

T O W N O F L A D Y S M I T H
G O V E R N M E N T S E R V I C E S C O M M I T T E E

Mandate –To advise Council on a broad spectrum of issues related to departmental matters

Monday, November 16, 2009 at 5:30 p.m.
Council Chambers, City Hall

A G E N D A

	Pages
Chairperson: Councillor D. Paterson	
1. CALL TO ORDER	
2. AGENDA APPROVAL	
3. MINUTES	1 - 2
• October 19, 2009	
4. CITY MANAGER'S REPORT (Verbal Report)	
5. STAFF REPORTS	
5.1 <u>Development Cost Charge (DCC) Bylaw Review</u>	3 - 12
5.2 <u>Subdivision Control Bylaw</u>	13 - 15
5.3 <u>Drinking Water System Assessment</u> (Report Available in Council Chambers for Review)	16 - 17
5.4 <u>Organics Collection Containers</u>	18 - 20
5.5 <u>South End Chlorination</u>	21 - 26
6. MEMBER SUBMISSIONS None	
7. CORRESPONDENCE	
7.1 <u>V. Devries</u> Re: Wood Burning Fireplaces/Smoke	27

Staff Recommendation:

That the Government Services Committee recommend to Council that the correspondence from Mr. Devries expressing concern regarding smoke from wood burning fireplaces dated October 14, 2009 be referred to Staff for review and recommendation.

7.2	<u>Increase in User Fees Police Records Management Environment of BC</u>	Pages
	S. Roline, Mayor, City of Merritt	28
	B. Lantz, Mayor, Fort St. John	29

Staff Recommendation:

That the Government Services Committee recommend to Council that the correspondence from Mayor Roline, City of Merritt and Mayor Lantz from the City of Fort St. John expressing concern to the Minister of Public Safety and Solicitor General regarding the increase in user fees for the Police Records Management Environment of BC be received, and Council consider if it wishes to send a similar letter to the Minister of Public Safety and Solicitor General regarding this matter.

7.3	<u>D. Milne</u>	
	Re: Concerns Regarding Garbage Bin Outside of Post Office on First Avenue	30

Staff Recommendation:

That the Government Services Committee recommend to Council that the correspondence from Mr. Milne expressing concern about the litter in front of the Post Office on First Avenue be received and a letter be sent to Canada Post requesting that they consider providing a recycling container in the lobby of the Post Office.

8. **NEW BUSINESS**

9. **UNFINISHED BUSINESS**

ADJOURNMENT



Town of Ladysmith

GOVERNMENT SERVICES COMMITTEE

Minutes of a meeting of the Government Services Committee held in Council Chambers at City Hall
on Monday, October 19, 2009 at 5:30 p.m.

COUNCIL MEMBERS PRESENT:

Duck Paterson (Chair)
Lori Evans
Bruce Whittington

Jillian Dashwood
Mayor Rob Hutchins

COUNCIL MEMBERS ABSENT:

Steve Arnett
Scott Bastian

STAFF PRESENT:

Ruth Malli
Rebecca Kalina
Patrick Durban

Sandy Bowden
Felicity Adams
Joe Friesenhan

Councillor Paterson called the meeting to order at 5:33 p.m.

AGENDA APPROVAL

The Chair requested the Committee's consideration of the following addition to the agenda:

- 9.1 Kinsmen Park Playground Equipment

2009-110: It was moved, seconded and carried that the agenda for the Government Services Committee meeting of Monday, October 19, 2009 be approved as amended.

MINUTES

2009-111: It was moved, seconded and carried that the minutes of the Government Services Committee meeting of Monday, September 21, 2009 be approved as circulated.

REPORTS

CITY MANAGER'S REPORT

The City Manager presented the Committee with a written report on her top 5 strategic priorities of 2009.

DIRECTOR'S/MANAGER'S REPORTS

The Director of Public Works, the Manager of Development Services, the Director of Corporate Services and the Director of Parks Recreation and Culture responded to questions regarding their written reports outlining the status of their departmental Top 5 strategic priorities of 2009.

TRAIN STATION REHABILITATION FEASIBILITY REVIEW

2009-112: It was moved, seconded and carried that it be recommended to Council that staff be directed to review the scope of the train station rehabilitation project and provide funding options for Council's consideration.

WATER RATES

2009-113: It was moved, seconded and carried that it be recommended to Council that the Town adopt a water rate structure, for residential users only, of \$21 base rate for the initial 25 cubic metres of water used, followed by \$0.50, \$0.60, \$0.75, \$1.00 and \$1.35 for each additional increment of 25 cubic metre effective January 1, 2010.

SYMONDS STREET RECONSTRUCTION

2009-114: It was moved, seconded and carried that it be recommended to Council that the issue regarding the redesign of Symonds Street to reduce the maximum grade be referred to the 2010 budget process and staff provide a list of projects at that time to afford Council with an opportunity to prioritize the projects.

GRANT APPLICATIONS

2009-115: It was moved, seconded and carried that it be recommended to Council that staff be requested to apply for the Walk BC Grant to a maximum of \$5,000 and the British Columbia Healthy Living Alliance (BCHLA) Physical Activity Strategy for up to \$4,000.

FEES AND CHARGES FOR PARKS, RECREATION AND CULTURE

2009-116: It was moved, seconded and carried that it be recommended to Council that a two-percent increase to the fees at the Frank Jameson Community Centre for Parks, Recreation and Culture be approved.

NEW BUSINESS

KINSMEN PARK PLAYGROUND EQUIPMENT

2009-117: It was moved, seconded and carried that it be recommended to Council that, after consultation with the Kinsmen Club, staff be directed to remove the Kinsmen Park playground equipment due to the compromised safety of the existing structure.

ADJOURNMENT

2009-118: It was moved, seconded and carried that the meeting be adjourned at 6:38 p.m.

CERTIFIED CORRECT:

Chair (Councillor D. Paterson)

Corporate Officer (S. Bowden)



Town of Ladysmith
STAFF REPORT

To: Ruth Malli, City Manager
From: Felicity Adams, Manager of Development Services
Date: November 10, 2009
File No:

Re: DEVELOPMENT COST CHARGE (DCC) BYLAW REVIEW

RECOMMENDATION(S):

That Government Services Committee recommend to Council:

1. Direction on Option 1, 2 or 3 as outlined in the November 10, 2009 Memo prepared by the DCC consultants; and
2. Proceeding with the Development Cost Charge (DCC) Bylaw Review stakeholder consultation to present the revised rates, including rebates for developments with low environmental impact.

PURPOSE:

The purpose of this report is to present proposed Development Cost Charge (DCC) rate options and a rebate option for developments with low environmental impact (reduced water use and sewer flow) and to seek Council direction on undertaking stakeholder review.

INTRODUCTION/BACKGROUND:

At its meeting held November 17, 2008, Council provided direction on proposed new DCC rates, including maintaining the 1% assist factor on all DCCs, including Waterfront DCC projects and the introduction of reduced DCC rates for downtown development (a "green" option). Since that time, project cost lists have been updated and the consultant has further examined "green" options for DCC rebates, based on new approaches introduced by the Province in Bill 27.

A memo prepared by the DCC Consultants regarding the revised rate options and a rebate option for developments with low environmental impact is attached to this report. The current DCC Bylaw was adopted in 2000; current rates are at the end of this report. Project costs have doubled since that time.

