



# TOWN OF LADYSMITH

A REGULAR MEETING OF THE  
COUNCIL OF THE TOWN OF LADYSMITH  
WILL BE HELD IN COUNCIL CHAMBERS AT CITY HALL ON  
MONDAY, OCTOBER 17, 2016

Call to Order and Closed Meeting  
5:30 p.m.  
Regular Open Meeting  
7:00 p.m.

## A G E N D A

### CALL TO ORDER (5:30 P.M.)

#### 1. CLOSED SESSION

In accordance with section 90(1) of the *Community Charter*, this section of the meeting will be held *In Camera* to consider matters related to the following:

- Appointment to Town Committee– s. 90(1)(a)
- Acquisition and disposition of property – s. 90(1)(e)
- Exempt staff compensation – s. 90(1)(c)

### REGULAR MEETING (7:00 P.M.)

#### 2. AGENDA APPROVAL

#### 3. RISE AND REPORT

3.1. Rise and Report on items from the Closed Session as applicable.

#### 4. MINUTES

4.1. Minutes of the Regular Meeting of Council held October 4, 2016.....1 - 6

#### 5. PROCLAMATIONS..... 7

5.1. Mayor Stone has proclaimed the month of October 2016 as Foster Family Month in the Town of Ladysmith, recognizing and celebrating the families who open their hearts and homes to our most vulnerable, and who play a vital role in helping children and families heal and reconnect.

#### 6. DEVELOPMENT APPLICATIONS – None

#### 7. BYLAWS (OFFICIAL COMMUNITY PLAN AND ZONING) – None

## 8. REPORTS

### 8.1. Low Flush Toilet Rebate .....8 - 10

Staff Recommendation:

That Council direct staff to apply the Low Flush Toilet Rebate to property owners' utility accounts instead of issuing cheques for the rebate amount.

### 8.2. Heritage Revitalization Advisory Commission Motion for Canada 150 Community Celebration Committee ..... 11 - 12

Staff Recommendation:

That Council refer the following Heritage Revitalization Advisory Commission motion to the Canada 150 Ladysmith Community Celebration Committee for consideration:  
"It was moved, seconded and carried that the Heritage Revitalization Advisory Commission recommends that Council authorize \$250 toward the purchase of medals or certificates for the recognition of pioneer families as part of the Canada 150 celebrations."

## 9. BYLAWS

### 9.1. Town of Ladysmith 2017 Permissive Tax Exemptions Bylaw 2016, No. 1915..... 13 - 21

The purpose of Bylaw 1915 is to exempt certain properties from taxation as permitted by the *Community Charter*.

Staff Recommendation:

That Council give final adoption to Town of Ladysmith 2017 Permissive Tax Exemptions Bylaw 2016, No. 1915.

## 10. CORRESPONDENCE

### 10.1. David Burrows Pruning Trees between Ryan Place and Arbutus Crescent ..... .22 - 23

Staff Recommendation:

That Council direct staff to investigate options to protect views and prevent fire hazards between Ryan Place and Arbutus Crescent as requested by David Burrows in correspondence dated September 30, 2016, and report back to Council.

### 10.2. Sandra Taylor Davis Road Traffic Conditions. .... 24 - 29

Staff Recommendation:

That Council direct staff to investigate issues related to speed and safety on Davis Road as requested by Sandra Taylor in correspondence dated September 11, 2016, and return to Council with recommendations for their improvement.

**10.3. Hon. Peter Fassbender, Minister of Community, Sport and Cultural Development  
Ride Sourcing in British Columbia..... 30 - 42**

Staff Recommendation

That Council receive the Stakeholder Engagement Summary regarding Ride Sourcing in British Columbia for information.

**10.4. Robin Francis, Festival of Lights Society.....43  
Waiving of Trolley Rental Fee**

Staff Recommendation

That Council direct staff to waive the fees for the use of the Town Trolley and driver from 3:00 p.m. to 10:00 p.m. on Thursday, November 24, 2016 for Light-Up, as requested by the Ladysmith Festival of Lights in their correspondence dated September 14, 2016.

**10.5. Hon. Todd Stone, Minister of Transportation and Infrastructure  
Nominations for New ‘Stop of Interest’ Signs ..... 44 - 45**

Staff Recommendation

That Council direct staff to consider stops of interest in Ladysmith for potential nomination to the British Columbia’s ‘Stop of Interest’ sign engagement and nomination process and report back to Council prior to December 31, 2016.

**10.6. Allan Kaufman  
Extension of the Chain Linked Fence in Brown Park ..... 46 - 50**

Staff Recommendation

That Council direct staff to investigate the possibility of extending the Town’s chain link fence in Brown Drive Park and imposing an 11:00 p.m. curfew for all activity in this area as requested by Allan Kaufman in correspondence dated October 11, 2016, and report back to Council.

**11. NEW BUSINESS**

**11.1. Freedom of Information Coordinator Appointment**

Staff Recommendation

That Council appoint Joanna Winter, Manager of Legislative Services, as Freedom of Information Coordinator for the Town of Ladysmith.

**12. UNFINISHED BUSINESS – None**

**13. QUESTION PERIOD**

- A maximum of 15 minutes is allotted for questions.
- Persons wishing to address Council during “Question Period” must be Town of Ladysmith residents, non-resident property owners, or operators of a business.
- Individuals must state their name and address for identification purposes.

- Questions put forth must be on topics which are not normally dealt with by Town staff as a matter of routine.
- Questions must be brief and to the point.
- Questions shall be addressed through the Chair and answers given likewise. Debates with or by individual Council members or staff members are not allowed.
- No commitments shall be made by the Chair in replying to a question. Matters which may require action of the Council shall be referred to a future meeting of the Council.

## **ADJOURNMENT**





**TOWN OF LADYSMITH**  
**MINUTES OF A REGULAR MEETING OF COUNCIL**  
**TUESDAY, OCTOBER 4, 2016**  
**CALL TO ORDER 6:30 P.M.**  
**COUNCIL CHAMBERS, CITY HALL**

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**COUNCIL MEMBERS PRESENT:**

Mayor Aaron Stone  
Councillor Joe Friesenhan

Councillor Steve Arnett  
Councillor Carol Henderson

Councillor Cal Fradin  
Councillor Duck Paterson

**COUNCIL MEMBERS ABSENT:**

Councillor Rob Hutchins

**STAFF PRESENT:**

Guillermo Ferrero  
Clayton Postings

Felicity Adams  
Joanna Winter

Geoff Goodall  
Sue Bouma

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**CALL TO ORDER**

Mayor Stone called this Meeting of Council to order at 6:30 p.m.

**CLOSED SESSION**

**CS 2016-321**

*Moved and seconded:*

That, in accordance with section 90(1) of the *Community Charter*, Council retire into closed session at 6:30 p.m. in order to consider items related to the following:

- Status of sale of Town-owned properties and proposed property acquisitions

*Motion carried.*

**REGULAR OPEN MEETING**

Mayor Stone called this Regular Open Meeting to order at 7:01 p.m., recognizing the traditional territory of the Stz'uminus First Nation, acknowledging 5,500 years of history and stewardship and expressing gratitude to be here.

**AGENDA APPROVAL**

**CS 2016-322**

*Moved and seconded:*

That Council approve the agenda for this Regular Meeting of Council as amended by the following additions and replacements:

- Delete agenda item 5.2. Special Presentation to John Wilson Retiring Chair of the Liquid Waste Management Committee
- Add Small Business Month Proclamation Presentation to Ladysmith Chamber of Commerce and Ladysmith Downtown Business Association
- Add agenda item 12.3. Affordable Housing

*Motion carried.*

## MINUTES

CS 2016-323

*Moved and seconded:*

That Council approve the minutes of the Regular Meeting of Council held September 19, 2016.

*Motion carried.*

## DELEGATIONS

### **Presentation: Citizen of the Year Award to Myf Plecas**

Mayor Stone introduced Myf Plecas, 2016 Ladysmith Citizen of the Year, highlighting the numerous community initiatives with which she has been involved and commending her for serving the Town tirelessly.

Ms. Plecas gave a short history of her background and thanked the Celebrations Society, the teams and volunteers she has worked with, and friends and family for their support.

Barry Frech of the Celebrations Society presented Ms. Plecas with a print in recognition of her hard work and dedication.

Council expressed their appreciation for Ms. Plecas' support of the Town with flowers.

### **Proclamation Presentation to Ladysmith Chamber of Commerce and the Ladysmith Downtown Business Association**

Mayor Stone presented Mark Drysdale, Manager of the Ladysmith Chamber of Commerce and Jonathan Zeiler, Vice-president of the Ladysmith Downtown Business Association with framed copies of the Town of Ladysmith's proclamation recognizing October 2016 as Small Business Month. Mayor Stone thanked both organizations for their efforts to promote small business in Ladysmith and commented that small business is integral to the success of our community.

### **Community Living BC Central Upper Island Community Council**

#### **Mark Skelton and Jessica Humphrey**

#### **Introduction of the CLBC Central Upper Island Community Council**

Mark Skelton and Jessica Humphrey introduced the Community Living BC Central Upper Island Community Council and provided a presentation outlining the council's mandate and goals for inclusion and full citizenship for people with diverse abilities.

Council thanked Mr. Skelton and Ms. Humphrey for their informative presentation and advised that the Town will indicate their support of the organization on social media.

