal, clean-up, remediation work and general park-site and amenity fixes could potentially be more strategically planned for and allocated for a specific, single encampment location within a chosen park site, staff also note the degree of risk associated with encampment amalgamation; as overcrowding of any property has enhanced potential for significant environmental and/or archaeological risk.

With Path 2, encampment monitoring becomes significantly less detailed, time-consuming, and problematic, but the congregation of multiple encampments presents associated risks that could have exponential associated remediation costs. It should be noted that staff also anticipate additional encampment locations to persist, even if a specific single location is permitted. Associated costs for these continued 'outlier' encampments will still need to be realized.

- RCMP:

From a policing operations perspective, the configuration of permitted encampment locations will also influence response efficiency. Concentrating activity in a single designated area may allow for more streamlined response by requiring attendance at one location; however, it also carries the potential for increased conflict as individuals from different groups interact. Conversely, dispersing encampments across multiple permitted areas may reduce conflicts but will require additional time and resources to attend multiple locations, potentially impacting overall service delivery.

Path 3 - Prohibit overnight sheltering in certain parks and allow it in others (with limitations)

This path provides various options for overnight sheltering, and again, contains both positive and negative elements.

The positive elements include an increased sense of individual safety for the unhoused, as having more than one site can help with overcrowding and conflict.

In terms of negatives, having multiple sites to patrol puts additional stress on already limited municipal resources.

Financial Implications:

Although not as straightforward as having only one location, by limiting overnight camping to a limited number of locations, staff and the City's partners can more easily monitor and respond to situations. To get a firm handle on the costs involved staff could set up project numbers to track costs and to inform future decision making.

The specific locations of the encampments and the level of service Council would like to provide the encampments also impacts cost. If Council would like to provide garbage services, washrooms, maintenance, water, security patrols and additional staffing, this would increase costs further.

As noted earlier, costs associated with the cleanup of existing encampments, or any future cleanup costs for parks where camping is allowed, is not currently contained within the City's budget. Any costs associated with cleanups of existing encampments is currently taken from existing departmental budgets. The City's budget will need to be monitored moving forward, and if changes are made to policies in relation to encampments, amendments may be required.

If this option is chosen it is recommended that additional funds be added to the City of Powell River 2026 - 2030 Financial Plan Bylaw 2794, 2026 to pay for the needed cleanup of existing encampment sites, outside of existing departmental budgets.

Operational Implications:

Although a better option than the status quo, or allowing camping in all City parks, staff would have a challenge to attend multiple encampment sites daily, and maintain them to proper safety standards, within the existing municipal complement and organizational structure.

- Firefighters:

Fire crews would continue to experience operational demands related to homeless encampments located at multiple sites throughout the community. These incidents would require repeated attendance at multiple encampment locations; this does place additional pressure on staffing resources, apparatus availability, and overall emergency response capacity. Multiple sites, from a fire safety perspective, have less of a fire safety risk due to the separation between campers. One large sight creates challenging fire safety risks when a fire happens and is able to spread quickly due to more flammable materials around.

- Bylaw Enforcement:

From a bylaw enforcement perspective, limiting this option to two or three places that campers can go between 9 pm and 9 am would help to limit the number of locations to patrol but may result in people simply shuffling from one permitted location to another. This may still help to provide officers with the opportunity to ensure that no significant structures are developed in any one permitted location, but will also add to the officers' time spent during each day monitoring more than one permitted location. Time may also still be required to monitor unpermitted locations.

- Parks, Recreation and Culture:

Parks, Recreation and Culture staff anticipate this path would require less resources than allowing encampments in all parks; however, resources would still be required. While Path 3 would appear to be an acceptable compromise for day-to-day Parks operations, and any required cyclical disposal/remediation efforts, the day-to-day operational impacts would be directly proportional to the number of allowable sites. It is anticipated that each individual encampment location may take up to three hours of time per day for a team of two parks staff, for a total of six hours of staff time per individual encampment location. This time estimate includes the approximation for time spent accessing individual encampment sites, performing and documenting inspections, any general clean-up required, the necessary transfer of waste and accumulated debris, as well as time spent performing proper disposal. Extra associated time and anticipated resource costs which have not been included in this

time estimate, are the related costs to environmental and archaeological mitigation resulting from individual encampment activities within sensitive parkland locations.

While individual encampment site costs for these purposes and impacts may vary, it is anticipated that the necessary permitting and regulatory approvals, as well as the need for environmental and cultural planning and monitoring for this sort of remediation, could potentially exceed thousands of dollars of additional staff time per instance. It is also anticipated that additional, non-compliant sites will still persist and continue to be created in areas that are not permitted. These ‘outlier’ encampments will still require associated costs and resources to inspect, manage, maintain, remediate, etc.

- RCMP:

From a Policing operations perspective, the configuration of permitted encampment locations will also influence response efficiency. Concentrating activity in a single designated area may allow for more streamlined response by requiring attendance at one location; however, it also carries the potential for increased conflict as individuals from different groups interact. Conversely, dispersing encampments across multiple permitted areas may reduce conflicts but will require additional time and resources to attend multiple locations, potentially impacting overall service delivery.

Option C: FireSmart forested areas to improve site lines and discourage camping

This option should be incorporated into whichever policy direction is provided by Council. An allocation for FireSmarting municipal parks could be included in the 2027 budgeting process, with an opportunity to seek out partnerships and funding to assist.

Broader Efforts and the City’s Role

It needs to be acknowledged that the City is being forced to play an enhanced role, as a landowner, due to issues that are completely outside of our control.

The impacts of inadequate provincial supports with respect to mental health and addiction, poverty reduction and supportive housing are most keenly felt at the local level, and are inevitably being managed by local government. However, it is critical to underscore that municipalities cannot litigate or enforce their way out of homelessness and its impact on communities. While staff are looking for policy direction from Council, we are aware of the advocacy that continues to take place for more fulsome solutions, including ongoing work with BC Housing for long-term supportive housing options, and rezoning of City lands to facilitate below market housing.

Council has also advocated for and initiated numerous homelessness and housing related initiatives during their term, a complete list of these resolutions is attached as Appendix B.

Regional and provincial collaboration is needed for equitable service availability across communities so people may remain in their home communities for support.

All of these initiatives, and more, are intended to form part of a longer-term solution. In the meantime, an updated, constitutionally-compliant bylaw is an essential management tool to

protect the parks system, the public's right to recreate in parks, and the right of unsheltered people to protect themselves from the elements overnight.

Community Concern:

Although highlighted in the report in relation to the existing encampment problem, it needs to be acknowledged that City Council and staff receive communications from individuals and community groups on an ongoing basis in relation to homeless encampments located on City land.

Although there is an understanding that this is not a problem that the City has brought upon itself, there is also an urgent request for the City to do something to try and address the issues.

Issues identified to date by the public include:

- Now that the shelter is open people should not be allowed to have encampments on City land, unless the shelter is fully utilized, and if it is fully utilized, then the encampments should be focused to one specific area, with continual monitoring and enforcement by the City
- Encampments are a hazard to the environment and to public health and safety, putting both the general public and encampment residents themselves in harm's way
- Regulation, monitoring and enforcement are required to address public safety issues
- Danger from fires in forested areas, specifically any fires spreading and destroying City-owned public spaces and/or spreading to nearby neighbourhoods
- Current bylaw is outdated and requires updating to reflect today's modern realities and complexities
- Property damage and theft in surrounding areas

Recommended option:

Each option has its pros and cons, and none solve the root causes of homelessness, but aim to mitigate the impacts of outdoor sheltering in a way that is respectful of all park users, including those sheltering overnight. Staff recommend Option B, Path 3, as it will allow the city to regulate temporary outdoor sheltering in a manner which balances:

- the City's responsibility to provide for stewardship of Parks and Trails, as public assets of the community which provide opportunities for outdoor recreation and enjoyment, and to regulate Parks and Trails in a manner which is consistent with the purposes of these public assets,
- individual rights under the Charter of Rights and Freedoms, including the rights of freedom of assembly, freedom of expression, and security of the person,
- the needs for the unhoused to have a place to shelter with staff's ability to monitor

In consideration of Path 3 and in conjunction with the Encampment Working Group, staff have identified potential criteria for prioritization approach based on:

-
- Public safety risks (fire, encampment paraphernalia)
 - Environmental impact
 - Level of support needs
 - Encampment characteristics (size, structures, generators, etc.)
 - Land use/development priorities/places where young people gather
 - Proximity to existing residential neighbourhoods (i.e. interface zones)

Staff are concerned that none of the options can be adequately addressed without further resources dedicated to the issue. With that in mind, staff are recommending that Council also direct staff to include additional funding in the 2027 budget dedicated to helping address the homeless encampment and homelessness issue.