SCOPE OF WORK:

Two bylaws would be prepared. The first bylaw would establish the DCC rates; it requires approval by the Province (Inspector of Municipalities). The specific terms of the rebate related to a reduction in current water use/sewer flow standard would be outlined in a separate bylaw. The next steps in the bylaw review process are:

- Stakeholder consultation
- Bylaw preparation and readings
- Provincial approval.

The consultants' memo presents three options. In summary, they are:

- Option 1: Includes all Waterfront DCC projects (parks, roads, sanitary sewer, water, storm).
- Option 2: Includes only Waterfront DCC parks projects.
- Option 3: Includes Waterfront DCC parks and roads costs – access to this “public amenity”.

ALTERNATIVES:

That Council provide additional direction on the new DCC rates and “green” rebate options.

FINANCIAL IMPLICATIONS:

The collection of DCCs based on current project costs is an important element of the Town’s wise financial management (Strategic Direction A). Rates were last updated in 2000.

Current rates are shown in the table below. Rates for communities that have recently updated their DCC programs are useful comparisons from the perspective of a developer’s interests. The City of Nanaimo updated its rates in the last year or so, and its new single family rate is currently just under \$16,500. The proposed DCC rates are below both Parksville and Qualicum Beach.

Land Use		Roads	Sanitary Serer	Water	Storm Drainage	Parks	Total
Single Family	Per dwelling unit	\$3460.36	503.56	2694.96	467.73	1758.15	\$8884.77
Small lot Single Family	Per dwelling unit	\$3114.32	453.20	2425.47	420.96	1758.15	\$8172.11
Multi Family Residential	Per dwelling unit	\$2768.29	402.85	2155.97	280.64	1406.52	\$7014.27
Commercial	Per m2 of gross floor area	\$17.30	1.06	5.66	0.98		\$25.00
Industrial	Per m2 of gross floor area	\$5.19	0.50	2.69	0.47		\$8.86

LEGAL IMPLICATIONS:

The adoption of the new DCC Bylaw establishing rates requires approval of the Inspector of Municipalities.

CITIZEN/PUBLIC RELATIONS IMPLICATIONS:

The stakeholder review process would include notice to the development community and an advertisement in the local newspaper and on the Town’s website.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS:

All departments have been involved in the development of the proposal.

RESOURCE IMPLICATIONS:

The cost of the DCC Bylaw Review project is included in the Financial Plan for 2009.

ALIGNMENT WITH STRATEGIC PRIORITIES:

Effective land use planning and community design is Strategic Direction B, including developing green initiatives such as including green incentives in the DCC bylaw.

The completion of the DCC Review is one of Council's Top 25 strategic priorities for 2009.

SUMMARY:

One of Council's Top 25 strategic directions is the DCC Bylaw review. This report provides and update on DCC rates given previous Council direction, updated project costs and the introduction of additional "green" options.

I concur with the recommendation.



Ruth Malli, City Manager

ATTACHMENTS:

Memo dated November 10, 2009 regarding DCCs for Developments with Low Environmental Impact, prepared by Sherry Hurst, Leftside Partners Inc., and Allan Neilson-Welch, Neilson-Welch Consulting Inc.



MEMO

TO: FELICITY ADAMS, MANAGER OF DEVELOPMENT SERVICES

**FROM: SHERRY HURST, LEFTSIDE PARTNERS INC.
ALLAN NEILSON-WELCH, NEILSON-WELCH CONSULTING INC.**

DATE: NOVEMBER 10, 2009

RE: DCCS FOR DEVELOPMENTS WITH LOW ENVIRONMENTAL IMPACT

The Town of Ladysmith's review of its DCC program and the corresponding rates has always had, as one of its primary objectives, the goal of ensuring that costs are allocated fairly among land uses, and that inherent in the rates is recognition of the lower infrastructure costs and impacts of higher density developments. The proposed approach, already endorsed by Council, is therefore based upon the following "green" principles, which are consistent with the Ladysmith community vision as articulated through its recent vision process:

- Rates that vary not only by land use, but by density – the use of various residential lot types (single-family, small lot, multi-family) encourages more compact, and higher density projects through lower per unit costs for higher density projects (commensurate with the lower infrastructure impacts of higher density development).
- Area specific policy for the downtown core – consistent with the Town's OCP, the DCC recognizes the reduced impact of development in the downtown area, due to a combination of the higher densities permitted, the walkability of the downtown core, the trolley service, and the mix of land uses and services available in the downtown that eliminate the need for multiple vehicle trips.

During the DCC review process, the Province passed new legislation – Bill 27 – that amended the *Local Government Act*, enabling municipalities to waive or reduce development cost charges for developments that are designed to have a "low environmental impact."

The ability to waive or reduce development cost charges introduces a wrinkle into the relationship created when DCCs are established. Ideally, developments that have lower impacts on infrastructure should already be paying lower development charges. The reason this is not always the case is because even though one development uses less water, or eliminates all stormwater run-off, the infrastructure planned for the Town has already been sized and designed to deal with average anticipated loads, flows or volumes. Two or three developments opting for a greener approach do not necessarily affect the cost of the works of the infrastructure needed by the greater community. So in many cases, only if the standards of the works planned by the City – the width of roads, the size of trunk sewer and water, etc. – are changed, will cost savings be realized by the Town. Accordingly, any waiving of the applicable DCC for a development with a lower environmental impact, would in fact be unrelated to the actual cost of the infrastructure for which the Town is levying the DCC. In other words, waiving or further reducing the development cost charge related to any one particular development due to its green approach, simply requires the waived amount to be recovered through other means by the Town. This scenario shifts the burden from the developer onto existing taxpayers. All

leftside partners inc.

NEILSON-WELCH
CONSULTANTS TO GOVERNMENT



DCCs are supported in part by existing taxpayers through the “municipal assist” factor. However, in the past it has been the Town’s policy to keep the assist factor to the minimum contribution allowable in the legislation, which is 1%.

There are, however, specific components of the Town’s DCC program where a development with a low environmental impact is more likely to have a corresponding reduction in the cost to the Town. The Town of Ladysmith’s DCC program includes upgrades to water storage capacity, as well as sanitary sewer treatment. In both these instances, if individual developments use significantly less water than the anticipated average, and generate significantly less sewer flows, this will make more efficient use of the existing infrastructure, and delay the need for upgrades. Put differently, this will allow for a greater number of developments to be accommodated, and the associated DCCs collected, before the capacity upgrades are required. A reduction of the DCC to those developments that can demonstrate a significant reduction in water use or sewer flows, should therefore be entitled to reductions in the cost of that portion of the DCC program. The cost or burden of such reductions would not be borne by existing taxpayers, but instead are offset by cost savings in the system. These types of reductions are therefore in keeping with the fairness, relative impact and user pay principles upon which the DCCs are based, and represent an opportunity to provide some incentives for developers to build greener projects without shifting the burden to taxpayers.