## PROCLAMATIONS

Mayor Stone proclaimed the month of October 2016 as "Small Business Month" in the Town of Ladysmith, in recognition of the determination, commitment and contributions of all businesses in our community.

Mayor Stone proclaimed the month of October 2016 as "Community

Living Month” in the Town of Ladysmith, in recognition that a thriving community requires the inclusion and participation of all its members.

Mayor Stone proclaimed October 16 to October 22, 2016 as National Teen Driver Safety Week in the Town of Ladysmith and encouraged all citizens to help change road-related injury statistics by promoting and setting examples of non-distracted, safe driving.

**DEVELOPMENT  
APPLICATIONS**

**Neighbourhood Meeting Report: Development Variance Permit 16-04 (MacCallum)**

**Subject Property: Lot 1, District Lot 43, Oyster District, Plan 6424 (117 Clarke Road)**

*Moved and seconded:*

**CS 2016-324**

That Council receive the neighbourhood information meeting staff report, dated October 4, 2016, regarding Development Variance Permit application 3090-16-04 (117 Clarke Road).

*Motion carried.*

*Moved and seconded:*

**CS 2016-325**

That Council issue Development Variance Permit application 3090-16-04 for Lot 1, DL 43, Oyster District, Plan 6424 (117 Clarke Road) to vary “Town of Ladysmith Subdivision and Development Servicing Bylaw 2013, No. 1834” such that the required road right-of-way width is varied from 15.5 metres to 9 metres for that portion of Clarke Road fronting Lot 1, DL 43, Oyster District, Plan 6424

*Motion withdrawn*

*Moved and seconded:*

**CS 2016-326**

That Council issue Development Variance Permit application 3090-16-04 for Lot 1, DL 43, Oyster District, Plan 6424 (117 Clarke Road) to vary:

- a) “Town of Ladysmith Subdivision and Development Servicing Bylaw 2013, No. 1834” such that the required road right-of-way width is varied from 15.5 metres to 9 metres for that portion of Clarke Road fronting Lot 1, DL 43, Oyster District, Plan 6424; and
- b) “Town of Ladysmith Zoning Bylaw 2014, No. 1860” such that proposed lot 3 has a frontage that is 17.64 metres in width.

*Motion carried.*

*Opposed: Councillors Fradin and Friesenhan*

*Moved and seconded:*

That Council direct staff to:

**CS 2016-327**

1. Ensure that “No Parking” and “Local Traffic Only” signs are posted on both sides of the road for that portion of Clarke Road fronting Lot 1, DL 43, Oyster District, Plan 6424 in Development Variance Permit 3090-16-04 (117 Clarke Road).
2. Keep the name Clarke Road for the existing roadway.
3. Investigate alternative names for the new portion of Clarke Road

*Motion carried.*

*Moved and seconded:*

**CS 2016-328**

That Council authorize the Mayor and Corporate Officer to sign Development Permit 3090-16-04.

*Motion carried.*

**Zoning Bylaw Amendment Application – 630 Farrell Road (Schnurch)  
Subject Property: Lot 2, District Lot 41, Oyster District, Plan VIP79202**

**CS 2016-329**

*Moved and seconded:*

That Council direct staff to prepare a bylaw to amend the Zoning Bylaw to rezone the property legally described as Lot 2, District Lot 41, Oyster District, Plan VIP 79202 (630 Farrell Road) from Rural Residential (RU-1) Zone to Single Dwelling Residential (R-1) pursuant to:

- The applicant providing a report from a Certified Professional Geotechnical Engineer to confirm that there is a suitable building site available on each proposed lot, identify geotechnical hazards, demonstrate that access routes to proposed building sites can meet Town standards, and provide a stormwater management plan (in accordance with DAI Bylaw No. 1887);
- A voluntary \$5000 contribution to the community amenity fund from the applicant (in accordance with the CAC policy); and
- The applicant hosting a neighbourhood information meeting prior to the public hearing (as required by the Development Procedures Bylaw).

*Motion carried.*

## **COUNCIL REPORTS**

Mayor Stone reported that the Chamber of Commerce is continuing with the Business Walks initiative. He noted that the Christie Road property applications had been reviewed and well-received by the Advisory Design Panel. He recognized new Heritage Advisory Commission members Robert J. (Bob) Darling, Marina Sacht, Harald Cowie and Rob Johnson, and showed appreciation for their enthusiasm. Mayor Stone also commented on the recent 8.8 million dollar grant award to the Town of Ladysmith for a new water filtration system, predicting that this new project will encourage new investors in the Town.

Councillor Arnett reported on the recent Vancouver Island Regional Library meeting where a balanced budget for 2017 was adopted.

Councillor Fradin reported that the Regional District Community Health and Safety Advisory Committee is redrafting their mandate and mission statement in order to provide the most well-informed recommendations. He noted that the Advisory Planning Commission welcomed new members Linda Mix, Christy Villiers, and Jon Steininger. Councillor Fradin also reported that the Ladysmith Downtown Business Association has organized a variety of initiatives,

such as “Try Ladysmith First” to promote local businesses.

Councillor Henderson reported that the Ladysmith Early Years Partnership is investigating Ladysmith vulnerabilities as reported in the State of the Child report for the area.

Councillor Paterson reported that the Festival of Lights community work party is Sunday, November 6<sup>th</sup>. He also noted that 2017 will be the thirtieth anniversary of the Festival of Lights. Councillor Paterson commented on the Canada 150 committee initiatives and the recent successful Tour de Rock event in Ladysmith.

**CS 2016-330**

*Moved and seconded:*

That Council direct staff to send a letter of congratulations to the local Tour de Rock committee for their successful fundraising initiatives and for including Ladysmith Senior Secondary School in the recent scheduled tour stop through Ladysmith.

*Motion carried.*

#### **STAFF REPORTS**

**CS 2016-331**

##### **Dog Off-Leash Areas**

*Moved and seconded:*

That Council:

1. Confirm that it no longer wishes to pursue negotiations for a lease of the BC Hydro property at Sixth Avenue and Methuen Street for use as an off-leash dog park;
2. Direct staff to commence development of a fenced off-leash dog park at the Davis Road Elementary School site;
3. Construct a fenced barrier for the off-leash area at the Upper Transfer Beach area; and
4. Update dog-related signage at Transfer Beach as outlined in Appendix A to this report; and
5. Confirm proposed boundaries and install dog-related signage at the Davis Road Elementary School site as outlined in Appendix B to this report.

##### **\*AMENDMENT\***

*Moved and seconded:*

**CS 2016-332**

That Council Resolution CS 2016-332 be amended to read as follows:

That Council:

1. Confirm that it wishes to continue pursuing negotiations for a lease of the BC Hydro property at Sixth Avenue and Methuen Street for use as an off-leash dog park;
2. Direct staff to commence development of a fenced off-leash dog park at the Davis Road Elementary School site;
3. Construct a fenced barrier for the off-leash area at the Upper Transfer Beach area; and
4. Update dog-related signage at Transfer Beach as outlined in Appendix A to this report; and
5. Confirm proposed boundaries and install dog-related signage at

the Davis Road Elementary School site as outlined in Appendix B to this report.  
*Amendment carried.*

Motion as amended carried.  
Opposed: Councillor Arnett

## **NEW BUSINESS**

### **Appointment of Officers**

*Moved and seconded:*

**CS 2016-333**

That, further to Council's recent direction with respect to changes to the Town's organizational structure, Council appoint Joanna Winter as Corporate Officer, and Guillermo Ferrero and Erin Anderson as Deputy Corporate Officers for the Town of Ladysmith.

*Motion carried.*

### **Notice of Motion – Status of Contaminated Site Profile Process**

*Moved and seconded:*

**CS 2016-334**

That Council direct staff to research the status of the provincial Site Profile Process for contaminated sites and report back to Council regarding the process and related options for the Town with regard to the former gas station at Trans Canada Highway and Strathcona Road.

*Motion carried.*

### **Affordable Housing**

Councillor Arnett discussed the possibility of developing more market rental housing in Ladysmith. The City Manager advised that he would follow up with Councillor Arnett regarding this issue.

## **QUESTION PERIOD**

Members of the public thanked Mayor, Council and staff, both past and present, for their recent successful grant award of \$8.8 million for a new water filtration system, expressed potential interest in affordable housing partnerships between the Town and the Ladysmith Resources Centre Association, and thanked staff for meeting with the Ladysmith Expo Trail Stewardship Committee.

## **ADJOURNMENT**

*Moved and seconded:*

**CS 2016-335**

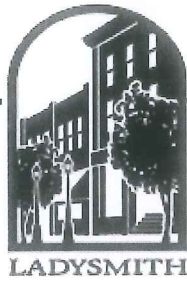
That this meeting of Council adjourn at 8:42 p.m.