Because of the significant amount of garbage and the associated environmental impacts of the existing encampments, staff are also recommending that staff allocate specific funds in the City of Powell River 2026 - 2030 Financial Plan Bylaw 2794, 2026 to pay for the required cleanup of these sites.

Staff also recommend that Option C be included, and that a FireSmart program be budgeted for high-risk municipal parks for 2027.

Next Steps:

Should Council choose to direct staff to amend the existing Parks Bylaw one to prohibit overnight sheltering in certain parks, and allow it in others, and bring back the bylaw to a future Council meeting for review, staff will begin the process of revising our Parks Bylaw regulations.

It should be noted that although the focus of this report and the recommendations contained within are on homeless encampments and overnight sheltering in parks and public spaces, the City needs to create a new Parks and Open Spaces Bylaw which includes a number of other significant changes, including language regarding a broad range of parks, trails, and city-owned public space use considerations, including but not limited to: hours of use, commercial use, uses by community groups, animals in parks, vandalism/damage, fires, motorized vehicle use, and other general regulations.

Amendments to the existing Parks Bylaw to focus on overnight sheltering will be the first step, and once staff have had a chance to implement those changes, they will begin work on a new, more comprehensive parks and open spaces bylaw for Council consideration.

In terms of a timeline for implementing any immediate Council direction, should the Committee of the Whole make recommendations to Council, they would go to the July 2, 2026 meeting for approval. Once approved staff would undertake the required work to identify areas for overnight sheltering, and return to Council for consideration of first three readings of the bylaw amendments at the August 18, 2026 Council meeting.

If Council approves amendments to the 2026 financial plan for encampment cleanup costs, staff will begin the work of assessing sites and planning for cleanup.

If Council wishes to accelerate the timeline, a special meeting, or multiple special meetings would need to be scheduled to allow for the passing of the bylaw amendments.

Legislation/Legal

As noted earlier in the report, the legal landscape has changed considerably since the existing bylaw was enacted in the 1970s. B.C. courts have determined that, in the absence of sufficient access to indoor overnight shelter space, a municipality cannot prohibit a person from erecting a shelter on public lands to protect themselves from the elements without infringing that person's constitutional right to life and security of the person in accordance with section 7 of the *Charter of Rights and Freedoms*.

The City's ability to regulate the use of park lands must take this into account, thus requiring amendment of the Parks Bylaw (or creation of a new one). Either way, the City will be relying upon its bylaw(s) and upon the *Trespass Act* to move people from lands where overnight sheltering is prohibited to lands where it's to be permitted. Where prohibited encampments are within municipal highways, the City may also reference the *Transportation Act* and the *Community Charter* to exercise its jurisdiction.

Council Bylaws and Policies

There are no Council bylaws or policies that explicitly deal with homeless encampments on City lands.

Comments from City Departments

Municipal departments were included in the drafting of this report.

Comments from External Agencies and/or the Public

Discussions in relation to this report took place as part of the Encampment Working Group. The qathet Regional District response to the Homeless Encampment Group in relation to their Regional Hospital District Lands is included as Appendix C to this report.

Communications and Engagement

It is anticipated that work to support the implementation of an amended bylaw would be undertaken within existing communications capacity and budget, while the approach to each option would differ as follows:

Option A: Status Quo

Communications would remain status quo, as would responses to public inquiries, and would include regular bylaw-specific awareness campaigns and individual responses to community members.

Option B: An amended Parks Bylaw which includes restrictions to overnight camping

As currently conceived, there would not be a fulsome public engagement process for identifying the potential overnight sheltering locations – this work would be undertaken

by staff – utilizing the criteria as outlined earlier in this report and brought to Council for consideration.

The process of approving the amended bylaw would include an opportunity for public input at Committee and Council meetings. If approved, the amended bylaw would be shared with the community via Council Highlights, as well as using the City’s normal communication channels of the website and social media to raise awareness of the overnight camping restrictions and what the public can expect.

In addition, the amended bylaw would be shared with HEART and Encampment Working Group community partners to assist with their work in relocating individuals in encampments and in relaying information about where to situate, timing and what to expect. Regular bylaw-specific awareness campaigns and individual responses to community members would continue.

Financial Implications:

Financial implications will vary dependent on each option and are included in the analysis provided earlier in the report.

Operational Implications:

Operational implications will vary dependent on each option and are included in the analysis provided earlier in the report.

Strategic Priorities:

Intergovernmental Relations

3. Advocate publicly to the provincial government for supports for mental health, community justice, and emergency response, in order to address the downloading of responsibilities to local government.

Attachments:


1. Appendix A – The Corporation of the District of Powell River Parks Regulation By-law 845, 1976
Appendix A.1 – The Corporation of the District of Powell River Parks Regulation By-law 845, 1976, Amendment Bylaw No. 1866, 1999
2. Appendix B – Council initiatives in respect of homelessness issues from 2023-2026.
3. Appendix C – Operational position of the qathet Regional Hospital District Regarding Encampment Response on Regional Hospital District Lands.

Reviewed by:

- Administrative Services

- Finance Services
- Fire & Emergency Services
- Human Resources
- Infrastructure Services
- Parks, Recreation & Culture
- Partnerships, Intergovernmental & Public Relations
- Planning Services

Respectfully submitted,



Sundance Topham
Chief Administrative Officer

THE CORPORATION OF THE DISTRICT OF POWELL RIVER

BY-LAW NO. 845

A By-law to provide for the use and regulation of Public Parks and Places within The Corporation of the District of Powell River.

The Council of The Corporation of the District of Powell River (hereinafter called "the Municipality") in open meeting assembled, enacts as follows:

1. INTERPRETATION

In this by-law, unless the context otherwise requires, the following expressions shall have the meanings hereinafter assigned to them, that is to say:

- (a) "Public Place" shall mean any public place (other than a park) under the custody, care, management and jurisdiction of the Parks and Recreation Department.
- (b) "Park" shall mean and include any public park, playground, driveway, roadway, path, boulevard, beach and swimming bath under the custody, care, management and jurisdiction of the Parks and Recreation Department.
- (c) The words "Driveway", "Roadway" and "Path" shall mean and include any way or thoroughfare set apart and improved by grading, gravelling or other means for the use of pedestrians or vehicular or animal traffic within Parks or Public Places under the custody, care, management and jurisdiction of the Parks and Recreation Department.
- (d) "Person" shall include any public bodies, bodies corporate, companies and societies.
- (e) "Motor Vehicle" shall mean a vehicle that is designed to be self-propelled.

2. GENERAL PROVISIONS

- (a) The Council hereby appoints the Parks and Recreation Director (hereinafter called "the Director") whose duties, responsibilities and powers shall be assigned to him from time to time by the Council or by any special Committee appointed by, and acting on behalf of the Council, or by the Chief Administrative Officer, in addition to the duties and powers assigned to him under the provisions of this by-law.
- (b) Any person violating any provision of this by-law shall be liable on summary conviction to a fine of not more than five hundred dollars (\$500.00), and a separate offence shall be deemed to be committed on each day during or on which a violation occurs or continues.

AMENDED

By By-Law No. 1866

3. PARK USE PERMITS

- (a) Permission to use a park or any part of a park within the boundaries of the Municipality for other than general public use shall be granted only through the issuance of a park use permit.
- (b) The park use permits shall be in the form as shown on Appendix "A" attached to and forming part of this by-law.
- (c) A park use permit shall be applied for by submitting a statement to the Director, setting forth the purpose for which the permit is requested and the length of time and specific part of any park for which the permit is required. The Director shall have the power to refuse or to grant any park use permit.
- (d) If any person wishes to appeal any decision of the Director regarding the granting or refusal of any park use permit, the appeal shall be made by the deposit of a memorandum in writing with the Director, stating:
 - i) The name or names of the person or persons appealing the decision of the Director, and
 - ii) A statement setting forth the reasons why it is submitted and why the appeal should be allowed.
- (e) The Director on receipt of any notice of appeal as described in 4(d) above shall submit to the Council the original application for the park use permit, the notice of appeal with the park use permit showing certain specific conditions, if any, and a written statement of the Director specifying why the park use permit was refused or why it was granted, containing certain specific conditions.
- (f) The Council may either confirm the decision of the Director with respect to the granting of the park use permit or vary his decision in any way it sees fit, and for the purpose of either varying or confirming his decision as described above, may request the attendance of the Director and the person who is appealing to Council.
- (g) The decision of Council regarding granting of park use permits shall be final and there shall be no appeal from its decision.
- (h) Without restricting the generality of the above provisions regarding the necessity for the obtaining of a park use permit, it shall also be unlawful and an offence against this by-law for any person to:
 - i) Sell or expose for sale or cause to be sold or exposed for sale in any public park or place in the Municipality refreshments, magazines, post cards, photographs, or any other articles or services, except with the written permission of the Municipality.
 - ii) Preach, make an oration, or engage in any manner or kind of political or other demonstration in any public park or place in the Municipality.
 - iii) Hold or attempt to hold any show, concert, exhibition, sports event or other similar activity in any public park or place in the Municipality.