PROPOSED APPROACH

DCCs are based upon averages, and by definition, averages take into account the fact that some users will have a higher impact, and others lower. Accordingly, minimal reductions in water usage will likely be offset by others who use slightly more than the average. Reduced DCC rates should therefore only apply to projects that achieve significant reductions in water usage and sewer flows, so that they have a meaningful impact on the average. A 50% reduction from the current water usage standard for any given land use has been selected through discussions with the Town’s staff. By reducing water consumption by 50%, this should also have a significant impact on the resulting sewage flows, although not necessarily to a corresponding amount (i.e. staff estimate that a 50% water reduction would translate into a 30% reduction in sewage flows). This percentage reduction could be altered based on review of the bylaw at a later date to determine whether the target was achievable, and the reward of sufficient incentive, for developers within the Town. Furthermore, the Town can obtain feedback on the reduction target during its stakeholder DCC review meeting planned as the next step in the DCC review process.

It is anticipated that the reduced rates would be provided at the time of building permit for most uses, or at the subdivision approval stage for single family uses. Applicants would submit engineering reports that calculate and provide details of anticipated water savings through a variety of measures planned in the development, including (but not limited to) low-flow fixtures, greywater recycling, use of rain barrels, or other innovative approaches. Single family subdivisions will have to provide assurances, such as covenants, that the resulting homes and homeowners will comply with the water reduction strategy in order to receive the discounted DCC rates.

The following rates therefore encompass the approach and land use categories already endorsed by Council, combined with the sewer/water reductions referenced above. In addition, although already brought before Council at a previous date, the option of removing the waterfront costs that are a part of the current DCC program, is once again provided, due to the significance of changes since the last time Council reviewed the rates.



Option 1

The rates resulting from the approach explained above are as follows. This option includes waterfront infrastructure costs in the DCC program.

Land Use	Unit	Roads	Sanitary	Water	Storm	Parks	Total
Single Family Residential	per dwelling unit	\$3,837	\$3,352	\$3,935	\$1,038	\$4,942	\$17,104
Small Lot Single Family	per dwelling unit	\$3,453	\$2,095	\$2,459	\$467	\$4,448	\$12,923
Multi-Family Residential	per dwelling unit	\$2,348	\$1,862	\$2,186	\$281	\$3,954	\$10,631
Downtown Multi-Family	per dwelling unit	\$1,645	\$1,862	\$2,186	\$225	\$3,954	\$9,872
Commercial	per m ² of gross floor area	\$81.39	\$5.59	\$6.56	\$3.89	\$0.00	\$97.42
Downtown Commercial	per m ² of gross floor area	\$46.51	\$3.35	\$3.93	\$2.33	\$0.00	\$56.13
Industrial	per m ² of gross floor area	\$27.03	\$4.79	\$5.62	\$3.34	\$0.00	\$40.77
Institutional - Care Facility	per bed	\$862	\$1,164	\$1,366	\$138	\$2,471	\$6,002
Institutional	per m ² of gross floor area	\$56.29	\$12.65	\$14.85	\$8.17	\$0.00	\$91.95

The reduced rates for developments that use 50% less than water than the Town's design standards are as follows:

Land Use	Unit	Proposed DCC Rate	Rebate	Reduced Rates
Single Family Residential	per dwelling unit	\$17,104	\$2,094	\$15,010
Small Lot Single Family	per dwelling unit	\$12,923	\$1,308	\$11,614
Multi-Family Residential	per dwelling unit	\$10,631	\$1,163	\$9,468
Downtown Multi-Family	per dwelling unit	\$9,872	\$1,163	\$8,709
Commercial	per m ² of gross floor area	\$97.42	\$3.49	\$93.94
Downtown Commercial	per m ² of gross floor area	\$56.13	\$2.09	\$54.04
Industrial	per m ² of gross floor area	\$40.77	\$2.99	\$37.78
Institutional - Care Facility	per bed	\$6,002	\$727	\$5,275
Institutional	per m ² of gross floor area	\$91.95	\$7.90	\$84.05

Option 2

Option 2 is based on the same rationale as referenced above, but excludes costs associated with infrastructure for the waterfront. The total combined cost of these projects is \$5,025,000. The following explanation of the rationale for including and for excluding the waterfront costs was provided to Council in July of last year, but given the subsequent changes, staff felt it was prudent to confirm Council's approach.

Pros/Cons

A reasonable argument can be made on both sides of the issue on whether to include or remove the waterfront infrastructure costs. There is no "right" or "wrong" approach. The rationale for excluding these costs can be summarized as follows:

- The waterfront represents a distinct area where the extension of services serve primarily the developers, and not the greater public. The costs should therefore be borne directly by the benefiting developers, and not growth in general;



- As a comparison, the extension of trunk services for the Holland Creek development are not included in the current or proposed DCC program due to the limited benefit to residents other than the immediate neighbourhood. The same policy can apply to the waterfront;
- It is anticipated that a developer would front-end the service extensions/upgrades to facilitate development in the waterfront area, and recover the costs from adjacent developers through latecomer agreement;
- Given the uncertainty about the development that will ultimately occur here, a new land use scheme is likely to emerge, necessitating new servicing estimates as well as an associated comprehensive financing strategy. If DCCs are to be collected, they should be based on updated estimates, land uses and financing mechanisms determined at that time.

To elaborate, the waterfront can be viewed as essentially a “greenfield” (or in this case brownfield) development. In a greenfield situation, often the services are required prior to the development occurring, so that there is rarely sufficient DCC revenue from the associated development to finance the service extension. The local government often resorts to borrowing to pay for the project, and only in limited situations can they recover the interest charges through the DCC. Therefore developers are often expected to front end the cost of extending services and recover funds through a latecomer’s agreement that requires other developers to pay their share as they proceed. As a comparison, it is notable that the Town’s DCC program does not include extensions of trunk services through the Holland Creek neighbourhood – another greenfield development. The requirement that an owner/developer front end the costs and recover them through a latecomer agreement is a common approach in an area where it is anticipated that there are one or two major landowners/developers that have the financial resources to front-end the costs, that the profit in developing that area is substantial enough to warrant the front end costs, and lastly, where there is realistic expectation of recuperating some of the costs from other developers/landowners.

Another argument in favour of removing these costs is the idea that when a new plan and agreement comes forward with the key players involved in the waterfront lands (Town, Province, etc.), the services planned for the area will have to be re-evaluated in that context, and a comprehensive strategy for financing completed. A combination of approaches – latecomer agreements, development works agreements, DCCs, etc. may be used to facilitate the required services. If changes are needed to the Development Charges program to reflect any new strategy, they could be made at that time.

Some of the arguments for the flip side – to keep the waterfront infrastructure costs in the DCC are summarized as follows:

- Consistency – these costs have been included in the DCC since 2000, and developers have been paying toward these projects. Nothing has changed at this point, so it is equitable to treat new growth the same as growth has been treated since 2000. The projects can always be removed when new information comes available, and alternate servicing needs and/or financing strategies are clear;
- Including the costs in the DCC program, despite the uncertainty, provides flexibility for the Town should they want or need to proceed with these projects prior to significant development occurring in this area (e.g. to encourage development or access/develop Town lands), particularly if no developers are willing or able to front end the costs due to other cost uncertainties (environmental clean-up), financial resources, or the risk of recovering the cost from other developers;



- An example of this type of project currently included in the DCC program is the cost to extend services up to the proposed business park in South Ladysmith. The idea is that the Town wants to encourage economic development, and to effectively market the land a basic level of services (and an associated timeline to develop) is expected. A similar argument could be made for the waterfront;
- Including the costs does not preclude a developer from front-ending the cost and receiving a rebate. The rebate typically only forms a small portion of the full cost;
- The waterfront, unlike a typical greenfield development, is a public place and a public amenity, and the costs to provide access and to develop should be shared by growth on a larger scale than just the immediate developers.