*Motion carried.*

CERTIFIED CORRECT:

\_\_\_\_\_  
Mayor (A. Stone)

\_\_\_\_\_  
Corporate Officer (J. Winter)

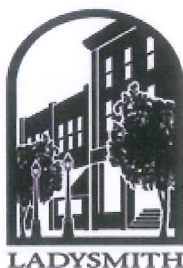


TOWN OF LADYSMITH  
PROCLAMATION

- WHEREAS:** *The family is the very foundation of our community; and*
- WHEREAS** *Every child deserves to experience a safe, loving, supportive and stable home; and*
- WHEREAS:** *Foster families, who open their hearts and homes to children whose families are in crisis, play a vital role in helping children and families heal and reconnect; and*
- WHEREAS:** *Fostering is a community responsibility and provides opportunities for all community members to contribute to the support of children and youth; and*
- WHEREAS:** *We recognize the promise of children and youth in foster care, as well as former foster youth, and we celebrate the professionals and foster parents who demonstrate the depth and kindness of the human heart.*
- THEREFORE,** *I, Aaron Stone, Mayor of the Town of Ladysmith, do hereby proclaim the month of October, 2016, as Foster Family Month in the Town of Ladysmith, British Columbia.*

Mayor A. Stone

October 5, 2016



## Town of Ladysmith

### **STAFF REPORT TO COUNCIL**

From: Erin Anderson, Director of Financial Services  
Date: September 28, 2016  
File No:

RE: Low Flush Toilet Rebate

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#### **RECOMMENDATION:**

That Council direct staff to apply the Low Flush Toilet Rebate to property owners' utility accounts, instead of issuing a separate cheque for the rebate amount.

#### **PURPOSE:**

To streamline the rebate for property owners to receive the low flush toilet rebate.

#### **INTRODUCTION/BACKGROUND:**

In 2008, Council directed staff to investigate a toilet rebate program. The purpose of the program was to encourage property owners to conserve water by replacing older large-capacity toilets with more efficient water-saving models.

It is estimated that a family of 4 saves approximately 60 m<sup>3</sup> a year in water use by switching from an older model to a water-efficient model. This results in direct savings on the property owner's utility bill.

The following resolution was adopted by Council in 2008:

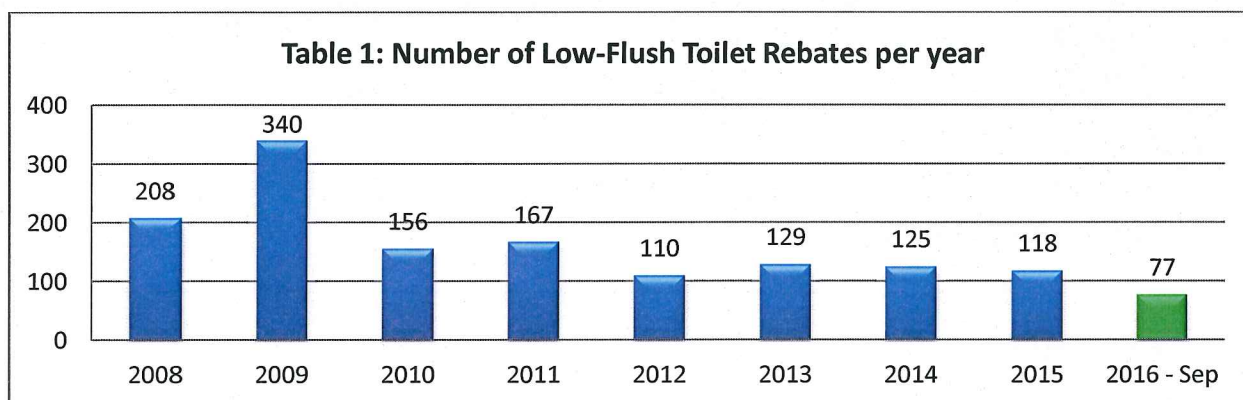
*It was moved, seconded and carried that the Toilet Rebate Program be approved as presented and that the details of the program be approved as follows:*

- i. Residents of the Town of Ladysmith connected to the water or sewer system who replace a 13 Litre or 20 Litre flush toilet in their home with a Low or Dual flush toilet shall be provided with a rebate upon the provision of satisfactory evidence of the replacement and appropriate disposal/destruction of the old toilet;*
- ii. Where the replacement toilet is a low flush model or a dual flush model, the rebate shall be \$75;*
- iii. There shall be a lifetime maximum of two rebates per residence;*

Originally, the rebate program was to conclude in 2009, though Council has consistently approved funding for the program in subsequent years. In 2016, \$10,000 was allocated to the program, with over \$5,500 in rebates issued already this year. The funding for this rebate program comes from the Water Utility Fund.



Over the last 9 years, over 1,430 toilets have been replaced, see Table 1.



Staff reviews each toilet rebate application as it is received. This is a manual process and the result is a physical cheque being produced and mailed to the property owner.

Since the rebate is directly related to the water utility, staff recommend that a rebate credit be applied to the property owner's water utility account rather than staff producing and mailing a paper cheque. The credit will show on the property owner's next utility bill and be applied to the overall amount owing on the bill.

#### **SCOPE OF WORK:**

Staff review Utility accounts daily. Minimal staff time will be required to process these adjustments to the account.

#### **ALTERNATIVES:**

1. Conclude the rebate program by December 31, 2016. At the time Ladysmith adopted its toilet rebate program, neighbouring municipalities in the CVRD (North Cowichan, Duncan and Lake Cowichan) offered similar programs. Duncan, CVRD and Lake Cowichan still continued the program with the rebates ranging from \$50-\$75 per toilet.

2. Expand the program to include high-efficiency washing machines and dishwashers. This will require additional funding and staff time to administer the program. As well, many of these appliances are often eligible for other rebates, such as the power savings rebates offered by other organizations.

#### **FINANCIAL IMPLICATIONS:**

There will be a slight savings in postage costs as well as the direct costs associated with producing a physical cheque.

#### **LEGAL IMPLICATIONS:**

n/a

**CITIZEN/PUBLIC RELATIONS IMPLICATIONS:**

Utility bills are produced quarterly. There may be a time delay in notification of the rebate credit on the actual utility bill. Changes to the Low-Flush toilet rebate application form will be required.

**INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS:**

Public Works will continue to ensure the new toilet purchase meets the requirements of the rebate. Finance will prepare the credit on the property owner's account.

**RESOURCE IMPLICATIONS:**

n/a

**ALIGNMENT WITH SUSTAINABILITY VISIONING REPORT:**

n/a

**ALIGNMENT WITH STRATEGIC PRIORITIES:**

Streamlining processes is aligned with the strategic priority of Wise Financial Management as well as Responsible Steward of the Environment in support of water conservation.

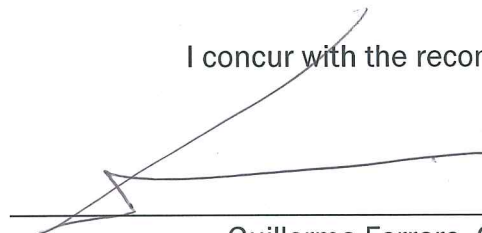
**SUMMARY:**

A Low-Flush toilet rebate is currently available to property owners who replace old toilets with water efficient ones. Property owners receive a \$75 cheque in the mail after completing the necessary paperwork. Instead of a physical cheque, staff recommends that a toilet rebate of \$75 be applied to the property owners' utility account.



Report Author: Erin Anderson, Director of Financial Services

I concur with the recommendation.



Guillermo Ferrero, City Manager

**ATTACHMENT:**

none



## Town of Ladysmith

### **STAFF REPORT**

From: Felicity Adams, Director of Development Services  
Date: October 11, 2016  
File No: 0540-20

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Re: HERITAGE REVITALIZATION ADVISORY COMMISSION MOTION FOR CANADA 150 CELEBRATIONS COMMITTEE

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#### **RECOMMENDATION:**

It is recommended that Council refer the following HRAC motion to the Canada 150 Ladysmith Community Committee for consideration:

"It was moved seconded and carried that the Heritage Revitalization Advisory Commission recommends that Council authorize \$250 toward the purchase of medals or certificates for the recognition of pioneer families as part of the Canada 150 celebrations."

#### **INTRODUCTION/BACKGROUND:**

At its meeting held on September 22, 2016 HRAC passed the following motion:

"It was moved seconded and carried that the Heritage Revitalization Advisory Commission recommends that Council authorize \$250 toward the purchase of medals or certificates for the recognition of pioneer families as part of the Canada 150 celebrations."

#### **SCOPE OF WORK:**

The Canada 150 Ladysmith Community Committee has been established to lead the planning and implementation of community celebrations of the Canada Sesquicentennial, with a focus on events June 21 to July 1, 2017. It is recommended to refer ideas for the Canada 150 Celebrations to the Ladysmith Community Committee.

**ALTERNATIVES:** N/A

**FINANCIAL IMPLICATIONS:** N/A

**LEGAL IMPLICATIONS:** N/A

#### **CITIZEN/PUBLIC RELATIONS IMPLICATIONS:**

At its meeting held on September 22, 2016 HRAC passed the following motion:

"It was moved seconded and carried that the Heritage Revitalization Advisory Commission recommends that Council authorize \$250 toward the purchase of medals or certificates for the recognition of pioneer families as part of the Canada 150 celebrations."

#### **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS:**

The Parks Recreation and Culture Department is overseeing the activities of the Canada 150 Ladysmith Community Committee.



RESOURCE IMPLICATIONS: N/A

ALIGNMENT WITH SUSTAINABILITY VISIONING REPORT: N/A

ALIGNMENT WITH STRATEGIC PRIORITIES: N/A

SUMMARY:

It is recommended that the HRAC motion regarding the Canada 150 celebration be referred to the Canada 150 Ladysmith Community Committee.