- iv) *Light any fire in any public park or place in the Municipality except in such places as are provided by the Municipality for that purpose.*
- v) *Fire any cannon, gun, rifle, pistol or firearms of any kind or fire or explode any rocket, cracker, Roman candle or other combustible fireworks or explosive material in any public park or place in the Municipality.*
- vi) *Place or erect any structure, sign, bulletin, board, post, pole or advertising device whatever, or distribute or post, paint or affix any advertisement, bills or other article of an advertising nature in any public park or place unless a park use permit is first obtained and then only in such portions of any such park or place and at such times as may be authorized by the said park use permit.*

4. SPECIFIC REGULATIONS

- (a) *No person shall climb bark, break, peel, cut, deface, remove, injure, root up or otherwise destroy or damage any tree, shrub, flower, fern, moss, root or grass planted, growing or being in any public park or place in the Municipality, or pluck any flower therein or walk, stand or sit on any border, flower bed, monument, vase, fountain, railing or fence therein, or deface, remove, destroy or injure any gate, fence railing, building, monument, seat, vase, fountain or other property placed or erected therein, and no person shall wilfully, negligently or carelessly suffer or permit any animal belonging to him, or in his custody, possession, or control and lawfully on the street or other public place, to break down, destroy, or injure any tree standing for use or ornament in any such public park or place.*
- (b) *No person shall carry into, or cause to be placed in any public park or place in the Municipality any dead carcass, dirt, stone, grass cuttings, refuse, or any offensive matter or substance whatever, or commit any nuisance therein.*
- (c) *No person shall remove any gravel, driftwood, rock, stone, sand, shells or other material, except with the written permission of the Municipality, from any public park or place in the Municipality.*
- (d) *No person shall wilfully hinder or interrupt, or cause or procure to be hindered or interrupted, the said Municipality or its engineers, surveyors, managers, contractors, servants, agents, workmen or any of them, in the exercise of any of the powers and authorities conferred upon them.*
- (e) *No person shall wilfully let off or discharge any water so that the same runs waste and useless from or out of any reservoir, pond, lake, fire hydrant, or water main, in any public park or place in the Municipality, and no person shall throw stones or other missiles, or put or deposit any injurious, noxious, or offensive matter in any reservoir, lake, pond, or other receptacles for water in any such public park or place, or upon the ice thereof or commit any nuisance, damage or injury to the works, pipes or water in any public park or place or cause or encourage the same to be done.*

- (f) No person shall kill, injure, hurt or otherwise molest or disturb any animal, bird or fish in any public park or place in the Municipality.
- (g) No owner or keeper of any horses, cattle, swine, fowl, dogs or other animals shall suffer the same to go at large, or feed upon any public park or place in the Municipality; horses, cattle, swine, dogs or fowl or other animals found at large therein shall be impounded.
- (h) No person shall use any bath house or dressing room in any public park or place in the Municipality for any purpose other than to change from ordinary apparel to bathing apparel or the reverse.
- (i) No person shall play football, cricket, hockey, baseball, lacrosse, lawn tennis, quoits, bowls, croquet or any other game in any public park or place in the Municipality, except in such portions thereof as may be set apart for that purpose by the Municipality or except when a park use permit has been issued for any such activity.
- (j) It shall be unlawful for any person or persons:
- i) To play ball or any game so as to molest, or interfere with or become a nuisance to the general public on any bathing beach.
 - ii) To use any boat or motor boat in the waters of any such bathing beach among bathers.
 - iii) To interfere with, obstruct, impede, hinder or prevent the performance of the duties of any attendant, lifeguard or other person engaged in superintending, controlling, instructing or overseeing swimming, bathing, or aquatic sports or games at or in any bathing beach under his supervision or control.
 - iv) To enter or utilize any Municipal facility without paying the established fee.
 - v) To operate a motor vehicle in any public park or place.
5. The Director and any other authorized servant or agent of the Municipality shall have power to enforce the maintenance of order in the public parks and other public places of the Municipality, and to remove therefrom any person or persons who may contravene or refuse to comply with any of the regulations or provisions hereinbefore contained.
6. This by-law may be cited as "The Corporation of the District of Powell River Parks Regulation By-law No. 845, 1976."

READ a first time by the Municipal Council this 25th day of May 1976.

READ a second time by the Municipal Council this 25th day of May 1976.

READ a third time by the Municipal Council this 25th day of May 1976.

RECONSIDERED, ADOPTED and FINALLY PASSED by the Municipal Council this 14th day of June 1976.

W.D. Hart
.....
W.D. Hart
Mayor

J. Murray
.....
J. Murray
Municipal Clerk

I hereby certify the above to be a true copy of By-law No. 845 which was passed by the Municipal Council of The Corporation of the District of Powell River the 14th day of June 1976.

J. Murray
.....
Municipal Clerk of the Municipal Council of The Corporation of the District of Powell River.

APPENDIX "A"

THE CORPORATION OF THE DISTRICT OF POWELL RIVER

PARK USE PERMIT

NO. _____

EXPIRES _____

VALID IN _____ PARK

Subject to the terms and conditions contained herein, permission is granted to:

(hereinafter called the "Permittee") of: _____

to use park lands or facilities described as follows: _____

situated in _____ Park, District of Powell River, for the

purpose of _____

commencing _____, 19 ____.

1. The Permittee shall pay to the Municipality, in advance, the permit fee of _____.
2. This permit is subject to the park regulations of the Municipality and to the Sanitation By-law and any amendments thereto and regulations made pursuant to it and is also subject to any other regulations and by-laws which may be in effect within the Municipality.
3. This permit is not transferable.
4. At expiry of this permit, title to all permanent improvements, or construction as installed under permission contained herein, shall revert and remain the property of the Municipality and the Permittee shall not be entitled to any compensation. Any temporary structures must be removed before the expiry date of the permit.
5. This permit is not valid until signed by the Permittee and accompanied by a current official receipt if a fee has been levied.
6. This permit may be cancelled at any time without notice by the Municipality.
7. _____

for The Corporation of the District
of Powell River.

In consideration of the privilege granted herein, I hereby agree to observe and abide by the terms and conditions of this permit.

Dated _____, 19 ____

Permittee

DISTRICT OF POWELL RIVER

Bylaw No. 1866

A bylaw to amend The Corporation of District of Powell River Parks Regulation Bylaw

WHEREAS Section 610 of the *Municipal Act* empowers Council to regulate the use of Public Parks and Places within the District of Powell River.

AND WHEREAS the Council has established a regulation under "The Corporation of District of Powell River Parks Regulation By-law No. 845, 1976",

AND WHEREAS Council wishes to include park opening and closing times under Section 4

THEREFORE the Council of the District of Powell River in open meeting assembled enacts as follows:

TITLE

1. This bylaw may be cited as "The Corporation of the District of Powell River Parks Regulation Bylaw No. 845, 1976, Amendment Bylaw No. 1866, 1999".

AMENDMENT

2. "The District of Powell River Parks Regulation Bylaw No. 845, 1976" is hereby amended by adding the following to Section 4 SPECIFIC REGULATIONS:


- (k) Parks in the boundaries of the Municipality will be open to the public at 6:00 am and will close at 11:00 pm. The Director shall have the power to authorize Park Use Permits for park use before or after the operating hours.

READ A FIRST TIME this 25th day of October, 1999.

READ A SECOND TIME this 25th day of October, 1999.

READ A THIRD TIME this 25th day of October, 1999.

RECONSIDERED AND FINALLY ADOPTED by Municipal Council this 8th day of November, 1999.


A. W. Carlson, Mayor


Isabell Hadford, Municipal Clerk/Personnel Officer

Certified to be a true and correct copy of the
"The Corporation of the District of Powell River
Parks Regulation Bylaw No. 845, 1976, Amendment
Bylaw No. 1866, 1999" as adopted by the Council of
the District of Powell River this 8th day
of November, 1999.