Given the uncertainty regarding the costs and land uses, and the appropriate financing approach for the area, it may be better to continue collecting DCCs for the waterfront projects (as the Town currently does), providing flexibility to the Town by having some funds in place in the event that infrastructure upgrades are required. Again, this would be consistent with the past practice. The current situation could remain status quo until an alternate plan is clear or proposed, at which time the DCC could be amended (to either increase the cost accordingly, or remove them altogether if some other financial arrangement is made). In the meantime, the Town has been collecting funds in the event that it is necessary for the Town to construct any of the services identified in the DCC.

Council should be aware that excluding the costs from the DCC may limit the use of the Town's land or other properties on the waterfront where the Town may want to encourage development, particularly if no developer is willing or able to front end the servicing costs. This is why, as part of the DCC program, the Town has included the costs of extending services to (but not within) the proposed business park in South Ladysmith.

If waterfront infrastructure costs are included in the DCC program and a developer does front end some of the costs, that developer would be eligible for a rebate of some but not all associated costs. Rebates can only be extended to the maximum that would apply to the specific development proposed by a developer. An example would be if a developer paid the \$1,700,000 costs to upgrade the road in the waterfront area, and was planning to build 200 multi-family units. The only rebate the developer would be eligible for would be the road DCC that applies to the property – which is proposed at approximately \$1,500 per unit, or \$300,000.

The last point is that it can be argued that the waterfront development is not a typical greenfield development. It is not a residential enclave that benefits only the local neighbourhood. The waterfront is intended as a much more public place, and indeed, a public amenity. In this sense, access to and development of this area is of a wider benefit, and the costs should therefore be shared accordingly.

The DCC rates that would result if \$5,025,000 of waterfront infrastructure was removed from the DCC program are as follows:



Land Use	Unit	Roads	Sanitary	Water	Storm	Parks	Total
Single Family Residential	per dwelling unit	\$3,182	\$2,896	\$3,237	\$349	\$4,942	\$14,606
Small Lot Single Family	per dwelling unit	\$2,864	\$1,810	\$2,023	\$157	\$4,448	\$11,302
Multi-Family Residential	per dwelling unit	\$1,947	\$1,609	\$1,798	\$95	\$3,954	\$9,403
Downtown Multi-Family	per dwelling unit	\$1,364	\$1,609	\$1,798	\$76	\$3,954	\$8,801
Commercial	per m ² of gross floor area	\$67.50	\$4.83	\$5.39	\$1.31	\$0.00	\$79.03
Downtown Commercial	per m ² of gross floor area	\$38.57	\$2.90	\$3.24	\$0.79	\$0.00	\$45.49
Industrial	per m ² of gross floor area	\$22.41	\$4.14	\$4.62	\$1.12	\$0.00	\$32.30
Institutional - Care Facility	per bed	\$715	\$1,006	\$1,124	\$47	\$2,471	\$5,362
Institutional	per m ² of gross floor area	\$46.68	\$10.93	\$12.21	\$2.75	\$0.00	\$72.57

Based on the above rates, the following reduced rates would be in effect for developments that could demonstrate 50% or greater reduction in water consumption over the Town's design standards:

Land Use	Unit	Proposed DCC Rate	Rebate	Reduced Rates
Single Family Residential	per dwelling unit	\$14,606	\$2,094	\$12,513
Small Lot Single Family	per dwelling unit	\$11,302	\$1,308	\$9,994
Multi-Family Residential	per dwelling unit	\$9,403	\$1,163	\$8,240
Downtown Multi-Family	per dwelling unit	\$8,801	\$1,163	\$7,638
Commercial	per m ² of gross floor area	\$79.03	\$3.49	\$75.54
Downtown Commercial	per m ² of gross floor area	\$45.49	\$2.09	\$43.40
Industrial	per m ² of gross floor area	\$32.30	\$2.99	\$29.31
Institutional - Care Facility	per bed	\$5,362	\$727	\$4,635
Institutional	per m ² of gross floor area	\$72.57	\$7.90	\$64.67

Option 3

Option 3 provides an option that includes some of the waterfront costs. All options include parkland in the waterfront area. However, based on the argument made above that the waterfront is intended as a more public place than the typical development, then the road costs – access to this “public amenity” – should also be included in the DCC program. Accordingly, storm water, sanitary sewer and water costs are left to be borne by the developers who will benefit directly from the provision of these services. This option results in the following rates:

Land Use	Unit	Roads	Sanitary	Water	Storm	Parks	Total
Single Family Residential	per dwelling unit	\$3,837	\$2,896	\$3,237	\$349	\$4,942	\$15,261
Small Lot Single Family	per dwelling unit	\$3,453	\$1,810	\$2,023	\$157	\$4,448	\$11,891
Multi-Family Residential	per dwelling unit	\$2,348	\$1,609	\$1,798	\$95	\$3,954	\$9,804
Downtown Multi-Family	per dwelling unit	\$1,645	\$1,609	\$1,798	\$76	\$3,954	\$9,081
Commercial	per m ² of gross floor area	\$81.39	\$4.83	\$5.39	\$1.31	\$0.00	\$92.92
Downtown Commercial	per m ² of gross floor area	\$46.51	\$2.90	\$3.24	\$0.79	\$0.00	\$53.43
Industrial	per m ² of gross floor area	\$27.03	\$4.14	\$4.62	\$1.12	\$0.00	\$36.91
Institutional - Care Facility	per bed	\$662	\$1,006	\$1,124	\$47	\$2,471	\$5,509
Institutional	per m ² of gross floor area	\$56.29	\$10.93	\$12.21	\$2.75	\$0.00	\$82.18



The reduced rates for projects with 50% water consumption reductions, based on Option 3, would therefore be as follows:

Land Use	Unit	Proposed DCC Rate	Rebate	Reduced Rates
Single Family Residential	per dwelling unit	\$15,261	\$2,094	\$13,168
Small Lot Single Family	per dwelling unit	\$11,891	\$1,308	\$10,583
Multi-Family Residential	per dwelling unit	\$9,804	\$1,163	\$8,641
Downtown Multi-Family	per dwelling unit	\$9,081	\$1,163	\$7,918
Commercial	per m ² of gross floor area	\$92.92	\$3.49	\$89.43
Downtown Commercial	per m ² of gross floor area	\$53.43	\$2.09	\$51.33
Industrial	per m ² of gross floor area	\$36.91	\$2.99	\$33.92
Institutional - Care Facility	per bed	\$5,509	\$727	\$4,782
Institutional	per m ² of gross floor area	\$82.18	\$7.90	\$74.28

CONCLUSION

The approach to low environmental impact DCC rates referenced in this memo is based on the guiding principles of benefiter pays, fairness and equity that guide the DCC best practices. Council may still choose to reduce DCCs further, recognizing that doing so shifts a portion of the infrastructure cost to the existing tax base. This may be a commitment Council is willing to make in order to encourage some greener developments, or a way of supporting some pilot projects, consistent with other objectives or Town policies. However, if Council wants to pursue this option, it is suggested that Council consider such reductions in the context of a larger strategy that also evaluates some other complementary tools, such as revitalization tax exemptions, that can be used (and indeed may be more flexible) to encourage green infrastructure and behaviour. Notably bylaws to waive or reduce DCCs can be considered and passed independently of the main DCC bylaw that sets the rates, and can therefore be done at any time without triggering reconsideration of the underlying bylaw, or the Ministry and Inspector of Municipalities review and approval process. This provides Council with greater flexibility to review and adjust these reductions.