I concur with the recommendation. \_\_\_\_\_

\_\_\_\_\_  
Guillermo Ferrero, City Manager

ATTACHMENTS:

None

TOWN OF LADYSMITH

BYLAW NO. 1915

A bylaw to exempt from taxation certain lands and buildings for the year 2017.

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**WHEREAS** Section 224 and 225 of the *Community Charter* permits Council, by by-law, to exempt from taxation certain buildings, the lands on which the buildings stand and the lands surrounding certain buildings;

**NOW THEREFORE** the Municipal Council of the Town of Ladysmith in open meeting assembled, enacts as follows:

Part 1 – Church Properties Tax Exemption

All church halls and lands within the legal boundaries of those properties listed under Part 1 of Schedule ‘A’ are hereby exempted from taxation for the year 2017.

Part 2 – Charitable, Not-for Profit and Recreational Tax Exemption

All lands and improvements within the legal boundaries of those properties listed under and to the extent described Part 2 of Schedule ‘A’ are hereby exempted from taxation for the year 2017.

Part 3 – Partnering Exemption Authority

All lands and improvements within the legal boundaries of those properties listed under and to the extent described in Part 3 of Schedule ‘A’ are hereby exempted from taxation for the year 2017.

Schedules A through G, inclusive, which are attached hereto, form a part of this bylaw.

This bylaw may be cited as "2017 Permissive Tax Exemptions Bylaw 2016, No. 1915."

<b>READ A FIRST TIME</b> on the	19 <sup>th</sup>	day of	September, 2016
<b>READ A SECOND TIME</b> on the	19 <sup>th</sup>	day of	September, 2016
<b>READ A THIRD TIME</b> on the	19 <sup>th</sup>	day of	September, 2016
<b>ADOPTED</b> on the		day of	, 2016

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Mayor (A. Stone)

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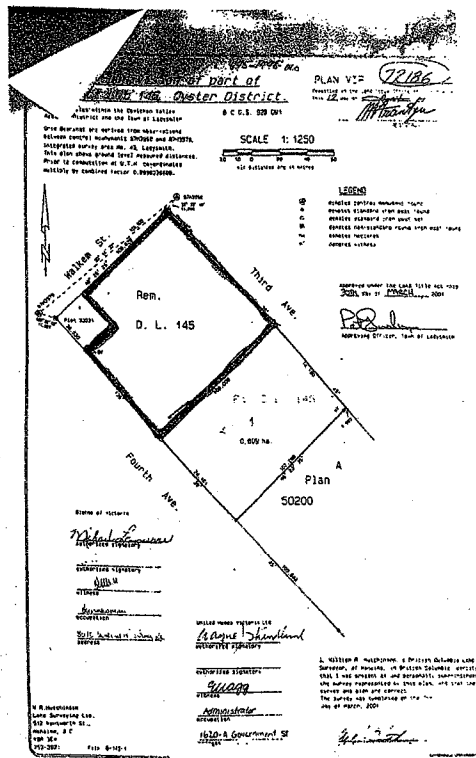
Corporate Officer (G. Ferrero)

This is Schedule "A" attached to and forming part of  
Permissive Tax Exemption Bylaw 2016, No.1915

PROPERTY DESCRIPTION	
Part 1	
St. Mary's Catholic Church 224.2(f) Buildings for Public Worship	1135 4th Ave Remainder of DL 145, LD43 Oyster Land District except Plans 33231 & VIP72186 (Specifically the area of land and buildings outlined in bold on Schedule 'B') Folio 1448.000
Pentecostal Assemblies of Canada 224.2(f) Buildings for Public Worship	1149 4th Ave Lot A, DL146, LD43, Plan 46331 (Specifically the area of land and buildings outlined in bold on Schedule 'C') Folio 1449.080
United Church of Canada 224.2(f) Buildings for Public Worship	232 High Street Lot A, Plan VIP63119, DL56 Oyster Land District Folio 327.010
Ladysmith Fellowship Baptist Church 224.2(f) Buildings for Public Worship	381 Davis Rd Lot 1, Plan 43316, DL 43, LD43 Folio 1041.500
Part 2	
Ladysmith Senior Citizens Housing Society 224.2(a) Non-Profit	101 1st Ave Lot 1, DL56, LD43, Plan 31443 Folio 1338.000
Ladysmith Senior Citizens Housing Society 224.2(a) Non-Profit	207 Jamison Rd Lot 1, DL 56, LD 43, Plan 21490 (Specifically the area of land surrounding the building footprint as shown on Schedule D) Folio 1322.300
Ladysmith & District Historical Society 224.2(a) Non-Profit	721 1st Ave (Museum) Lot 11, Blk 7, LD43, Plan 703 Folio 0055.000
Ladysmith & District Historical Society 224.2(a) Non-Profit	612 & 614 Oyster Bay Dr (Roundhouse & Compound) Lot 4, DL56, LD43, Plan 45800 Folio 1109.320 (Parent parcel 1109.300)
Ladysmith Maritime Society 224.2(a) Non-Profit	611 Oyster Bay Dr Blk C, DL2016, LD16, Foreshore Lease for Marina Lease/Permit #106431 As shown on Schedule "G", including the insert for the Visitors Centre Folio 1602.100
Ladysmith Maritime Society 224.2(a) Non-Profit	Unit C, I & M - 610 Oyster Bay Dr Lot 4, DL56, LD43, Plan 45800 Folio 1109.317 (Parent parcel 1109.300)
Ladysmith Maritime Society 224.2(a) Non-Profit	616 Oyster Bay Dr (Car Shop) Lot 4, DL56, LD43, Plan 45800 Folio 1109.316 (Parent parcel 1109.300)

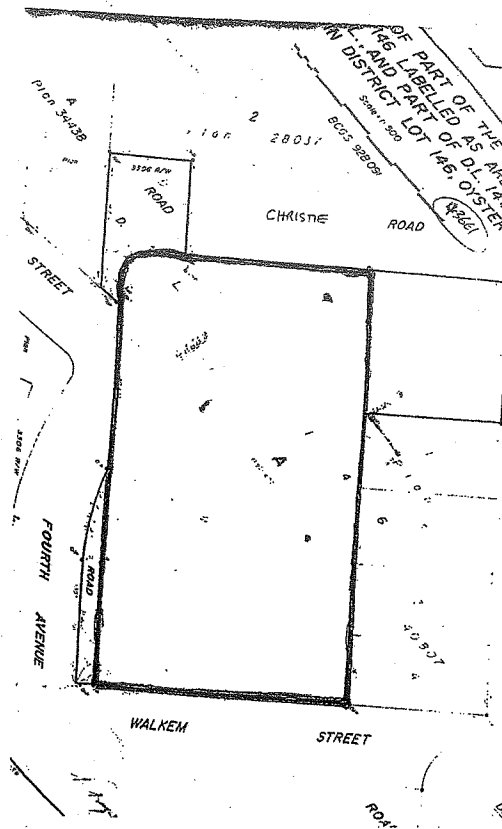
Ladysmith Golf Club Society <i>224.2(i) Recreational</i>	380 Davis Rd DL43, LD43, except Plans 2478, 4670, 5873, 7527, 8922, 12027, 14051, 15693, 835R, 34197, 48247 & VIP57353. exc E&N R/W Pcl A (DD24404N) Pcl C (DD344431), VIP65242 Folio 1017.005
Ladysmith Festival of Lights <i>224.2(a) Non-Profit</i>	1163 4th Ave Lot A, DL146, LD43, Plan 34438 Folio 1449.200
Arts Council of Ladysmith & District <i>224.2(a) Non-Profit</i>	Units J, K & L - 610 Oyster Bay Rd Lot 4, DL56, LD43, Plan 45800 Folio 1109.328 (Parent Parcel 1109.300)
Eco-Tourism Building (mechanical room and public storage only) <i>224.2(a) Non-Profit</i>	200 Capt Tristan De Koninck Way (Transfer Beach) Lot 2, DL56, LD43, Plan 36262 (Specifically the area of land and buildings outlined in bold on Schedule 'E')
Ladysmith Health Care Auxiliary <i>224.2(a) Non-Profit</i>	910 1st Ave (Thrift Shop) Lot 1, Blk 30, DL24 & DL56, LD43, Plan 703A Folio 263.000
Canadian Legion Branch #171 <i>224.2(a) Non-Profit</i>	621 1st Ave Lot A, DL56, LD43, Blk 8, Plan 703 (except the section outlined in bold on Schedule 'F') Folio 70.000
<b>Part 3</b>	
St John's Masonic Temple Assoc (Leased by Town for parking lot) <i>225.2(a) Partnering Agreement</i>	26 Gatacre St Lot 9, Blk 9, LD43, Plan 703 Folio 85.000
Ladysmith & District Historical Society <i>224.2(a) Non-Profit</i>	1115A - 1st Ave (under Tim Horton's) (Archives) Lot 1, VIS5873, DL118, LD43 Folio 1373.010
Jorjorian, P: Municipal Parking Lot <i>225.2(a) Partnering Agreement</i>	17 & 25 Roberts St Lots 8 & 9, Blk 11, DL56, LD43, Plan 703A Folios 123.000 & 125.000

## 16





This is Schedule "C" attached to and forming part of  
Permissive Tax Exemption Bylaw 2016, No.1915



This is a detailed plat map of a portion of the City of St. Louis, Missouri. The map shows several blocks and individual lots, each identified by a plan number and lot number. The streets shown are Belaire Street, Jamison Road, and 703.8 B. The map includes lot numbers, plan numbers, and area measurements.