Isabell Hadford, Municipal Clerk/Personnel Officer

Homelessness/Housing-Related Resolutions 2023-2026

6-4-26

THAT City of Powell River Zoning Bylaw 2100, 2014, Amendment Bylaw 2761 2024, be adopted.

THAT City of Powell River Zoning Bylaw 2100, 2014, Amendment Bylaw 2816, 2026, be adopted.

5-21-26

THAT City of Powell River Zoning Bylaw 2100, 2006, Amendment Bylaw 2816, 2026, be given first, second and third reading

5-7-26

THAT further discussion on a housing authority recommendation be postponed until after a staff report comes to Council regarding the qathet Regional District's non-market housing initiative.

THAT the City invite the mayor of Tofino to present to Council on the approach they took to put in place a housing corporation.

2-5-26

THAT City of Powell River Permanent Closure and Removal of Highway Dedication Bylaw 2760, 2024, be adopted.

12-18-25

THAT Council direct staff to activate city space in partnership with community partners to open a warming centre or extreme weather response shelter and if necessary, that staff amend the license of occupation with the qathet Coalition to End Homelessness for the Duncan street bylaw building.

12-4-25

THAT "City of Powell River Sustainable Official Community Plan Bylaw 2370, 2014, Amendment Bylaw 2783, 2025" be adopted.

4-1-25

THAT staff report back on options for both hot and cold extreme weather response plan for 2025/2026 for unhoused population

3-18-25

Moved and seconded that the committee direct staff to report back to Council on City-owned buildings, bare land or parking lots that may be suitable as an interim measure for emergency sheltering, whether portables or a sanctioned spot for services are provided.

1-23-25

Moved and seconded that Council write a letter to the Minister of Housing and Municipal Affairs to affirm our strong interest in collaborating with the Ministry of Housing and Municipal Affairs and BC Housing in order to increase the number of affordable housing units in our community, including but not limited to housing for seniors, workers, families, and people with disabilities; village models; and second stage transition housing.

THAT Council direct staff to communicate to BC Housing that City of Powell River Council supports locating a temporary shelter and future permanent affordable housing through the provincial Community Housing Fund at 7104 Barnet Street, and

THAT Council direct staff to communicate to BC Housing that they may begin preliminary site investigations to determine whether it is feasible to establish a temporary shelter and future permanent affordable housing at this location.

1-4-25

Moved and seconded that staff report back on options for both hot and cold extreme weather response plan for 2025/2026 for unhoused population

12-19-24

Moved and seconded that the City of Powell River request a copy of the existing contract between BC Housing and LIFT Community Services for the operation of the existing supportive housing unit located at 4910 Joyce Avenue, Powell River; and that BC Housing consider input from the City of Powell River in regard to neighbourhood concerns and expectations prior to issuing a new contract; and that the City of Powell River request BC Housing ensures security, safety, and regular clean-up in the neighbourhood surrounding the supportive housing and shelter buildings; and that a copy of this request be forwarded to the MLA for additional assistance.

12-5-24

Moved and seconded that Council receive City of Powell River 5- and 20-Year Interim Housing Needs Report to comply with the requirements under Bill 44: Housing Statutes (Residential Development) Amendment Act, 2023 and section 790 of the Local Government Act.

10-22-24

Moved and seconded that members of the Committee recommend that Council renew Temporary Use Permit 005 to allow Non-Commercial Short-Term Overnight Accommodation Use at 4746 Joyce Avenue, legally described as Lot 1, Except Part in Plan 12457, of Lot A Block 22 District Lot 5036 Plan 6977, commencing December 15, 2024, and ending March 31, 2025

10-10-24

That staff be directed to issue the letter attached that accepts, in principle, the qathet Regional Hospital District Board's conditional consent as outlined in their August 8, 2024, letter in response to the City's request of the permanent closure and highway dedication removal of the undeveloped portion of Complex Way to permit the development of a second supportive housing facility, and commits the City to the development of a formal agreement that incorporates the conditions of the qathet Regional Hospital District Board's consent following receipt of third reading of "The City of Powell River Permanent Closure & Removal of Highway Dedication Bylaw 2760, 2024", and before Council considers adoption.

7-30-24

Moved and seconded that Council direct staff to publish a Request for Expressions of Interest to select community partner(s) to lead a BC Housing Community Housing Fund application for the 7104 Barnet Street property, with a special interest in Expressions of Interests that include a ground level community amenity that is not housing.

6-20-24

Moved and seconded that Council, with respect to the direction to staff at the June 6 Council meeting regarding Property 24 of the Land Management Strategy (Future Tofino Neighbourhood), direct staff to ensure the servicing modelling study quote be based on medium density, mixed-housing typologies, including neighbourhood commercial development

5-2-24

Moved and seconded that Council direct staff to pursue CMHC Seed Funding for relevant studies needed for the property titled #16 Ewing Place Site in the Land Management Strategy so that the City can move to partner with Foundry or a non-profit housing provider or developer or builder to create a mixed use commercial and residential development to accommodate youth-aged and multi-aged residents.

Moved and seconded that Council direct staff to pursue CMHC Seed Funding for relevant studies needed for the property titled #20 Duncan Street Site in the Land Management Strategy so that the City can move to partner with a non-profit housing provider or developer or builder to create a mixed use commercial or residential development to accommodate low-, or moderate-income households.

2-15-24

Moved and seconded that City of Powell River Housing Agreement Bylaw 2739, 2024 be adopted.

2-1-24

Moved and seconded that Extreme Weather Response Shelter System Resolution be forwarded to the Association of Vancouver Island and Coastal Communities (AVICC) 2024 AGM and Convention for consideration.

Moved and seconded that Housing Authority Feasibility Study Work Resolution be forwarded to the Association of Vancouver Island and Coastal Communities (AVICC) 2024 AGM and Convention for consideration.

11-14-23

Moved and seconded that as per Section 20 of City of Powell River Delegation Bylaw 2367, 2013, Committee of the Whole direct staff to give notice in accordance with Section 494 of the Local Government Act of Council's intention to consider issuance of Temporary Use Permit 011 to allow Non- Commercial Short-Term Overnight Accommodation Use to support the operation of an Emergency Weather Response centre until April 15, 2024, on 4752 Joyce Avenue, legally described as Lot 4 Block 19 District Lot 5036 Plan 13353 with the understanding that prior to approval being granted the applicant will:

- Address all deficiencies related to life safety conditions at 4746 and 4752 Joyce Avenue to the satisfaction of the Fire Chief and Chief Building Official;
- Provide a minimum of daily sunset to sunrise professional security to support the operations of the Emergency Shelter and Emergency Weather Response Centre; and,
- Update the Good Neighbour Agreement for 4746 Joyce Avenue to include 4752 Joyce and provide a copy to the City for review.

10-17-23

Moved and seconded that staff be directed to report back to Council on reconvening the housing round table.

Moved and seconded that staff be directed to report back on the suitable options of City spaces as a warming centre and emergency weather response shelter.

7-13-23

Moved and seconded that the following list of properties, and associated background information included in the July 13 Council agenda, be forwarded to the Minister of Housing as potential municipal land that could be used for housing, in response to the March 24, 2023 letter from the UBCM President:

- Drake Street site made up of 1 parcel;
- Willingdon Avenue site made up of 2 parcels;
- 4720 Ewing Place site made up of 3 parcels;
- 4553 Willingdon Avenue, referred to as Westview Waterfront site, made up of 6 parcels;
- 7104 Barnet Street site made up of 1 parcel;
- 7025 Duncan Street site made up of 1 parcel;
- 7160 Duncan Street, a portion of which may be available to co-locate with the existing public works yard and where the new proposed Firehall may be located; and,
- 5001 Joyce Avenue, a portion of which may be available to co-locate with the existing Recreation Complex.

(minister never followed through with action on community recommendations)

7-11-23

Moved and seconded that staff be directed to complete a Housing Accelerator Fund application.
(unsuccessful)

5-30-23

THAT Mayor Woznow work with staff to prepare a draft UBCM resolution and background information for Council consideration regarding Changes to BC Housing's Delivery, Operations and Management of Supportive Housing.

2-28-23

Moved and seconded that staff be directed to continue discussions with Lift Community Services of qathet Society and the Westview Ratepayers Society, and report back with defined roles, contributions and expectations of each organization, with the objective of providing effective public engagement with the residents of the City of Powell River on the issues of homelessness and harm reduction in the Westview area.

1-17-23

Moved and seconded that the Mayor write a letter of support for a BC Housing Grant Funding request to temporarily extend shelter hours of operation.