Town of Ladysmith

STAFF REPORT

To: Ruth Malli, City Manager
From: Joe Friesenhan, Director of Public Works
Date: October 23, 2009
File No:

Re: SUBDIVISION CONTROL BYLAW

RECOMMENDATION(S):

That the Committee recommend that Council amend Subdivision Control Bylaw No. 1115 to allow for a 17.5 metre "Right of Way" standard for Urban Collector Roads.

PURPOSE:

To introduce an additional road standard to the Subdivision Control Bylaw.

INTRODUCTION/BACKGROUND:

During the Ladysmith Community Sustainability Visioning Process, participants recommended that the Town consider allowing narrower roads in appropriate locations. With the proposed development of District Lot 108, the Town has an opportunity to work towards the visioning goals by adding a new, narrower road standard to the Engineering Standards and Specifications which forms Schedule E of Town of Ladysmith Subdivision Control Bylaw No. 1115.

The road in question is a collector road and the present right of way requirement for a collector road is 20 metres.

SCOPE OF WORK:

The proposed new standard of a 17.5 metre right of way for Urban Collector Roads would be implemented for new subdivision developments in the Town of Ladysmith.

ALTERNATIVES:

The Committee could choose to maintain the existing 20 metre right of way standard.

FINANCIAL IMPLICATIONS:

None.

LEGAL IMPLICATIONS:

None.

CITIZEN/PUBLIC RELATIONS IMPLICATIONS:

This change should be well received. It aligns with the recommendations from the Community Sustainability Visioning Process, and will reduce road construction costs for developers.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS:

Corporate Services will assist in the development of the bylaw amendments.

RESOURCE IMPLICATIONS:

None

ALIGNMENT WITH STRATEGIC PRIORITIES:

This proposed amendment aligns with the Town's 2009 Top Five Strategic Priorities (Implementation of Vision Document)

SUMMARY:

An opportunity to work towards the goal of providing narrower roads, which was identified as part of the visioning process undertaken by the Town, is available with the development of District Lot 108. The proposal to establish a new 17.5 metre Urban collector Roads Right of Way Standard will require an amendment to Subdivision Control Bylaw No. 1115 by adding a new drawing, R2A, to Section 7A of Schedule E, Engineering Design Standard and Specifications.

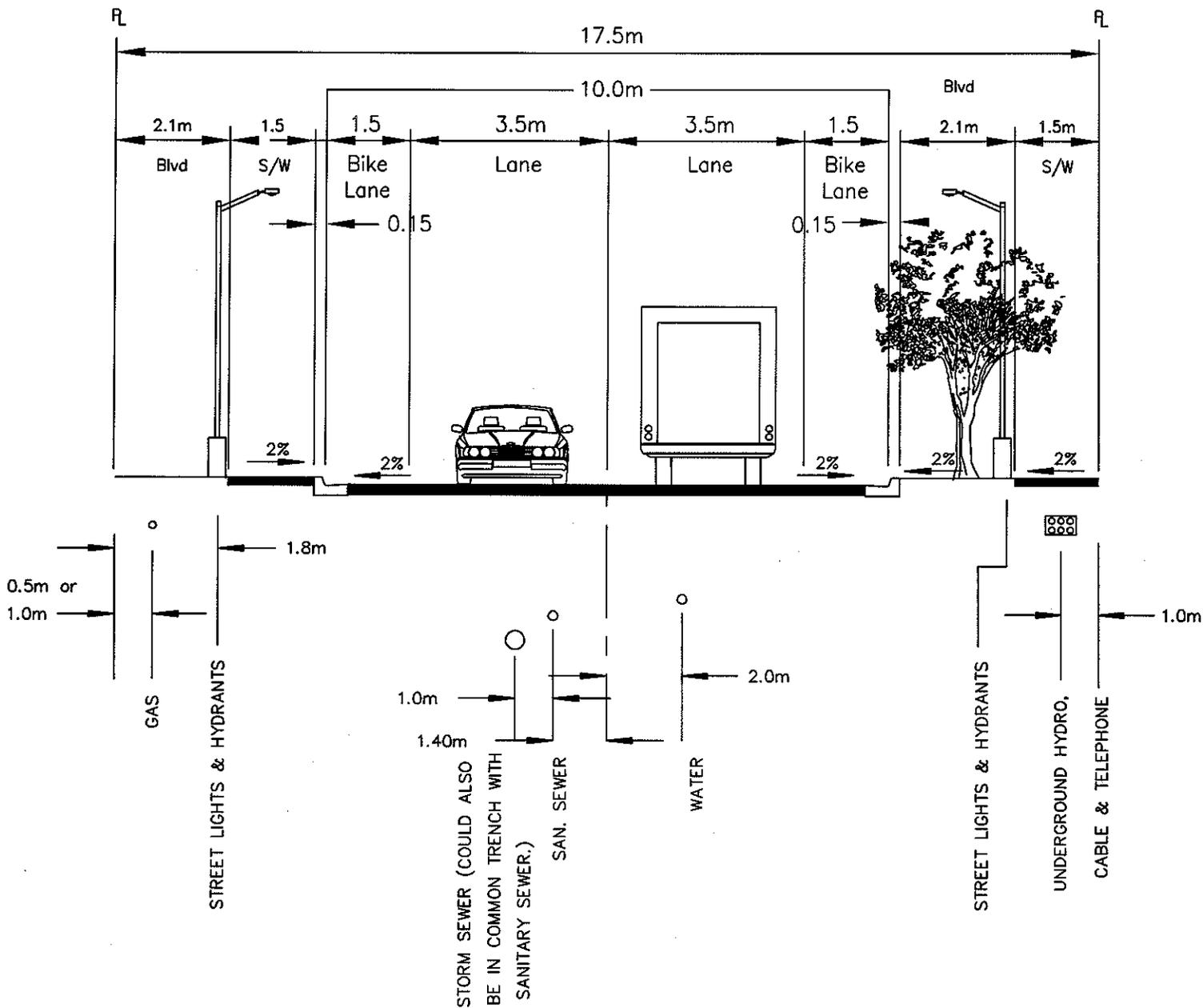
I concur with the recommendation.