**Streets:**

- 703.8 B (top left)
- BELAIRE STREET (right side)
- JAMISON ROAD (bottom center)
- ROAD (top right)

**Plots and Lots:**

- Top Left:** PLAN 13208, lots 1 and 2.
- Top Right:** PLAN 10140, lots 1 and 2.
- Center:** A large plot labeled 21470, lot 1, with an area of 1.108 ACRES. It is bounded by PLAN 13142 to the east and PLAN 13208 to the north.
- Bottom Left:** PLAN 13242, lot 1, with an area of 1.09 ACRES.
- Bottom Center:** PLAN 10963, lot 1, with an area of 1.09 ACRES.
- Bottom Right:** PLAN 18900, lots 1, 2, and 3; PLAN 9813, lots 1 and 2; PLAN 20205, lots 1 and 2.

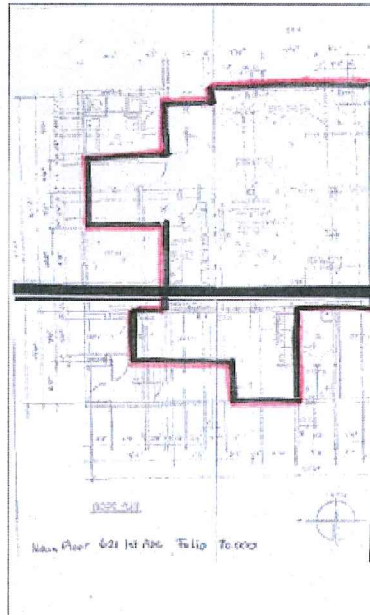
**Other Labels:**

- 3A (top left)
- 2A (top left)
- PLAN 13208 (top left)
- PLAN 10140 (top right)
- PLAN 13142 (center)
- PLAN 13242 (bottom left)
- PLAN 10963 (bottom center)
- PLAN 18900 (bottom right)
- PLAN 9813 (bottom right)
- PLAN 20205 (bottom right)

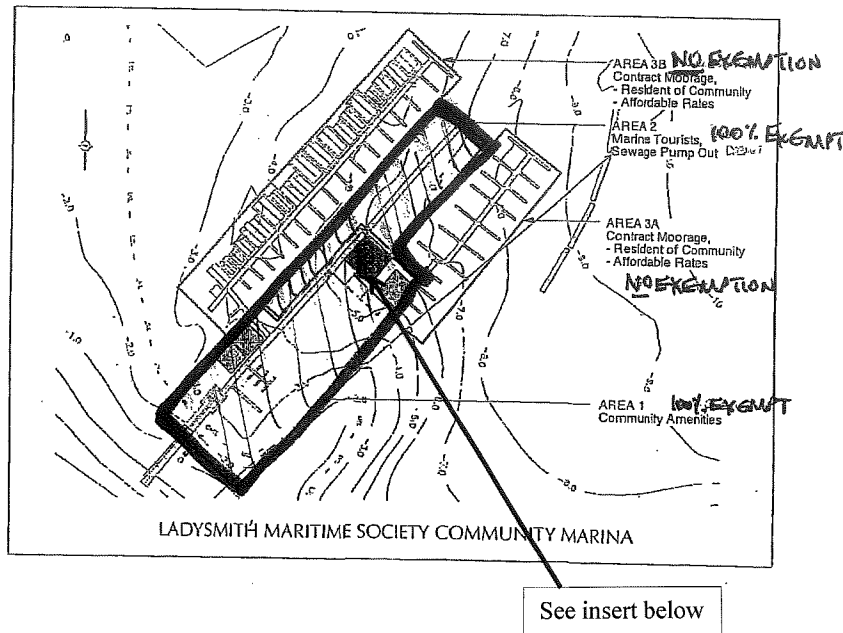
Part of Lot 2, Plan 36262  
Transfer Beach



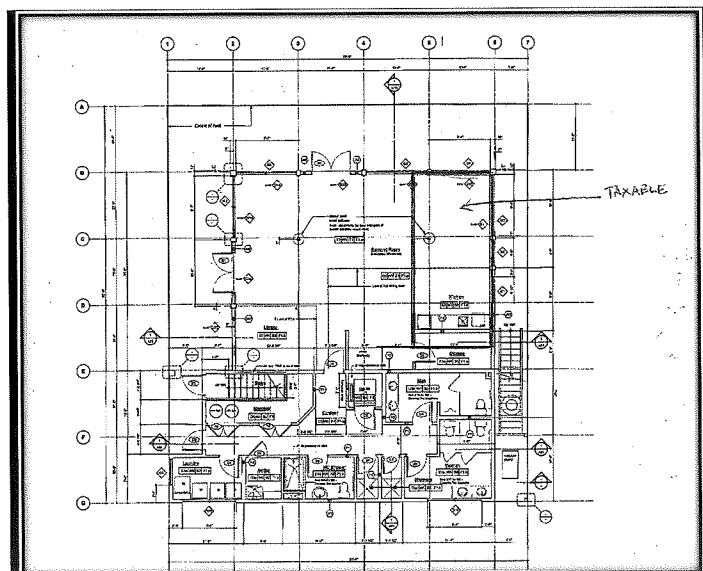
This is Schedule "F" attached to and forming part of  
Permissive Tax Exemption Bylaw 2016, No.1915



This is Schedule "G" attached to and forming part of  
Permissive Tax Exemption Bylaw 2016, No.1915



Insert:



David Burrows

September 30, 2016

Town of Ladysmith  
410 Esplanade Street  
Ladysmith B.C.

Attention: Mayor and Council

My name is David Burrows and I reside at 141 Ryan Place, Ladysmith B.C. My property backs onto a designated "Nature Park (P-3) that runs between Ryan and Arbutus Crescent below.

Homes along Ryan were built in the 1970's and they all enjoyed a great ocean view. However as trees and scrub started to grow along this corridor, the view became more and more obstructed.

It is my understanding that in the beginning, the Town of Ladysmith provided pruning to protect the views. Later, it was done piecemeal and paid for by individual owners. Eventually a formal arrangement was made between the Town of Ladysmith and homeowners along Ryan in 2006, whereas the Town would prune the trees and homeowners would have a charge to their taxes each year.

There was one trim and then another half hearted effort after that. Unfortunately there has not been any trimming done for years. As a consequence, our once beautiful ocean and mountain views have all but disappeared.

In addition with the undergrowth and debris that has built up along this corridor over the last several years, has created a severe fire hazard leaving the homes on both Ryan Place and Arbutus Crescent vulnerable.

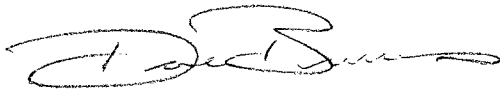
I would like to see this formal agreement reinstated or allow individual homeowners to pay for trimming themselves. My wife and I purchased our home with the understanding that our views would be preserved. Assessed value for land has climbed steadily over the years while the view has declined to the point it is almost non existent.

A precedent was set when the Town originally agreed to a formal arrangement.

I would urge the Town to deal with this matter and help preserve our quality of life, and lifestyle that Ladysmith has offered over the last 15 years.

Thank you in advance for your attention to this matter. I look forward to hearing from you.

Regards,

A handwritten signature in dark ink, appearing to read 'David Burrows', with a stylized, flowing script.

David Burrows

Rec'd 2016.09.20

To: Town of Ladysmith Council and Mayor Stone

Date: Sept. 11<sup>th</sup> 2016

From:  
Mrs. Sandra Taylor



Davis Road is DANGEROUS.

I wrote a letter in April 2016 regarding an accident and I did not send it. I had to amend my letter because the driver we thought was deceased miraculously survived. While I had no time to fix my letter another accident saw a vehicle take out a hydro poll on Davis Road in June 2016. Once again emergency people were blocking our driveway to re-direct traffic. I spoke with a neighbour four houses away who told me a vehicle drove through her house and into the living room also on Davis Road in May 2011. She said she had an insurance claim so it is on record.

On April 22<sup>nd</sup> 2016 there was a serious vehicle accident right outside our living room window on Davis Road. I believe this accident would have been entirely preventable if there had been roundabouts on Davis Road. From our beds we felt the tremendous crash, the house shook. We got up around 12:20 am and saw the smashed vehicle, which we believe hit a parked welding truck. We could tell the vehicle was very obviously speeding and missed the curve in the road and went right into the parked vehicle. When vehicles enter off the highway they are slowed by the natural incline at either entrance of Davis Road. Once the road levels off the cars accelerate like rockets. We watched the emergency personnel working and couldn't understand why the driver had not been removed from the vehicle. We kept hoping they would be alive. The person was removed from the passenger side door of the smashed vehicle with the "jaws of Life". The ambulance did not leave. A few minutes passed and the ambulance left slowly without sirens on and we figured the person was deceased. We watched the RCMP take pictures of the scene. It wasn't until we went to pay our water bill we spoke with people at City Hall who informed us the driver had survived. The driver, a female, was apparently very lucky. Even the fire chief had contacted the Air Ambulance as survival looked unlikely.