#202 - 4675 Marine Avenue, Powell River, BC V8A 2L2

Telephone: 604-485-2260 Fax: 604-485-2216

Email: administration@qathet.ca

Website: qathet.ca

May 5, 2026

Subject: Operational position of the qathet Regional Hospital District Regarding Encampment Response on Regional Hospital District Lands

Dear colleagues:

The qathet Regional Hospital District (qRHD) appreciates the continued coordination among the Province of British Columbia, BC Housing, Vancouver Coastal Health, service delivery partners, and local governments in addressing homelessness and unsheltered encampments within the Powell River area.

The purpose of this letter is to clarify the qRHD's operational role going forward, particularly as it relates to encampment response on qRHD-owned lands, and to ensure aligned expectations among all partners.

The qRHD has already demonstrated its readiness and capacity to collaborate meaningfully with the Province and BC Housing. Notably, the qRHD entered into a land-lease arrangement that enabled the Province and BC Housing to develop and operate Blackberry Creek, a rapid-response to homelessness modular supportive housing site referenced within the Powell River Encampment Response Plan.

Through this action, the qRHD:

- Enabled provincially funded and operated supportive housing;
- Supported timely implementation of an indoor housing pathway;
- Collaborated constructively without assuming service delivery responsibilities.

We believe this contribution satisfies and exceeds the readiness criteria outlined under the HEART & HEARTH framework and reflects our commitment to good-faith partnership.

Having fulfilled this enabling role, the qRHD is now appropriately positioned to adopt a maintenance and containment posture, rather than an expanded operational role.

Accordingly, the qRHD's ongoing involvement is limited to:

- Landowner stewardship and asset management;
- Administration of existing agreements, including the Blackberry Creek land lease;
- Protection of public assets, safety, environmental integrity, and access to hospital-adjacent lands.



The qRHD's legislative mandate is limited to financing or granting aid for establishing, acquiring, constructing, reconstructing, enlarging, operating and maintaining hospitals and hospital facilities. It does not provide, manage, or operate homelessness services, shelters, outreach programs, or health and social supports. These functions remain within provincial jurisdiction and under the authority of the Ministry of Housing, BC Housing, and funded service providers.

The qathet Regional District (qRD), as a regional district form of local government, has very prescriptive legislation in terms of service delivery. The qRD is legislated to account for separate, discrete budgets for different regional services. Because the budgets are discrete, revenues and costs specific to one service cannot be arbitrarily shifted to or spread among other services. Participants in one service are not expected to subsidize, and are not permitted to be subsidized by, participants of other services. As a matter of fact, the qRD's Social Planning Service is going through a formal, Minister approved, statutory service review and its activity has been suspended.

Where encampments arise on qRHD-owned lands, including lands located within the City of Powell River:

1. Provincial Leadership Required

Any response must be Province-led, utilizing HEART outreach and HEARTH or other provincially funded housing pathways. Encampments cannot and will not be resolved through enforcement-only approaches or by default local government assumption.

2. Clear Landowner Authority

As landowner, the qRHD retains authority over its lands. Any action impacting qRHD property requires explicit authorization, written agreement, or lawful direction consistent with existing land-use and trespass legislation.

3. Defined Role of Enforcement

Where necessary and lawful, the RCMP will be engaged to preserve the peace and execute landowner decisions for encampment removal processes.

4. No Implied Expansion of Responsibility

Prior collaboration, including Blackberry Creek, must not be construed as implied consent for expanded responsibility, site proliferation, or ongoing operational management by the qRHD.

Internally, the qRHD manages these matters through a single point of authority focused on land and agreement administration only. This ensures clarity, consistency with Board policy, and avoidance of mandate creep.



Externally, we expect:

- BC Housing and the Province to maintain operational leadership;
- Clear accountability for outreach, sheltering, health supports, and aftercare;
- Defined communication protocols where qRHD lands are implicated;
- No assumption of qRHD participation beyond agreed landowner and risk-management roles.

The qRHD remains committed to respectful collaboration grounded in clarity of roles and responsibilities. We view the existing supportive housing footprint at Blackberry Creek as evidence that provincial systems are in place and must now be fully relied upon to address unsheltered encampments, including where impacts occur on qRHD lands.

We welcome continued dialogue to ensure responses are coordinated, lawful, and aligned with jurisdictional responsibilities, while maintaining the safety and integrity of public assets for the benefit of the broader community.

Please consider this letter as a statement of the qRHD's position for operational purposes.

Sincerely,

Al Radke, BSBA, CLGM
Chief Administrative Officer



August 14, 2024

Honourable Minister Ravi Kahlon
Minister of Housing
Room 248 Parliament Buildings
Victoria, BC V8V 1X4

Sent Via Email: HOUS.minister@gov.bc.ca

REQUEST TO RESCIND BILL 45

On behalf of the qathet Regional District Board of Directors, I am writing to you to express our thanks to the Ministry for their decision to not bring the proposed Bill 45 amendments to the *Community Charter* and *Vancouver Charter* in to force at this time. We are further requesting that these amendments be rescinded entirely to ensure that the Province develop sound, long-term policies related to housing and sheltering reforms, with a more balanced approach. This new approach must include greater input from those being impacted by these changes, namely local governments, Indigenous partners and First Nations, Local Governments, community organizations, National and Provincial advocacy groups, law enforcement, and communities.

In November, of 2023, the qathet Regional District expressed concern regarding the Province's unilateral decision to fast-track the adoption of Bills 44, 45, 46, and 47, and our disappointment regarding the Province's decision to limit opportunities for civic engagement on these drastic reforms. At that time, our Board requested the immediate withdrawal of Bills 44, 45, 46 and 47 and advocated for the Province to consider the impacts to local communities in relation to density, costs, and local law enforcement and mental health resources. These bills posed a considerable public safety risk and unfairly download responsibility of this public health crisis to local governments, and local taxpayers.

We appreciate the Province's recognition that Bill 45 fails to consider the impacts on quality of life nor on the long-term impacts on Indigenous partners and First Nations, Local Governments, community organizations, National and Provincial advocacy groups, law enforcement, and communities. We also are grateful to the Ministry for recognizing the burden placed on local governments given that the amendments did not provide enough clarity for a common understanding of "reasonably available alternative shelter", and the did not adequately determine contexts of the amendment, for the purposes of situational application.

We understand these issues are complex, and have been steadily getting worse over the years. That said, providing shelter for homeless, as well as addressing substance use and mental health concerns of these individuals remains the responsibility of the Province, not local governments. We understand however, that we need to work together to tackle these issues and agree that before enacting such legislation to curtail enforcement of injunctions related to sheltering, the Province must be responsible for ensuring adequate sheltering options are available for those who need it. If the intention, however, is to download responsibility to local government to deal with these social issues, then substantial and ongoing provincial and



federal funding must follow to allow us to address it. We are already constrained with limited revenue streams now to do what we already do. We also must have assurance that such reforms will not entice mass emigration from other provincial jurisdictions to take up residence in our province due to local government's inability to keep encampments from being dismantled, further impacting local taxpayers and increasing the burden on local government staff and law enforcement.

Local governments are a direct link to the communities and people we serve. We have an in-depth understanding of the unique needs of our residents and our environments. Without including the local context, the Province has not adequately evaluated the consequences of enacting such overarching laws which will fail to address these major issues with the delicacy, cooperation, and intergovernmental partnerships they so desperately need. With regard to mental health and homelessness, the multifaceted nature of this problem requires all local governments and partners in British Columbia be offered opportunity to work together with the Province to address these issues together, rather than be strong-armed into emergent and reactive policies that fail to grasp the local situation on the ground. Passing legislation without sufficient input ensures that legislation remains inapplicable, rigid and out-of-touch.

We are adamantly opposed to Bill 45, and strongly request that this bill be rescinded. We further request that the Province come back to the drawing board and work with those directly impacted in a collaborative and empowering fashion. We believe that it is the duty of the Province to perform engagement in the spirit of good governance and transparency, and present a fulsome strategy that includes multiple perspectives from across our diverse province in relation to these issues. In relation to First Nation relations, the Province also has a duty to consult.

Sincerely,

Clay Brander
Chair

Cc. Nicholas Simons, MLA Powell River-Sunshine Coast, nicholas.simons.MLA@leg.bc.ca

Trish Mandewo, UBCM President, tmandewo@coquitlam.ca, ubcm@ubcm.ca



Province steps back from enacting shelter criteria legislation

Publishing Date: July 15, 2024

The Province of B.C. has **decided** that it will not bring into force legislation presently to establish shelter criteria when local governments seek injunctions for decampment.

Bill 45, which received Royal Assent last fall, amended the Community Charter and Vancouver Charter to require local governments who seek injunctions for removing encampments to ensure there is reasonably available shelter to a certain standard.