Ruth Mall, City Manager

ATTACHMENTS:

Drawing R-2A,

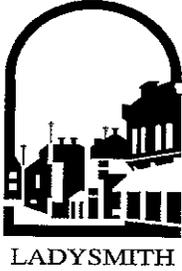


COLLECTOR ROAD

- sidewalk both sides
- no parking
- boulevard can be adjacent to curb or property line

NOTES:

1. PAVED SURFACE - 50mm ASPHALT (COMPACTED THICKNESS)
2. BASE - 100mm CRUSHED GRAVEL (20mm MINUS)
3. SUB-BASE - 250mm PIT RUN GRAVEL (75mm MINUS)
4. MOUNTABLE MONOLITHIC CURB AND GUTTER IN ACCORDANCE WITH STANDARD DRAWING C1
5. EXTEND COMPACTED BASE MATERIAL 0.6m BEHIND AND TO THE TOP OF CURB WHERE NO SIDEWALK IS INSTALLED
6. DEPTHS OF SURFACING AND BASE GRAVELS ARE MINIMUM AND IN SOME CASES WILL HAVE TO BE INCREASED TO MEET MAXIMUM ALLOWABLE BENKELMAN BEAM DEFLECTION.
7. INSTALL CURB DRAIN ON HIGH SIDE OF ROAD WHERE REQUIRED BY THE ENGINEER
8. SUBJECT TO ENGINEERS APPROVAL SIDEWALK, STREETLIGHT AND HYDRANT OFFSETS MAY VARY.



Town of Ladysmith
STAFF REPORT

To: Ruth Malli, City Manager
From: Joe Friesenhan, Director of Public Works
Date: October 23, 2009
File No:

Re: **DRINKING WATER ASSESSMENT**

RECOMMENDATION(S):

That the Committee recommend that Council adopt the Drinking Water Assessment report from Koers & Associates Engineering Ltd. and submit the report to the Vancouver Island Health Authority as required under the Drinking Water Protection Act.

PURPOSE:

To have Council accept the Drinking Water Assessment report submitted by Koers & Associates Engineering Ltd. and to comply with to VIHA requirements.

INTRODUCTION/BACKGROUND:

In February, 2008, the Vancouver Island Health Authority (VIHA), under the provisions of the Drinking Water Protection Act, required that the Town complete a drinking water assessment. Koers & Associates Engineering Ltd. was engaged to complete the report.

SCOPE OF WORK:

The drinking water assessment identifies the hazards to the Town's water quality throughout the supply and distribution system, characterizes the risks associated with the hazards, and recommends actions to manage the risks in order to provide the best possible protection for the Towns drinking water quality.

ALTERNATIVES:

Not applicable.

FINANCIAL IMPLICATIONS:

The costs of the report and the required follow-up monitoring are included in the 2009 annual water utility budget.

LEGAL IMPLICATIONS:

The adoption and submission of the report are required under the Drinking Water Protection Act.

CITIZEN/PUBLIC RELATIONS IMPLICATIONS:

The public expects the Town to supply the best possible quality water to its residents.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS:

None.

RESOURCE IMPLICATIONS:

There may be a need to increase staffing resources to comply with the additional monitoring required to maintain water quality.

ALIGNMENT WITH STRATEGIC PRIORITIES:

This initiative aligns with the Town's goal to ensure a safe and sustainable water supply.

SUMMARY:

Under the provisions of the Drinking Water Protection Act, the Vancouver Island Health Authority required that the Town of Ladysmith prepare an assessment of its drinking water supply. The report needs to be adopted by Council and submitted to VIHA by December 31, 2009.

I concur with the recommendation.



Ruth Malli, City Manager



Town of Ladysmith
STAFF REPORT

To: Ruth Malli, City Manager
From: Joe Friesenhan, Director of Public Works
Date: November 13, 2009
File No:

Re: ORGANICS COLLECTION CONTAINERS

RECOMMENDATION(S):

That the Committee recommend that Council authorize staff to provide a 4 litre "kitchen catcher" container and a 45 litre organics container for each new residence when the occupancy permit is issued, and that the costs for the containers be included in the building permit for the residence.

PURPOSE:

The purpose of this report is to propose changes to the current organics collection program to ensure that all new residences participate in the program resulting in the Town working towards its goal of zero waste production within the Town boundaries.

INTRODUCTION/BACKGROUND:

In February of 2006 the Town of Ladysmith became the first community in western Canada to introduce curb side organics collection as part of its residential waste collection program. At the time, Council decided to make the process as easy as possible for residents and delivered to each household a 45 litre air-tight garbage container along with a 4 litre "kitchen catcher" container, 10 bio-degradable garbage bags, and information regarding what is acceptable and what is not acceptable to put into the organics waste stream.

For the first two years after the program was initiated, Council continued to give out the two collection containers when the occupancy permit was issued for any new residence. Three local merchants sold the containers to residents needing replacements.

In December 2007, the Town ceased to provide containers for free to new residences. The three local retailers continue to sell the containers to new residents; however, the cost has increased significantly from just over \$20 to almost \$33 depending on the number purchased. Retailers have approached Town staff to determine whether the Town could supply them with the containers. Collection statistics for 2009 indicate a slight decrease in percentages of organics diverted from the waste stream (38% in 2008 and 36.5% in 2009). Since January of 2008 the Town has issued approximately 150 new occupancy permits. These residents may

not have obtained new containers and may not be aware of the Town's organics collection program given that they did not receive the free containers.

SCOPE OF WORK:

It is proposed that the Town purchase and store the two sizes of organics containers for the purpose of supplying the retailers with replacement containers and supplying a set of containers to all new residences at the time the occupancy permits are issued.

ALTERNATIVES:

1. Status quo
2. Supply organics containers for free
3. Supply organics containers for a fee

FINANCIAL IMPLICATIONS:

There are no financial implications if no changes are made to the current organics collections program (i.e. residents are responsible for purchasing their own containers). There is a cost of approximately \$35 per new residence if the Town decides to supply the containers for free. There are no financial implications if the Town adds the cost of the containers to the building permit fee and provides the containers at the time of issuance of the occupancy permit as the costs are borne by the residents.

LEGAL IMPLICATIONS:

None.

CITIZEN/PUBLIC RELATIONS IMPLICATIONS:

The citizens of Ladysmith are very supportive of the organics and recycling program and it is anticipated that they will support the proposed changes to the program.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS:

Including the cost of the containers in the building permit fee would require an amendment to Bylaw No. 1629.

RESOURCE IMPLICATIONS:

The extra work involved in distributing the containers would be performed by existing staff.

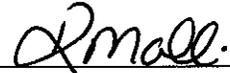
ALIGNMENT WITH STRATEGIC PRIORITIES:

This supports the Town's Strategic Direction E 'Responsible Stewardship of the Environment.'

SUMMARY:

There is a concern that new residents of Ladysmith may not be aware of the curb side organic waste collection program. It is a priority for the Town to encourage residents to divert organics from the waste stream. It is recommended that the Town provide all new residences with two organics collection containers when occupancy permits are issued, and include the cost of the containers in the building permit fee. In order to assist with reducing the cost of replacement containers, it is recommended that the Town purchase the containers in bulk and supply the retail outlets with the replacement containers at cost for resale.

I concur with the recommendation.



Ruth Malli, City Manager

ATTACHMENTS:

"None".



Town of Ladysmith
STAFF REPORT

To: Ruth Malli, City Manager
From: Joe Friesenhan, Director of Public Works
Date: October 29, 2009
File No:

Re: **SOUTH END CHLORINATION**

RECOMMENDATION(S):

That the Committee recommend that Council authorize the expenditure of \$75,000 for the upgrades to the south end chlorinator with the funds to come from the water utility reserve.

PURPOSE:

To bring the Town into compliance with the Vancouver Island Health Authority (VIHA) 4-3-2-1 regulations.