I wrote a letter four years ago in February 2012 to Mayor Hutchinson regarding the dangers on Davis Road. I wrote then because I watched an elderly man in a scooter try to cross the intersection at Davis and Hall Road, where there is no easy way to cross the street, he was almost hit by a car. It was appalling. Mayor Hutchinson replied there was no money allocated to complete the missing sidewalk or roundabouts.



I sent an email to current Mayor Stone eleven months ago, in May 2015, reiterating the discrepancies on this very busy thoroughfare. No reply.

Davis Road is a major artery of Ladysmith and too often treated as an extension of the Trans Canada Highway to which it is connected on both ends. It would appear many drivers don't want to slow down after exiting the highway. They are slowed down however by the natural incline of the road but once the incline levels off the gas pedal sends those cars racing. We watch cars speed down our street as if they are on the highway still all the time, everyday. Also the road gets very narrow with limited visibility around the section, which is missing sidewalk.

**WE NEED ROUNDABOUTS. WE NEED MARKED CROSSWALKS AND WE NEED A SIDEWALK EXTENSION FROM 471 DAVIS RD TO THE ELEMENTARY SCHOOL.**

Unlike the residents of Dogwood Drive (who are unhappy with speeders) (who are not connected to the Highway) we are not asking for lower speed limits, we are asking for safety measures to be put in place so the current speed limit will be abided by.

Davis Road is a busy road and with planned additional homes/subdivisions in the area. It will continue to get busier. This is the future of Ladysmith expansion. The north end Davis Road has a slope and several planters in the center of the road making speed reduction necessary for drivers. The center of Davis Road is narrower and missing sidewalk starting at Davis Road elementary up to the home at 471 Davis Road is dangerous for pedestrians. The south end is where the speeders keep getting into accidents. This is not a quiet Ladysmith Street.

We need two roundabouts at the following intersections;

1. Davis Road and Hall Road
2. Davis Road and Craig Road

We need more marked cross walks. Drivers never slow for pedestrians trying to cross at Davis Road and Hall Road. Pedestrians must cross due to lack of sidewalk just a gravel shoulder.

Sidewalks should be mandatory on a transit route. A varying sized gravel shoulder on such a busy road is not adequate.

Inaction is not a plan. Inaction is not responsible community leadership. This is the time to be proactive rather than reactive. Davis Road needs to be made safer. Thank you for reading this letter and permitting me to bring this serious issue to all of your attention.

Concerned citizen,

Sandra Taylor

Sent in 2012

To: Town of Ladysmith Council

From: Sandra Taylor

Re: NO SIDEWALK on Davis Road from Davis Road Elementary School up to Hall Road

Recently I read in Take 5 magazine that community feedback would be welcome by Ladysmith Town Council on both February 6<sup>th</sup> and February 20<sup>th</sup>.

Ladysmith is a wonderful small community and like most vibrant communities is seeing growth in size with regards to new housing.

Davis Road may at one time have been just another street within the community but, in the years since moving here I have witnessed Davis Road become a major artery to this area. Not only does Davis Road connect the Highway to the Coronation Shopping Mall ALL traffic from the multiple subdivisions above and below Davis Road must use Davis Road to access the highway.

Since this road is an important artery to the community it is on the priority list for snow clearing in the winter. It is also on the trolley bus route.

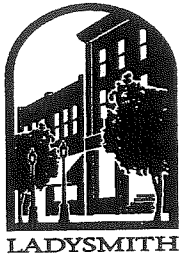
The only section of Davis Road missing a sidewalk runs from the elementary school to the corner of Davis Road and Hall Road.

My living room window faces Davis Road and I see close calls for pedestrians on a regular basis. The section of road in question has older houses already established so they are not going to be building and adding new sidewalks as most new construction is required. This section of road is a narrow section and pedestrians walk on the gravel shoulder. It is dangerous not to have a sidewalk in place. Guests to my home park on the gravel shoulder sometimes so asking for a sidewalk is not a benefit or convenience to myself however, I would prefer to see children and other pedestrians be safe rather than to find myself calling for an ambulance once a pedestrian is hit. Furthermore there is no marked crosswalk at Davis Road and Hall Road and the intersection has become extremely busy. There is poor visibility due to the elevation of the landscape on one side and even to cross the street to be on a sidewalk a person cannot cross from corner to corner as the oversized intersection does not line up. A person could cross corner to corner if a new sidewalk was installed which would be safer for the children going to Davis Elementary as well as all other pedestrians. In the future this intersection might benefit from a roundabout. Major increase in traffic, close proximity to a school, trolley bus route, highway connector and no sidewalk is a modern day recipe for disaster.

Thank you for taking the time to read this letter,

Sandra Taylor

Mayor reply.



## TOWN OF LADYSMITH

410 Esplanade, P.O. Box 220, Ladysmith, B.C. V9G 1A2  
Municipal Hall (250) 245-6400 • Fax (250) 245-6411 • info@ladysmith.ca • www.ladysmith.ca

May 23, 2012

Mrs. Sandra Taylor

Dear Mrs. Taylor:

**RE: REQUEST FOR SIDEWALK ON DAVIS ROAD**

Thank you for your recent correspondence requesting the installation of a sidewalk on the east side of Davis Road.

Council has considered the matter and has requested staff to investigate and develop recommendations for possible action. Although funds have not been set aside in the budget for construction of a sidewalk on Davis Road, staff will also be discussing options for crosswalk supervision and other potential pedestrian safety measures with School District 68

We will be in touch again when Council has had a chance to consider any forthcoming recommendations from our staff. Do not hesitate to get in touch with me if you have questions or suggestions in the meantime. Thank you for your interest in this matter.

Sincerely,

Rob Hutchins  
Mayor

cc: John Manson, Director of Public Works

Sent in 2012  
(reply to Mayor)

To: Town of Ladysmith Council

From: Sandra Taylor

Re: NO SIDEWALK on Davis Road from Davis Road Elementary School up to Hall Road

I received Mayor Hutchinson's response with regards to the section of sidewalk missing on Davis Road at the beginning of summer. It was pointed out that there are no funds available for an extension on sidewalk on Davis Road. My neighbours and I see near misses all the time on our street. You cannot receive a better warning than that of a resident whose living room window faces the intersection and the street watching near misses on a regular basis. The stop sign across the street from us is bent to one side as we watched a vehicle driven by an elderly couple rear end it. A side walk would have acted as a barrier. That same day a man on a scooter got stuck between the broken asphalt and gravel as he tried to get across Hall Road with his wife. The reason people choose to cross that side of the road is because the rest of the intersection is on a large angle with no crosswalks. I will draw it for you and staple to this letter. The asphalt on Davis Road approaching Hall Road is cracked extensively and beyond simple repair. It is sinking because of all the large truck traffic and leaving deep groves. I have previously mentioned Davis is attached to the Highway on both ends and sees a fair share of people speeding in off the highway from Duncan. The trolley bus goes down this street. The missing section of sidewalk extends to an elementary school. The school children were not my primary concern when I wrote the original letter. It was the everyday residents who I see being brushed by cars as they walk down the street. I will point out I have never seen young children escorted down the gravel by any employee of the school. In summary I see a lawsuit across the street. It's a busy street and the response letter will only be considered evidence for a future lawsuit against the town of Ladysmith for doing nothing. I have NO time to write a letter such as this to Council. I just see the danger regularly and don't want to feel responsible for doing nothing when the day comes that someone is finally hurt.

Sent in 2015



## DAVIS ROAD SIDE WALK

Sandra Taylor <astone@ladysmith.ca>  
To: astone@ladysmith.ca  
Bcc: Sandra Taylor <7

Wed, May 20, 2015 at 6:14 PM

To: Mayor Stone

I wrote approximately three years ago to the former Mayor regarding the section of Davis Road which does not have any sidewalk. He said there were no funds for an additional section of sidewalk and he said the town relied on developers to install sidewalk. From the Davis Road and Hall Road intersection up to the old Davis Road elementary school there is no sidewalk. The houses on that side of the street are older ones therefore they will not be installing sidewalk. At first you may think who cares, much of Ladysmith has no sidewalks. This would be an unfair face value look at Davis Road.

Davis Road is connected to the Highway at both ends. It is a major artery leading to the Coronation Mall. The transit bus goes down this street as do all the school buses. Transport trucks come down Davis when they have lost there way, I assume. Cars speed down the street as if they are still going down the highway (I have been here nine years and never seen an operation to post speeds of vehicles speeding down the street). A couple of roundabouts would help...Davis Road has more homes for sale than any other street in Ladysmith and speeding cars are a huge contributing factor! All my neighbours have changed (sold) two or three times since I have lived here. The missing sidewalk is a danger to the citizens walking down Davis Road. It is hard for people to figure the safest way to cross the street. I invite you to cross all four sides to see for yourself. If someone gets hurt who will be responsible? Speeding and vehicle traffic is a serious problem and how can a major road/artery have a section with no sidewalk. I would say ask/confirm with my neighbours but one has just sold, one is trying to sell, one has taken off the market and one neighbour is fairly new.

Please Mayor Stone look into Davis Road.