UBCM **opposed** the legislation on the grounds that the province is not providing adequate shelter space to the quality established by the legislation in B.C. communities. As a result, if enacted, the legislation would make it highly unlikely that a court would grant local governments an injunction for decampment. The likely result of the legislation would be an increasing number of encampments in B.C.'s communities.

“The decision to not bring these changes into force at this time is the right call,” said Councillor Trish Mandewo, president of the Union of B.C. Municipalities. “Communities across B.C. lack sufficient provincial shelter space, which is why we are seeing so many encampments being established. This decision will allow local governments to continue to seek court injunctions for decampment when necessary. That’s an important tool

while we await additional provincial investment to expand local shelter spaces available for unhoused residents.”

The Province to delayed enactment of the legislation last fall to allow time for the Ministry of Housing to consult with UBCM and others. Following that consultation, the Ministry of Housing conveyed in a letter to UBCM and others that it will not be bringing the legislation into force at the present time.

The Community Charter and Vancouver Charter allow municipalities to apply for a court injunction to enforce their bylaws when necessary, including in cases where sheltering takes the form of a continuing encampment.

The Province did not indicate whether it would revisit bringing the legislation into force at a later date. UBCM continues to call on the Province to invest in shelter spaces, supportive housing and complex care facilities, affordable housing, and outreach services to help address homelessness throughout BC.

Tags

[Housing](#)

[UBCM News](#)

[Home](#) > [About the UBCM](#) > [Latest News](#)

> [Province steps back from enacting shelter criteria legislation](#)



July 10, 2024

Ref: 68477

Dear Local Government Partner,

I am writing today to provide an update on the decision regarding amendments to the *Community Charter* and the *Vancouver Charter* introduced in the *Miscellaneous Statutes Amendments Act* (Bill 45). I also want to express my thanks for providing input and feedback on Bill 45 and Provincial policy regarding homelessness and encampments.

In November 2023, the Attorney General in partnership with the Ministry of Housing (HOUS) introduced amendments to the *Community Charter* and the *Vancouver Charter* in Bill 45. The amendments provide a description of “reasonably available alternative shelter,” in the context of court actions related to encampments, as:

- a place where people may stay overnight,
- have nearby access to washroom and shower,
- are offered a meal, nearby, each day,
- and are in a staffed place.

The purpose of the legislation was to establish criteria so that when local governments go to the courts to remove people from encampments, actions and considerations regarding shelter are informed by a common understanding of what meets a person’s basic needs.

In Fall 2024, the Province heard concerns from Indigenous partners and First Nations, Local Governments, advocacy groups, and other partners regarding the potential impacts of the shelter amendments. In recognition of these concerns, the amendments were not put into force while HOUS engaged in further consultation.

Throughout Winter 2023 and Spring 2024, we engaged with partners to better understand issues and concerns. Feedback was gathered from Indigenous partners and First Nations, Local Governments, community organizations, National and Provincial advocacy groups, law enforcement, and communities. We learned that the amendments did not provide enough clarity for a common understanding of “reasonably available alternative shelter” and the contexts under which the description should or could apply. Partners also shared appreciation for the Province’s efforts to help respond to and prevent encampments through policy, programs, and support for people and communities.

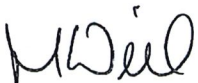
As such, and after careful consideration of the feedback received, **I am writing to inform you that Bill 45 amendments to the *Community Charter* and *Vancouver Charter* will not be brought into force at this time.**

We know that responding to encampments remains a pressing issue; during our engagements we heard clearly from partners that the Province must continue to work urgently and in collaboration to support people sheltering in encampments through access to resources, shelter and housing services, as well as to support partners managing and responding to encampments. We will continue to focus on ending the cycle of homelessness by providing pathways to homes for people, support for people sheltering outdoors, and support for communities through provision of a spectrum of resources, shelter, programs, and housing. These actions will continue to be guided by Belonging in BC (BiBC): plan to prevent and reduce homelessness (<https://news.gov.bc.ca/files/BelongingStrategy.pdf>) and Homes for People: Action Plan (<https://news.gov.bc.ca/files/Homes For People.pdf>).

In addition, the Province is developing a Provincial Encampment Response Resource in collaboration with BC Housing, First Nations, Indigenous and community organizations, Local Governments, and people with lived experience. This resource will provide an overview of provincial policy, wise practices and resources for communities responding to encampments, with a focus on coordination, partnership, and ensuring people-centered, culturally safe responses. This resource will be finalized and available publicly in Summer 2024.

Thank you for taking the time to share your perspectives on this initiative. I appreciate the opportunity to work in partnership to support people sheltering in encampments so everyone has a place to call home.

Yours truly,



Meghan Will
Assistant Deputy Minister
Homelessness, Partnerships & Housing Supports Division

CONFIDENTIAL

Heart and Hearth:

Information for Local Government Partnerships

Ministry of Housing and Municipal Affairs
and BC Housing



We acknowledge with respect and gratitude this resource was produced on the territories of the Lək̓ʷəŋən peoples, the Songhees and Esquimalt (Xwsepsum) Nations, and WSÁNEĆ Nations

Introduction to HEART & HEARTH

As part of the Belonging in BC Homelessness Plan, the Ministry of Housing and Municipal Affairs (the Ministry) is committed to supporting communities in addressing homelessness with compassion, coordination, and care. To strengthen local responses and improve outcomes for people sheltering outdoors—especially in encampments—the Province has launched two key initiatives: the Homeless Encampment Action Response Teams (HEART) and the Homeless Encampment Action Response Temporary Housing (HEARTH) programs.

HEART and HEARTH are multi-agency efforts that provide timely, person-centered support to individuals in encampments, while fostering collaboration across sectors to ensure safe, stable, and dignified temporary housing initiatives. These programs seek to address community concerns and prevent future encampments.

Funded through Budget 2023, the Province has committed \$228 million in operating and \$44 million in capital funding over three years to support this work. Expanded through Budget 2025 with an additional \$90 million, the program is supported by the Cooperation and Responsible Government Accord (CARGA) between the BC Green Party Caucus and the BC New Democrat Caucus.

This guide offers practical information and tools to help local governments participate in and benefit from HEART and HEARTH. Together, we can build stronger, more inclusive communities where everyone has a place to call home.

What is Homeless Encampment Action Response Team (HEART)?

HEART is a regionally based, multi-agency outreach model coordinated by BC Housing to support municipalities in addressing homelessness with compassion, coordination, and care. BC Housing works with local partners to develop membership and provide funding for HEART positions. HEART brings together municipal staff, Indigenous and non-profit service providers, healthcare professionals, and First Nations partners to respond to encampments and support people living outdoors.

HEART teams work on the ground to:

**Develop and implement
encampment resolution
strategies**

**Identify and analyze system
gaps**

**Share real-time information
about local homelessness**

**Address mental, physical,
cultural, and social support
needs**

HEART builds on existing local efforts—it doesn't replace them. The goal is to prevent homelessness, improve service access, and create lasting solutions for individuals and communities. It adds coordination and capacity to help make homelessness rare, brief, and one-time.

What is Homeless Encampment Action Response Temporary Housing (HEARTH)?

HEARTH works alongside the HEART teams to ensure that people experiencing homelessness are met with real pathways to housing. HEARTH provides a temporary housing option for people in encampments or shelter. It helps individuals move indoors quickly and access the supports they need to transition into longer-term housing.

The program is designed to:

Reduce harm and improve safety for people sheltering outdoors

Respond rapidly to encampments with housing and supports

Support transitions into permanent housing where possible

Coordinate services across local, Indigenous, and provincial partners

To learn more, visit: bchousing.org/housing-assistance/homelessness-services/HEART-HEARTH

Our Shared Commitment

Encampment responses work best when they are coordinated, compassionate, and community informed. HEART and HEARTH are built on the understanding that no single organization or level of government can address homelessness alone. Success depends on strong, respectful collaboration with all levels on governments, Indigenous and community partners.

By working together, we can support people to move safely indoors, access the services they need, and prevent future encampments—while also addressing local concerns and improving community wellbeing.

The following principles guide how HEART and HEARTH are delivered across the province. They reflect our collective values and responsibilities in supporting people experiencing homelessness.

Principles

Center People and Culture	Prioritize human dignity through person-centered approaches, Indigenous-led ceremony, and culturally informed supports.
Minimize Harm and Disruption	Support long-term wellbeing through coordinated indoor housing solutions and integrated health services.
Promote Health and Housing Stability	Ensure transitions are safe, trauma-informed, and as seamless as possible for individuals and communities.
Foster Trusted and Accountable Partnerships	Build strong, transparent relationships grounded in trust, shared responsibility, and mutual respect.
Collaborate for Impact	Engage in inclusive, cross-sector planning and service delivery to meet diverse community needs effectively.
Support Those Who Support Others	Uphold the mental, emotional, and cultural wellbeing of staff and partners delivering this work.