INTRODUCTION/BACKGROUND:

In January 2009, the Town received a letter from VIHA requiring the Town to develop a protocol to address the inadequacy of the chlorination system for the Stocking Lake supply line. The present chlorination capacity for the Stocking Lake supply is adequate for domestic demands only and does not address demands when flows exceed a certain volume, such as during a fire demand. VIHA also required that the Town provide an improvement plan, including timelines, on how the Town intends to correct the chlorination supply capacity.

The protocol has been developed and included in the Town's Emergency Response Plan and VIHA has received the Town's proposed capital plan to become treatment compliant and address capacity issues over the next five years.

In March, 2009, the Town submitted an application for a grant to the Building Canada Fund – Communities Component for the centralized water treatment and Stocking Lake supply upgrade.

The Town has recently received the new operating permit for operating a water system from VIHA with a number of conditions attached to bring the Town's system into compliance with the new regulations. Under the new conditions set out in the permit, the Town must complete the design for centralized chlorination and treatment by December 2009. It must further start construction of the connector pipeline from the south end to Arbutus along with the centralized treatment facility by June 2010 with a construction completion date of December 2010.

No funding has been received to date.

SCOPE OF WORK:

In order to come into compliance with the VIHA 4-3-2-1 regulation, the Town needs to complete the centralized treatment facility to include chlorination and UV treatment along with the dual pipeline from the south end to the new Arbutus reservoir.

In order to temporarily meet the chlorination requirement for the Stocking Lake supply, the existing chlorination system must be updated. The cost to put in a temporary system that could be incorporated into the centralized system at a later date is approximately \$75,000.

ALTERNATIVES:

1. Wait until grant is received
2. Replace chlorination at south end to bring system into compliance
3. Build dual pipeline and first phase of centralized treatment as per grant application without the grant.
4. Request an extension to the December 2009 deadline

FINANCIAL IMPLICATIONS:

Any work that is completed prior to notification of a grant is not eligible as part of the grant. To replace the chlorination system at the south end to get the system into compliance at this time would cost approximately \$75,000. 50% of the cost could be recovered when the system is relocated to the centralized facility proposed at Arbutus.

LEGAL IMPLICATIONS:

The Town has an obligation to meet the requirements of VIHA regulations.

CITIZEN/PUBLIC RELATIONS IMPLICATIONS:

There would be negative public reaction should the present system fail, requiring the Town to issue boil water notices.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS:

None.

RESOURCE IMPLICATIONS:

The design would be drawn up by the Town's engineers with the work to be completed by contractors.

ALIGNMENT WITH STRATEGIC PRIORITIES:

This initiative aligns with the Town's top 25 Strategic Priorities for 2009 (Holland to Stocking Lakes waterline) and with the goal to ensure a safe and sustainable water supply.

SUMMARY:

In order to meet all the regulatory requirements as set out by the Vancouver Island Health Authority, the Town needs to construct a pipeline from the south end to the Arbutus Reservoir, and to start on the construction of a centralized treatment facility. The Town submitted a grant application to assist with the financing of the required works, but has not received a grant to date.

As an alternative to enable the Town to comply with the conditions set out by VIHA in the Permit to Operate, a temporary chlorination system can be installed at the south end for approximately \$75,000. 50 per cent of the costs can be recovered when the permanent centralized treatment facility is constructed.

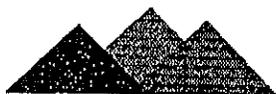
I concur with the recommendation.



Ruth Malli, City Manager

ATTACHMENTS:

Letter from VIHA
Permit to Operate.

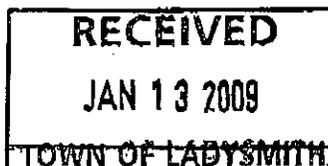


VANCOUVER ISLAND
health
authority

24B-5362

January 09, 2009

Town of Ladysmith
Att: Joe Friesenhan
Director of Public Works
PO Box 220
Ladysmith, BC V9G 1A2



Dear Mr. Friesenhan;

Re: Ladysmith Water Supply - Stocking Lake Water Supply Disinfection

It has come to our attention through the draft "Drinking Water Assessment and Security Plan" by Koers and Associates, that the chlorination capacity for the stocking lake supply is adequate for domestic demands only. When flows exceed a set volume, such as during a fire demand, the chlorine injection system is by-passed and non-chlorinated water may enter into the distribution system.

This by-pass of the chlorine injection system is considered serious by Vancouver Island Health Authority (VIHA) and must be addressed. You must immediately develop a protocol to address this situation (i.e. notification of both the consumers and VIHA when this occurs) in your Emergency Response Plan.

This design error must be corrected through capital planning. Please provide our office with an improvement plan, including timelines, on how you will correct the chlorination supply capacity for users on the Stocking Lake water supply. As this portion of the Ladysmith Water Supply is also lacking a backup power source during power failures, please include this in your capital plan.

Please be aware that a Construction permit must be obtained, or a waiver from the requirement of obtaining a construction permit, from John Spencer, Public Health Engineer, prior to construction, installation, alteration or extension of a water supply system. He can be reached at (250) 755-6215.

Thank you for your attention to this matter. If you have any questions regarding this letter, please contact me at (250) 755-6215.

Yours truly,

Jill Lucko
Environmental Health Officer
Cc: Dr. F. Rockwell, MHO
Dr. L. Medd, MHO
D. Glenn, Senior EHO

J. Spencer, PHE
Health Protection &
Environmental Services
3rd Floor, 6475 Metral Drive
Nanaimo BC V9T 2L9

Central Island
Ph: (250) 755-6215
Fax: (250) 755-3372

PERMIT

to OPERATE

A WATER SUPPLY SYSTEM

Water System Name: TOWN OF LADYSMITH WATER WORKS
Premises Number: 1310824
Premises Address: 330 6th Avenue
Ladysmith, BC
V0R 2E0
Water System Owner: Town Of Ladysmith

Town Of Ladysmith is hereby permitted to operate the above potable water supply system and is required to operate this system in accordance with the **Drinking Water Protection Act** and in accordance with the conditions set out in this Operating Permit and conditions established as part of any construction permit.

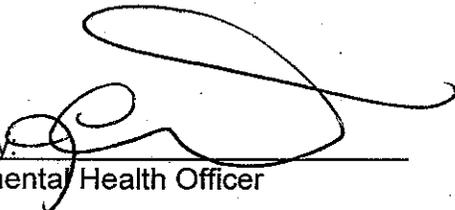
The water supply system for which this operating permit applies is generally described as:

Service Delivery Area: Town of Ladysmith
Source Water: Holland Lake, Holland Creek Watershed and Stocking Lake
Water Treatment methods are: None
Water Disinfection methods are: Chlorination

Number of Connections 301-10,000 Connections - DWT

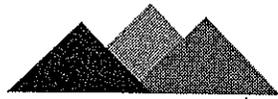
Operating conditions specific to this water supply system are in Appendix A.