Thank you,  
Sandra Taylor



September 23, 2016

Ref: 169059

His Worship Mayor Aaron Stone  
Town of Ladysmith  
PO Box 220  
Ladysmith, BC V9G 1A2



Dear Mayor Stone:

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

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

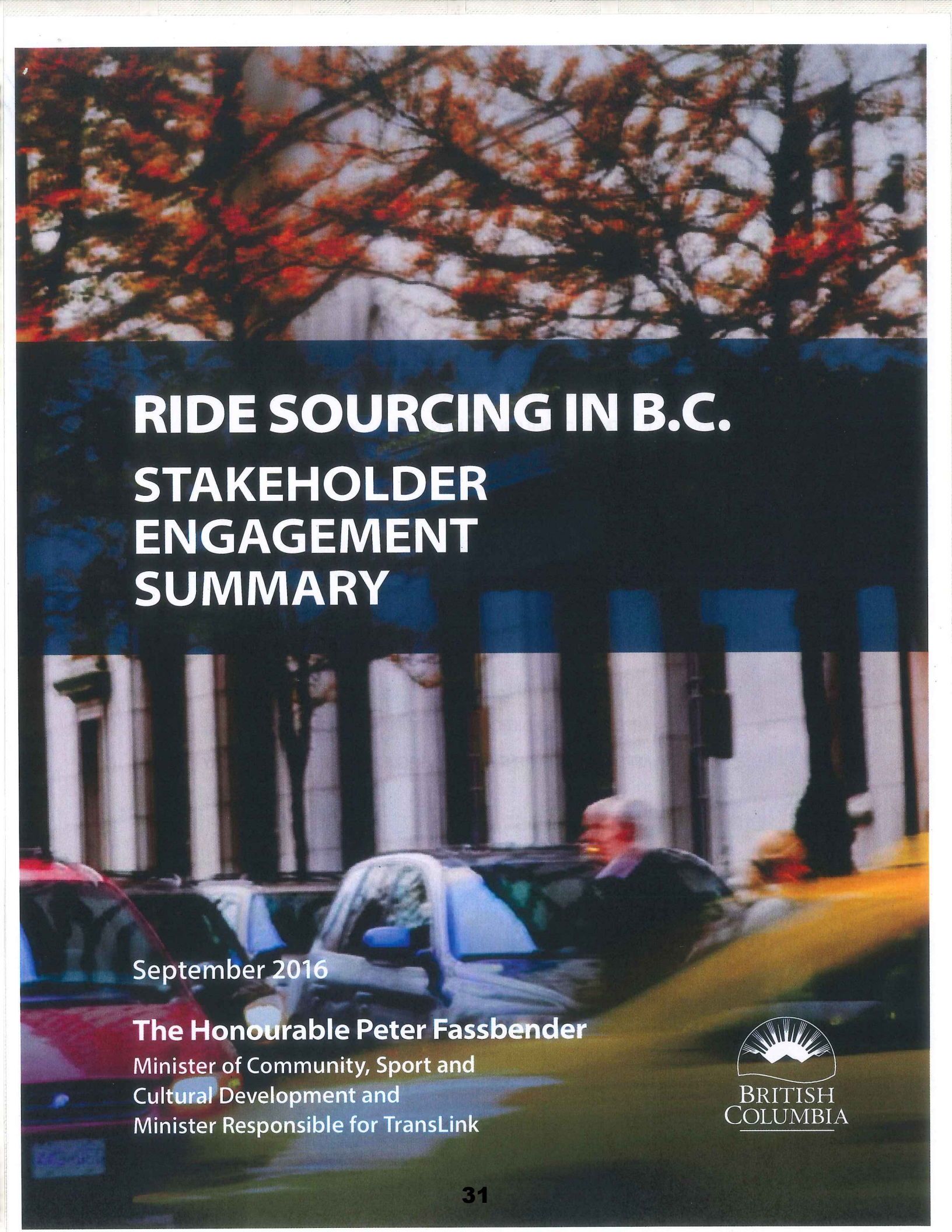
The feedback we receive will help to inform any decisions that our government may make with respect to this important issue. If you have any comments on the findings of this consultation, please email them at: [RideSourcing@gov.bc.ca](mailto:RideSourcing@gov.bc.ca).

Sincerely,

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

Enclosure





# **RIDE SOURCING IN B.C. STAKEHOLDER ENGAGEMENT SUMMARY**

September 2016

**The Honourable Peter Fassbender**

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







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## MESSAGE FROM THE MINISTER

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

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

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

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

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

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

The following report provides an overview of the:

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

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

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



Peter Fassbender

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



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

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### Regulatory Framework

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

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

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

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

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



## What Makes Ride Sourcing Unique

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

Typically, the app will provide information to riders to help driver and passenger connect including the first name and a photo of the driver and the vehicle type and licence plate number. The app will also offer options for estimating the cost of the ride, rating drivers and paying the trip fare. TNC drivers are often non-professional drivers who use personal vehicles to provide rides for a fare.

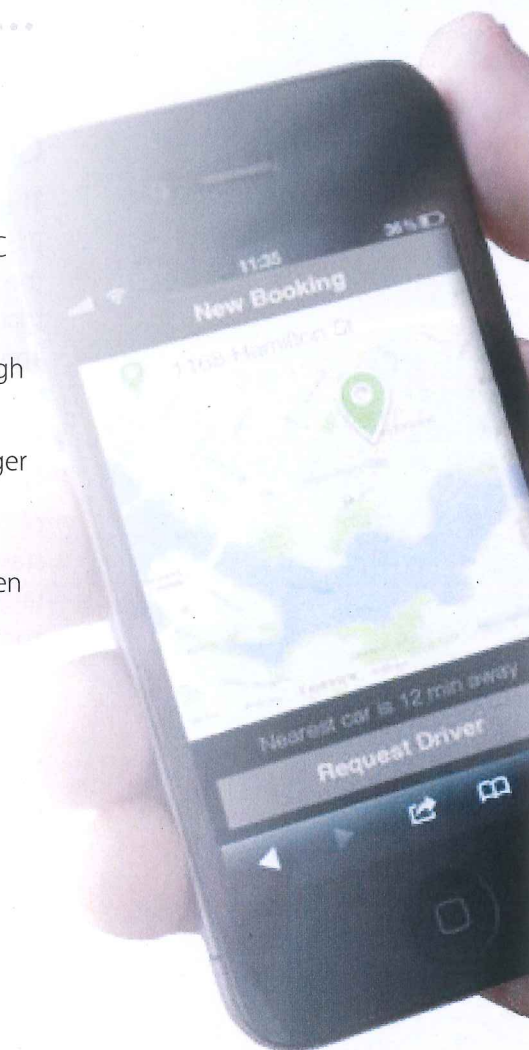
TNCs differ from taxis in a number of ways. For example, TNCs allow drivers to use their personal vehicles to provide part-time, vehicle-for-hire services, whereas taxis operate as full-time vehicles-for-hire.

## Approaches to Ride Sourcing in Canada

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

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

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





## II. STAKEHOLDER ENGAGEMENT OVERVIEW

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### Commitment to Stakeholder Engagement

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

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

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

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

### Emerging Principles

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



## Principle 1—Ensuring Passenger Safety and Vehicle Safety

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

Stakeholder recommendations on how to achieve this included:

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

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

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

## Principle 2— Meeting Consumer Demand

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

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

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

### WHAT STAKEHOLDERS SAID...

*Remove red tape to improve transportation affordability and flexibility.*

TOURISM INDUSTRY

*The greatest potential benefactor of ridesharing would be consumers.*

BUSINESS ASSOCIATION

*New transportation service should adhere to the current regulations.*

TAXI INDUSTRY STAKEHOLDER

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

MUNICIPALITY

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

TAXI INDUSTRY STAKEHOLDER

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

BUSINESS ASSOCIATION



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### **Principle 3—*Guaranteeing Accessibility***

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

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

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

### **Principle 4—*Ensuring a Fair and Level Playing Field***

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

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

Some suggestions from stakeholders to address these issues include:

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



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

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

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

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

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

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

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





### III. MOVING FORWARD

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

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

Feedback on the findings of this consultation can be provided at:  
[RideSourcing@gov.bc.ca](mailto:RideSourcing@gov.bc.ca)



# APPENDIX I

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## DEFINITIONS FOR THE PURPOSE OF THIS STUDY

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

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

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

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

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

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





## APPENDIX II

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### CURRENT STATUTES REGULATING B. C. TAXI INDUSTRY

- **Passenger Transportation Act - 2004**

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

- **Commercial Transport Act - 1959**

The Act sets out the safety rules and standards for the mechanics of the vehicles including inspections, vehicle configuration and safety standards. The Minister of Transportation and Infrastructure is responsible for commercial vehicle safety and enforcement.

- **Insurance (Vehicle) Act - 2007**

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

- **Motor Vehicle Act - 1924**

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

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

- **Local Government Act - 2000 and Community Charter - 2003**

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

- **Vancouver Charter - 1953**

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



Ladysmith



September 14, 2016

P. O. Box 98  
Ladysmith, B.C.  
V9G 1A1

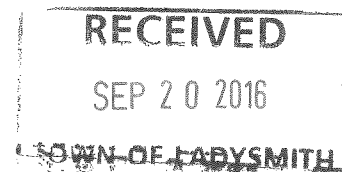
Office: 250-245-5888

Fax: 250-245-0311

Email: [ladysmithfol@shawbiz.ca](mailto:ladysmithfol@shawbiz.ca)

Web: [www.ladysmithfol.com](http://www.ladysmithfol.com)

Mayor and Councillors  
TOWN OF LADYSMITH  
PO Box 220  
LADYSMITH, BC V9G 1A2



Dear Mayor Stone and Councillors:

Ladysmith is celebrating the **29<sup>th</sup> Anniversary of Light-Up on Thursday, November 24<sup>th</sup>**, and plans are underway to ensure another exciting event.