Priority Communities:

The Ministry's priority community selection is based on a variety of factors, including the existence of a complex encampment or encampment areas; the number of people sheltering outdoors; current and historical struggles in the community with large or complex encampments; an overrepresentation of distinct groups of people needing specialized services and supports, including Indigenous peoples; community interest; and the readiness of the local government to implement programs and services.

Local Government Readiness

Readiness refers to a municipality's ability to actively participate in and support a coordinated encampment response through HEART and HEARTH. This includes having the structures, relationships, and processes in place to respond quickly, safely, and collaboratively when encampments arise.

A municipality is considered ready when it can:

- Identify an approved site for a HEARTH location.
- Coordinate locally with BC Housing, Indigenous jurisdictions and partners, health authorities, and non-profits through established collaboration tables.
- Engage in joint planning for outreach, housing transitions, and service delivery.
- Support communication with the public and stakeholders, aligned with provincial messaging.
- Participate in data sharing and assessment, including contributing to coordinated access systems and identifying priority populations.
- Identify and prioritize vulnerable groups, including Indigenous peoples, women, seniors, and people with complex health or substance use needs.

Readiness is not about having all the answers—it's about being prepared to collaborate, adapt, and act quickly to support people sheltering outdoors with dignity and care.

What You Can Expect from the Province

The Ministry and BC Housing are leading a coordinated provincial approach to encampment response and temporary housing. Through HEART and HEARTH, they provide the structure, resources, and guidance needed to support communities in addressing homelessness with compassion and effectiveness. Municipalities and local partners can expect a collaborative, well-supported process that aligns with provincial strategies and builds on local strengths.

Here's what you can expect when participating:

- **Support from BC Housing:** Coordination and guidance to implement HEART and HEARTH locally. Supports the development of Encampment Response Plans (ERPs) in collaboration with local HEART tables.
- **Collaborative Approach:** Coordinates and maintains open lines of communication with municipal leads and HEART tables to monitor progress and troubleshoot challenges.
- **Access to resources:** Funding for temporary housing, site supports; and tools for planning, coordination, and evaluation.
- **Clear communication:** Regular updates, shared planning tools, and opportunities to provide feedback. Gathers feedback from communities to refine program delivery and share best practices across the province.
- **Data and Evaluation Tools:** Provides tools and templates for coordinated assessments, data sharing, and outcome tracking.

- **Transition Planning:** Works with municipalities to plan for the transition from temporary HEARTH sites to long-term housing solutions.

What Is Expected of Municipalities

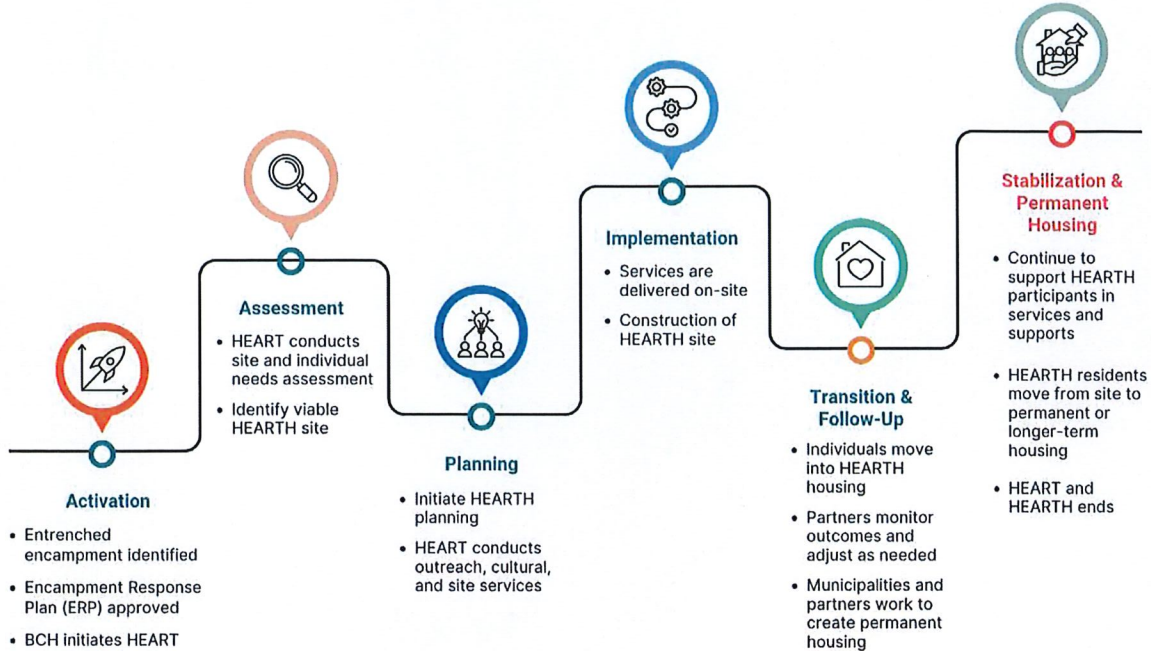
Municipalities are vital partners in the successful implementation of HEART and HEARTH. Your leadership, local knowledge, and operational capacity are essential to delivering coordinated, compassionate, and effective responses to encampments. By working closely with BC Housing, the Ministry, and community partners, municipalities help ensure that temporary housing solutions and support services are responsive to local needs and integrated with broader homelessness strategies.

Here's what your role includes:

- **Local Coordination:** Participate in HEART team planning and operations. Assign municipal staff (e.g., bylaw, engineering, emergency management) to support response efforts.
- **Site Identification and Approvals:** Identify potential sites for temporary housing or services and support the process of gaining council approval where required.
- **Site Logistics:** Assist with site preparation, including safety, hygiene, and ongoing maintenance or cleanup.
- **Community Engagement:** Communicate with residents, businesses, and stakeholders to build understanding and support for encampment response efforts.
- **Data and Insights:** Share local data, trends, and on-the-ground knowledge to inform planning and service delivery.
- **Support Integration:** Help align HEART and HEARTH initiatives with existing local homelessness response strategies and services.
- **Long-Term Housing Planning:** Collaborate with BC Housing and partners to identify and develop permanent housing solutions that support long-term transitions out of homelessness.

HEART and HEARTH Journey

Here's how HEART and HEARTH typically work in communities:



Roles & Responsibilities

Partner	Key Responsibilities
BC Housing	Program coordination, funding, HEART/HEARTH team support, housing and service planning.
Municipalities	Local coordination, site logistics, staff participation, community engagement.
Indigenous Governments	Cultural leadership, HEART planning participation and site selection.
Indigenous Partners	Cultural leadership, ceremony, supports, and guidance.

Health Authorities	Health assessments, mental health and substance use supports.
Non-Profits	Outreach, housing navigation, cultural and social supports.
Law Enforcement	Support safety planning and coordination, where appropriate.

Timeline

While every community's HEART and HEARTH journey is unique, there are common strategies that can help speed up implementation and reduce risks of delay. These tips are based on lessons learned from past encampment responses and are designed to support smoother coordination, faster site activation, and stronger outcomes.

Engage Early and Often

Begin conversations with BC Housing, Indigenous governments and partners, and local service providers as early as possible to build trust and alignment. Confirm that key municipal and First Nations staff are available to participate in HEART planning and implementation.

Identify Land or Sites Early

Proactively explore and assess multiple potential sites for temporary housing and begin internal discussions about zoning and permitting requirements.

Assign a Municipal Lead

Designate a dedicated municipal staff lead to coordinate internally and act as the main point of contact for HEART and HEARTH activities.

Leverage Existing Relationships

Use pre-existing partnerships, agreements, and working groups to fast-track coordination and decision-making. Involve Indigenous governments and community leaders in planning to ensure culturally safe approaches and community buy-in.

Use Available Tools and Templates

Take advantage of BC Housing's planning tools, data templates, and evaluation frameworks to reduce administrative burden.

Maintain Open Communication

Establish regular check-ins with all partners to monitor progress, flag issues early, and adjust plans as needed.

Planning Beyond HEARTH: Building Toward Long-Term Housing Solutions

While HEARTH provides critical temporary housing options to support individuals transitioning out of encampments, it is essential to recognize that HEARTH is not a permanent solution. HEARTH sites are designed to be short-term interventions—typically operating under time-limited lease agreements. The success of the HEARTH and HEARTH program depends on a clear and proactive commitment to long-term housing development that ensures individuals do not return to homelessness once temporary supports conclude.