Date: July 24, 2009

Issued By: 
Environmental Health Officer

**THIS PERMIT MUST BE DISPLAYED
IN A CONSPICUOUS PLACE AND IS NOT TRANSFERABLE**

PLACE DECAL HERE



APPENDIX A

WATER SYSTEM OPERATING CONDITIONS FOR

TOWN OF LADYSMITH WATER WORKS

330 6th Avenue

Ladysmith, BC, V0R 2E0

1. Existing Performance Standards

The Water System Owner (Town of Ladysmith) shall ensure the disinfection system is in good working order and provide the following:

- Raw water turbidity must be recorded on a continuous basis and shall not exceed 1 NTU in more than 5% of the average daily measurements in each calendar month. If the raw water exceeds an average of 5 NTU for a period of more than 12 hours, the Drinking Water Officer must be contacted immediately.

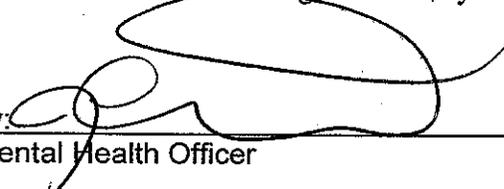
2. Treatment Specification

The Water System Owner shall provide two treatment processes acceptable to the Vancouver Island Health Authority, to achieve a 4-log removal/inactivation of viruses, a 3-log removal/inactivation of Giardia cysts and Cryptosporidium oocysts, and produce a finished water with less than 1 NTU turbidity.

The Water System Owner is required to meet the following implementation plan dates:

- | | |
|-----------------------------|--|
| a. <u>December 31, 2009</u> | Completion of the design for the centralized treatment facility and the interconnection main between the Arbutus Reservoir and the south end |
| b. <u>June 1, 2010</u> | Construction has begun on the centralized treatment facility with completion scheduled for December 31, 2010 |
| c. <u>December 31, 2011</u> | Completion of the Holland Lake to Stocking Lake outlet diversion pipe |
| d. <u>December 31, 2013</u> | Completion of reservoir servicing South Ladysmith |

Date: July 24, 2009

Issued By: 
Environmental Health Officer

Health Protection &
Environmental Services
3rd Floor, 6475 Metral Drive
Nanaimo BC V9T 2L9

Central Island
Ph: (250) 755-6215
Fax: (250) 755-3372

Sent: October 14, 2009 8:54 PM
To: Rob Hutchins
Subject: Wood burning fireplaces - smoke

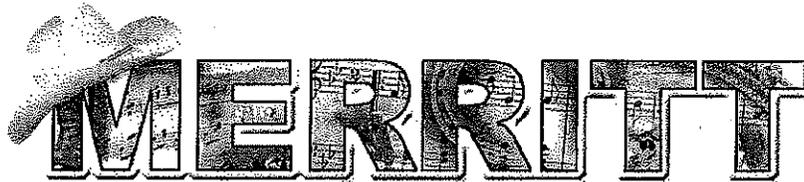
Dear Mr. Hutchins,

Ladysmith prides itself on its efforts to reduce its impact on the environment. Outside burning is prohibited but there does not appear to be any specific by-law regulating and controlling the fumes emitted by many chimney's in Ladysmith, in particular those where wood is being burned. We have a residence in the neighbourhood, the chimney of which produces a lot of dark smoke causing a pungent smell similar to that of a campfire on a rainy day. We have been woken in the middle of the night by the intensity of the smell as it entered the open window. With today's technology there is no reason for this. In addition more and more municipalities are now prohibiting the use of wood burning fireplaces, as they have prohibited the practice of outside burning. One could start by insisting on owners installing sealed systems for wood burning and using properly aged wood. Maybe there would be a financial incentive as is being used with upgrading toilets to reduce the use of water.

I understand that there have been similar complaints brought to council before without any results. But we have a somewhat different council today and the environmental and health concerns are now far more front and centre.

Can you tell me whether this issue is being addressed.

Vince Devries



COUNTRY MUSIC CAPITAL OF CANADA

October 14, 2009

File: 1705

Honourable Kash Heed
Minister of Public Safety and Solicitor General
PO Box 9053 Stn Prov Govt
Victoria, B.C. V8W 9E2

Dear Minister Heed:

Re: Additional Operating Costs - PRIME-BC

Council for the City of Merritt received your letter of September 22, 2009 regarding the increase in user fees for the Police Records Management Environment of British Columbia. We also received a letter dated October 7, 2009 from Mr. Robert Jorssen, Executive Director of the Pacific Region of the RCMP.

While both letters are explanatory about the importance of the PRIME system and vaguely apologetic about the increase in user fees, it does not negate the significant impact such an increase has on a small community's budget. RCMP operating costs continue to escalate and communities that contract for RCMP services have no choice but to accept the freight costs as dictated. There is no consultation, no opportunity for input on whether the additional costs are warranted, no input on whether the increased cost actually provides good value to the community for the dollars spent.

We, as Council representing our taxpayers, feel that such high handedness with downloading costs is a poor way to exercise what is supposed to be a partnership. We strongly urge you to review the need for this user increase and the efficacy of PRIME-BC in general, and to establish better protocols for how such costs are shared with partnering municipalities.

Yours truly,


Susan Roline
MAYOR

Cc: RCMP E Division - Mr. Robert Jorssen
UBCM municipalities



City of Merritt 2185 Voght Street, PO Box 189, Merritt, British Columbia V1K 1B8
Telephone: (250) 378-4224 Fax: (250) 378-2600 E-Mail: Info@merritt.ca Website: www.merritt.ca



FORT ST. JOHN

The Energetic City

October 16, 2009

File No. 7450.01

Honourable Kash Heed
Minister of Public Safety and Solicitor General
P O Box 9053 Stn Prov Govt
Victoria BC V8W 9E2

City of Fort St. John
10631-100th Street
Fort St. John, BC
Canada V1J 3Z5

(250) 787-8150 City Hall
(250) 787-8181 Facsimile

www.cityfsj.com

Dear Minister Heed,

**Reference: User Fee Police Records Information Management
Environment of British Columbia (PRIME-BC)**

Fort St. John City Council received your letter dated September 22, 2009 and discussed this at the Regular Council meeting held on October 13, 2009.

City Council appreciates the significance of the PRIME-BC initiative in providing an information system that integrates the British Columbian police force. Council further understands the significant cost to develop and sustain this infrastructure and believes how this envied resource benefits citizens across the Province.

However our City Council takes issue with the lack of consultation and is greatly concerned that no opportunity was provided for Local Government input regarding the increase. Municipalities are given no choice but to accept the burden of doubling this annual operating cost which will impact the Fort St. John detachment significantly. We strongly believe that the current protocol of downloading as opposed to cost sharing is unacceptable. Council encourages your ministry to revisit the need for this significant user increase, but more importantly, evaluates ways in which the partnership relationship with municipalities across the province can be improved.

Yours truly,



Bruce Lantz

Mayor

/jc

Sandy Bowden

From: dave@milne
To: Duck Paterson
Subject: I remember

Duck, I remember what I was going to ask you about the other night.

Have you seen the mess of flyers and inserts outside the post office now that they have removed the recycle bins from the lobby? They fill up the garbage bin on the public walk and spill over onto the sidewalk and even the street. It's not a pretty sight for our downtown. I spoke with the staff at the PO and they said Canada Post removed them. Considering the revenue that the Post Office makes from flyers, the least they could do would be to provide a place for them on their premises for recycling when folks decide they're not interested. (seems like many are not)

Right now, as I see it, they just successfully off-loaded their costs (handling/recycle pick-up etc.) onto the town and consequently the taxpayers.

Just my humble observations.
Dave