On behalf of the Members and Directors of the Ladysmith Festival of Lights Society, I would like to submit a request to waive the fees for the use of the Town Trolley and driver, who will be assisting us in transporting visitors from 4<sup>th</sup> Avenue to Market Square Lane at High Street from 3pm to 10pm on Light-Up day.

Your support enables us to continue bringing truly memorable celebrations to the residents and visitors who come to enjoy all the festivities.

Thank you for your kind consideration to our request.

Please join us on Thursday, November 24<sup>th</sup>, in sharing the magic of Light-Up.

Sincerely



Robin Francis  
Vice President

*Keeping Ladysmith bright!!! Always the last Thursday in November.*

We acknowledge the financial support of the Province of British Columbia.



September 26, 2016

Reference: 260872

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

**Re: Nominations for New Stop of Interest Signs**

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

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

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

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

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

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

.../2

- 2 -

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

Sincerely,

A handwritten signature in dark ink, appearing to read 'Todd G. Stone', written over a horizontal line.

Todd G. Stone  
Minister

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

Oct. 11<sup>th</sup>, 2016

Town of Ladysmith  
Mayor & Council  
410 Esplanade, PO Box 220  
Ladysmith, British Columbia  
V9G 1A2

RECEIVED

OCT 11 2016

Dear Mayor & Council;

**Re: Extension of the Chain Linked Fence in Brown Park  
&  
11:00 P.M Curfew on Park Activity**

I want to express my thanks for the time taken by Councilman Joe Friesenhan for attending a meeting with myself and our neighbour Alex Stuart on Friday, Oct. 7<sup>th</sup> for a review of my concerns pertaining the property boundary adjacent to our home located at 990 Colonia Drive.

We have two specific requests of Council and attach Appendix 'A', 'B' & 'C' in support of the first request.

1. That the Town of Ladysmith provide support for an extension of the Town's chain link fence in Brown Drive Park along the joint property boundary adjacent to our home, with a maximum fence height allowable. That this include a block retainer wall that would bring Brown Drive Park property grade up to a level that would allow for optimum height between our two properties.

Rationale: Currently there is ongoing challenges with young teens encroaching on our property, and on occasion, disturbing personal effects in in our work shed, damaging the fence itself. As per Appendix 'A' & 'C' attached the current wooden fence is several feet inside of our property boundary. The extension of the Towns chain link fence on the actual property boundary line will reduce and/or mitigate fully the concerns surrounding the encroachments that are taking place.

We would recommend that Mayor & Council approve a budget for the extension of its Brown Drive Park fence, and that the fence be placed along the parks property line at the maximum allowable height. See Appendix 'B' for the definition of the legal property boundaries.

In the spirit of cooperation my wife and I are willing to extend the current hedge the full length of the proposed chain link fence, on our side of the fence, thereby creating an additional buffer and adding more green space to Brown Drive Park itself.

2. In polling the immediate neighbours in our community the noise levels in the park are often too high during the evenings, particularly during the weekends. We are requesting that the Town of Ladysmith impose an 11:00 p.m. curfew for all activity in Brown Drive Park. This will address this concern.

As a property owner and tax payer in the Town of Ladysmith I would be pleased to meet with Mayor & Council, and its appropriate staff, to discuss the above in further detail. We are eager to do our part in making Ladysmith our new home and an ideal place in which to live with our family.

Respectfully Yours,

A handwritten signature in dark ink, appearing to be 'AK' or similar, written in a cursive style.

Allan Kaufman, Home Owner  
990 Colonia Drive

Cc. Councilman Joe Friesenhan, Chair – PRCC  
Mr. Glen Britton, Parks Supervisor- Town of Ladysmith

990 Colonia

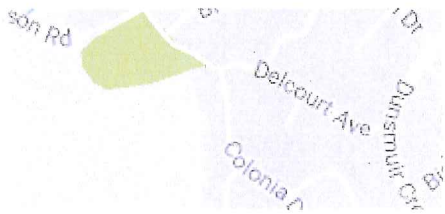
Google Maps 982 Colonia Dr



Image capture: May 2012 © 2016 Google

Ladysmith, British Columbia

Street View - May 2012

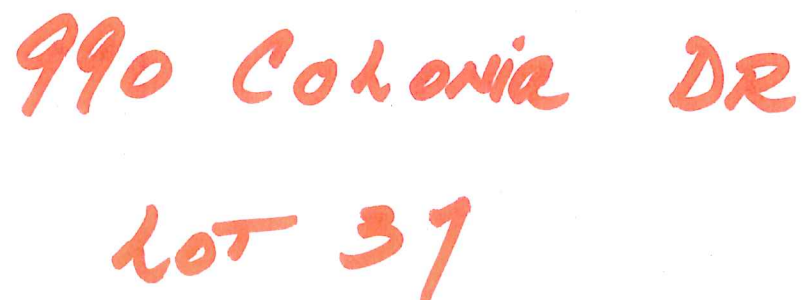


Glen Britton 250 245 6448

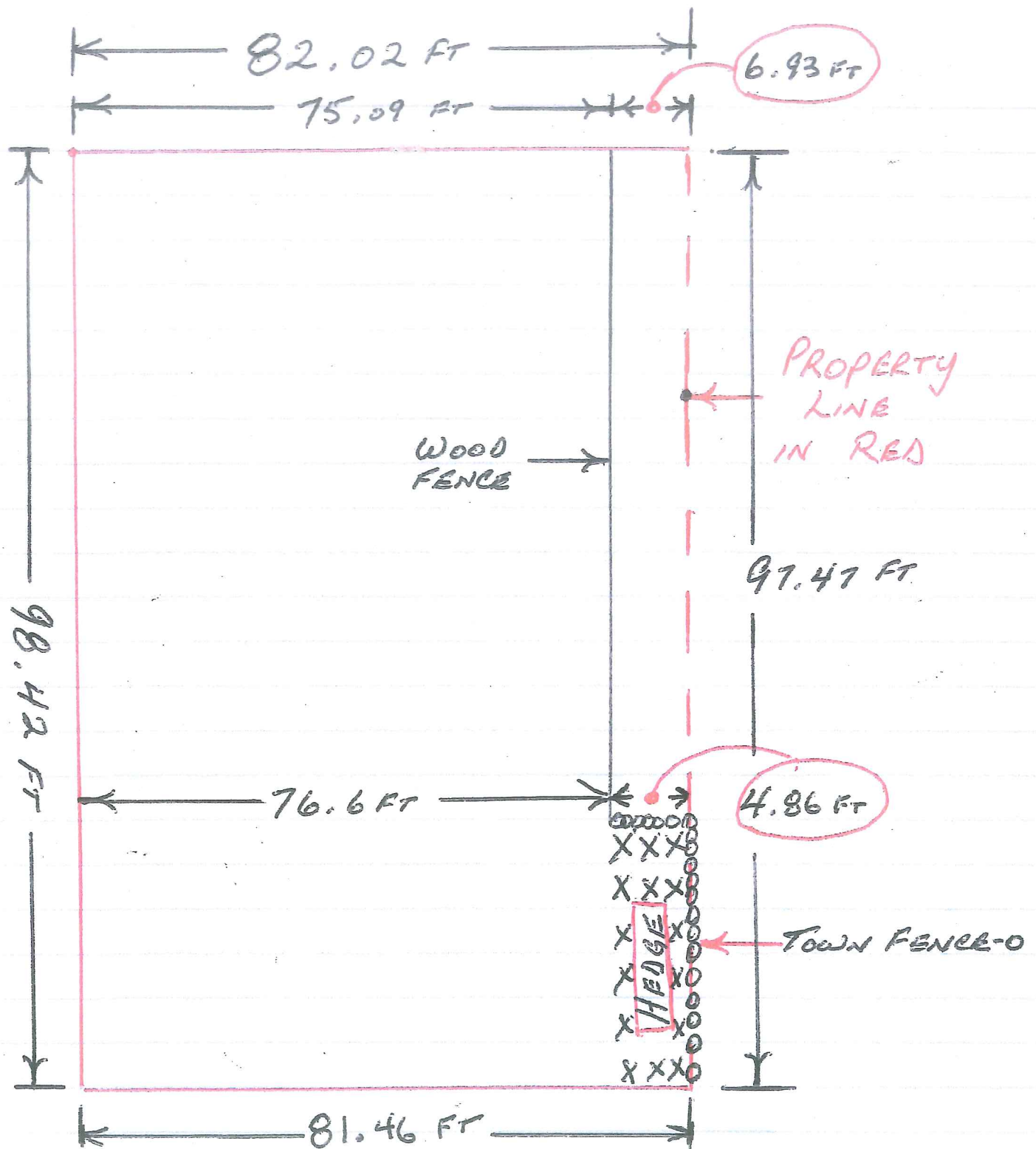
gbritton@ladysmith.ca

Appendix 'A'  
Google Maps - 990 Colonia Drive  
&  
Brown Park Property Line  
Area of Interest





49



990 COLONIA DR

LOT 37

Appendix 'C'  
 990 Colonia Drive  
 Brown Park Property Line  
 Current Fence Wooden Fence Line  
 &

Proposed Placement of Chain Link Fence