Why Long-Term Planning Matters

Without a parallel strategy to develop permanent, supportive, and affordable housing, there is a risk that individuals will cycle back into homelessness once HEARTH sites close. Long-term planning ensures that the temporary nature of HEARTH is matched by a sustainable housing pipeline that supports lasting stability.

Setting the Expectation

It is important to communicate clearly with all partners and interest parties—including residents, service providers, and people with lived experience—that HEARTH is a temporary measure. This helps manage expectations and reinforces the shared goal of transitioning individuals into safe, stable, and permanent homes.

Key Considerations for Municipalities

To prepare for the transition beyond HEARTH, municipalities are encouraged to:

- **Integrate HEARTH into their local Broader Housing Strategies:** Align HEARTH efforts with local housing action plans and the provincial [Homes for People Housing Strategy](#) to ensure continuity of care and housing pathways.
- **Identify Permanent Housing Sites and Options Early:** Begin site identification and rezoning processes for permanent supportive or affordable housing while HEARTH is still active.
- **Engage Developers and Non-Profit Housing Providers:** Foster partnerships with housing developers, Indigenous housing organizations, and non-profits to plan and build long-term housing stock.
- **Secure Long-Term Funding:** Work with provincial and federal partners to secure capital and operating funding for permanent housing projects.
- **Plan for Service Continuity:** Ensure that wraparound supports provided at HEARTH sites—such as health care, cultural supports, and housing navigation—are sustained and integrated into long-term housing models.

By embedding long-term housing development into the HEART and HEARTH journey, municipalities can help break the cycle of homelessness and build inclusive communities where everyone has a place to call home.

Markers of Success

To evaluate the impact of HEART and HEARTH initiatives, it is essential to track meaningful outcomes that reflect both immediate improvements and long-term progress. These markers of success help ensure that the program are meeting their goals of compassionate, coordinated, and sustainable responses to homelessness.

HEART Tables: Coordinated Response and Community Impact

- **Established and Active Collaboration Tables:** Functional HEART tables with consistent participation from municipal, Indigenous, health, non-profit, and provincial partners.
- **Rapid Response Capacity:** Demonstrated ability to activate coordinated responses within weeks of encampment identification.
- **Integrated Planning:** Joint development of Encampment Response Plans (ERPs) that reflect local knowledge, cultural safety, and trauma-informed practices.
- **Improved Service Coordination:** Increased alignment between outreach, health, housing, and cultural supports.
- **Community Trust and Engagement:** Positive feedback from community stakeholders and people with lived experience regarding the transparency and responsiveness of HEART efforts.

HEARTH Sites: Temporary Shelter with Purpose

- **Timely Site Activation:** HEARTH sites operational within 8–12 months of community selection.
- **Safe and Dignified Shelter:** Sites meet standards for hygiene, safety, accessibility, and cultural appropriateness.
- **High Utilization Rates:** Majority of available spaces are consistently occupied by individuals transitioning from encampments.
- **Wraparound Supports Delivered:** On-site access to health care, mental health and substance use services, housing navigation, and cultural supports.

Encampment Response: Reducing Harm and Building Pathways

- **Reduction in Encampments:** Fewer individuals sheltering outdoors in areas previously identified as high-risk or high-need.
- **Improved Site Conditions:** Enhanced cleanliness, safety, and community perception of former encampment areas.
- **Minimized Displacement:** Encampment closures are accompanied by offers of shelter and support, not enforcement-only approaches.
- **Crisis Mitigation:** Fewer emergency service calls and police interactions related to encampments.

Transitions to Long-Term Housing or Care

- **Housing Transitions Tracked:** Clear data on the number of individuals who move from HEARTH into permanent housing or long-term care.
- **Sustained Housing Stability:** High rates of housing retention at 6- and 12-month intervals post-transition.
- **Support Continuity:** Individuals continue to receive health, cultural, and social supports after leaving HEARTH.
- **System Integration:** HEARTH and HEART efforts are embedded into broader municipal and provincial housing strategies.

In Closing

Thank you for your commitment to creating compassionate, coordinated responses to homelessness in your community. HEART and HEARTH are more than programs—they are shared efforts grounded in partnership, cultural safety, and the belief that everyone deserves a safe place to call home. Your leadership and collaboration are essential to making this vision a reality. Together, we can reduce harm, build trust, and create lasting pathways to housing and wellbeing for those who need it most.



May 26, 2026

VIA EMAIL: greghemphill@telus.net, chrislaing@shaw.ca

Greg Hemphill, President
Chris Laing, Forestry Manager
Powell River Community Forest Ltd.
4760 Joyce Avenue
Powell River, BC V8A 3B6

Dear Greg Hemphill & Chris Laing:

I acknowledge the March 26, 2026 letter from Mayor Woznow sent to BC Timber Sales (BCTS) regarding the Sunshine Coast Operating Plan and the City of Powell River's ongoing interest in matters related to Powell River Community Forest Ltd. (PRCF).

The Province recognizes the important role PRCF plays in the local community and values continued engagement with the City on forest management matters within the Sunshine Coast District. It is also important to clearly outline the current status and provincial context related to the forest licence acquired by the PRCF and any discussion of Community Forest Agreement (CFA) expansion.

Expansion of an area-based tenure is complex and must be assessed at the Timber Supply Area (TSA) level, considering the full range of forest management interests, including other licence holders, First Nations, BC Timber Sales, timber supply, stewardship objectives, and market stability. These decisions require a clear provincial mandate, including from Treasury Board where there are revenue implications, and careful, system-based tenure and forest management analysis. Randy Husband, Director Coast Area Pricing, Tenures and Administration is the lead on forest tenure management for the Coast and I understand his team has reached out to the PRCF to engage on the expressed interest for an expansion.

The licence acquired by PRCF from Interfor is a volume-based forest licence within the Sunshine Coast TSA. As with all volume-based licences, it does not provide exclusive access to specific geographic areas. There is an established expectation that TSA licence holders work collaboratively to identify operating areas within the shared land base. While we acknowledge your stated interests, PRCF was advised prior to acquisition that the tenure being purchased was a forest licence and that it was expected to be operationalized in its existing form.

Page 1 of 2

Ministry of Forests

South Coast
Natural Resource Region

Location:
46360 Airport Road
Chilliwack, BC
V2P 1A5

Tel: 604 702-5700
Fax: 604 702-5711
Email: Allan.Johnsrude@gov.bc.ca
Website: www.gov.bc.ca/for

Page 239 of 240

Greg Hemphill, Chris Laing

In considering any changes to tenure arrangements or operating areas, the Province must also give significant weight to the role of BCTS in the Powell River community. BCTS supports local employment and contracting opportunities, contributes to the stability of forest-based jobs, and helps ensure reliable access to fibre for mills and manufacturers that serve the local and regional economy. BCTS also works in partnership with local First Nations to advance shared stewardship objectives, support Indigenous participation in forest management, and strengthen reconciliation outcomes on Crown land. Through transparent and competitive timber sales, BCTS provides confidence in timber pricing while supporting ongoing economic activity in Powell River. Decisions that could materially affect BCTS' operating land base or available volume to support their apportionments therefore require careful review to ensure these local and public benefits are maintained.

The Ministry acknowledges the City's concerns regarding perceived overlap between BCTS planning areas and those identified by PRCF. BCTS planning is guided by its legislated objectives and informed by Crown land availability, timber supply considerations, and operational feasibility within the TSA. Until there is clarity on a mandated approach to tenure conversion and community forest expansion, BCTS is expected to continue operating within its approved plans and authorities.

The Ministry remains willing to engage in productive, solutions-oriented discussions with PRCF to support effective operational planning and coordination within the Sunshine Coast TSA, consistent with existing legislation, policy, and provincial mandates. While the Province recognizes the challenges associated with operational uncertainty, respectful engagement is essential to productive working relationships among licence holders, communities, First Nations, and governments.

The Ministry appreciates the City's engagement on these matters and remains committed to responsible forest management that balances community interests, broader public interests and economic resilience while also supporting reconciliation.

Sincerely,



Allan Johnsrude, RFP
Regional Executive Director
South Coast Region

pc: Stacey Gould, Timber Sales Manager, BC Timber Sales, Chinook Business Area
Mark Sloan, District Manager, Sunshine Coast Natural Resource District
Randy Husband, Director Pricing, Tenures and Administration – Coast Area
Patrick Russell, Director Forest Tenures Branch, Tenures and Economics Division