

Following the return to in-person Council meetings, the City continues to be committed to following the direction of the Provincial Health Officer and the Province of BC to ensure the health and safety of members of Council, staff and the public. Members of the public who wish to attend meetings of Council are required to wear a mask.

AGENDA - REGULAR MEETING OF COUNCIL
Monday, November 8, 2021 @ 2:00 PM
In the City Hall Council Chambers – 4850 Argyle Street, Port Alberni, BC

The following pages list all agenda items received by the deadline [12:00 noon on the Wednesday before the scheduled meeting]. A sample resolution is provided for most items in italics for the consideration of Council. For a complete copy of the agenda including all correspondence and reports please refer to the City's website portalberni.ca or contact the Director of Corporate Services at 250.720.2823 or by email twyla_slonski@portalberni.ca or the Deputy City Clerk at 250.720.2822 or by email sara_darling@portalberni.ca

*Given the opportunity for the public to once again participate in-person at Council meetings, Council will no longer be receiving submissions electronically for the **public input or question period** of the Council meeting.*

A. CALL TO ORDER & APPROVAL OF THE AGENDA

1. Recognition of unceded Traditional Territories.
2. Late items identified by Councillors.
3. Late items identified by the Corporate Officer.
4. Notice of Video Recording (live-streaming and recorded/broadcast on YouTube)

That the agenda be approved as circulated.

B. ADOPTION OF MINUTES - Page 5

1. Special meeting held at 4:30 pm on October 20, 2021, Special meeting held at 9:30 am and Regular Council meeting held at 2:00 pm on October 25, 2021.

C. PUBLIC INPUT PERIOD

An opportunity for the public to address Council on topics relevant to City Council. A maximum of four [4] speakers for no more than three [3] minutes each will be accommodated.

D. DELEGATIONS

E. UNFINISHED BUSINESS

Includes items carried forward from previous Council meetings.

F. STAFF REPORTS

Members of the public may be recognized by Council to speak to a report if the report is a response to their correspondence or an application.

1. Accounts

THAT the certification of the Director of Finance dated November 8, 2021, be received and the cheques numbered _____ to _____ inclusive, in payment of accounts totalling \$ _____, be approved.

2. RCMP Department - Page 11

Report from the Officer in Charge, Inspector Eric Rochette reporting on the 3rd Quarter of 2021 [July to September].

3. Director of Finance – Port Alberni Port Authority | Payment In-Lieu of Taxes - Page 15

Report dated October 31, 2021 from the Director of Finance providing Council with information regarding the Payment in-Lieu of Taxes [PILT] for the Port Alberni Port Authority [PAPA].

- a. THAT Council for the City of Port Alberni direct staff to collect the annual payments as per the Payment in Lieu of Taxes [PILT] Act from the Port Alberni Port Authority.*
- b. THAT Council continue to work with the Port Alberni Port Authority on mutually beneficial projects and initiatives that align with the City of Port Alberni's Corporate Strategic Plan, and consider the funding of those projects in the City's Financial Planning process;*
- c. THAT Council assigns the Port Alberni Port Authority 2020 Payment in Lieu of Taxes in the amount of \$191,516.41 to the City's Dock+ project.*

4. Development Planner – Uptown District Revitalization Strategy | Final Report - Page 18

Report dated November 1, 2021 from the Development Planner to provide Council with the Uptown District Revitalization Strategy report.

This report is being provided for Council's information.

5. Director of Engineering & Public Works – Intersection Network Screening Report - Page 75

Report dated November 1, 2021 from the Director of Engineering & Public Works informing Council of the results of the Intersection Network Screening report.

THAT Council direct staff to include an annual 'Intersection Improvement Program' in the City's 5-year Financial Plan to address safety concerns throughout the City and based on the priority intersections presented in the 'Network Screening' Report dated October 2021.

6. Director of Corporate Services – Alberni Valley Community Forest Corporation | Resolutions of Shareholder - Page 155

Report dated November 1, 2021 from the Director of Corporate Services requesting Council's endorsement of the Resolutions of the Shareholder.

THAT Council endorse the Alberni Valley Community Forest Corporation Resolutions of Shareholder in Writing as presented.

G. BYLAWS

Bylaws are required for the adoption of regulations, financial plans, changes to land use policy and to approve borrowing. A bylaw requires four separate resolutions to be adopted and must be considered over a minimum of two [2] Council meetings. Each reading enables Council to reflect on the bylaw before proceeding further.

H. CORRESPONDENCE FOR ACTION

Correspondence addressed to the Mayor and Council by an identifiable citizen included on an agenda is correspondence asking for a specific request of Council and the letter writers will be provided a response. Correspondence regarding personnel matters, legal action and/or items of a confidential nature will not be included.

1. Vancouver Island Regional Library - Page 158

Letter dated October 22, 2021 from Ben Hyman, Executive Director of the Vancouver Island Regional Library requesting submissions for the 2022 appointment of representatives for the Board of Trustees.

THAT pursuant to the Library Act, Council appoints Councillor Haggard as the City of Port Alberni's representative to serve on the Vancouver Island Regional Library Board of Trustees for a term ending December 31, 2022.

THAT pursuant to the Library Act, Council appoints Councillor Paulson as the City of Port Alberni's alternate representative to serve on the Vancouver Island Regional Library Board of Trustees for a term ending December 31, 2022.

I. PROCLAMATIONS

1. Ministry of Children and Family Development - Page 165

Email dated October 29, 2021 from Ministry of Children and Family Development requesting that Council join the Ministry in proclaiming the month of November 2021 as 'Adoption Awareness Month'.

THAT Council proclaim the month of November 2021 as 'Adoption Awareness Month' in Port Alberni.

2. SPARC BC – Accessible Parking Awareness Month - Page 167

Email dated October 29, 2021 from sparbc requesting that Council proclaim the month of November 2021 as 'Accessible Parking Awareness Month'.

THAT Council proclaim the month of November 2021 as 'Accessible Parking Awareness Month' in Port Alberni.

J. CORRESPONDENCE FOR INFORMATION

Correspondence found here provides information to Council. It may also include correspondence that may not be relevant to City services and responsibilities. Correspondence regarding personnel matters, legal action and/or items of a confidential nature will not be included.

1. Correspondence Summary - Page 169

- a. Forest Enhancement Society of British Columbia | Climate Change Heroes
- b. Ministry of Municipal Affairs | Proposed Legislative Amendments for Bill 26
- c. Ministry of Municipal Affairs | CleanBC Roadmap to 2030
- d. Bonita Greening | Burde Street Ponds
- e. Mike Jones | Secondary Suites and discrepancy between the City's OCP & Zoning Bylaws
- f. Randy Fraser | Questions regarding the Hammer Throw Landing Area

K. REPORT FROM IN-CAMERA

1. Director of Corporate Services – Results & Award of RFPs No. 015, 016, 017 & 018-21 in support of the City's unsheltered homeless - Page 184

Report dated November 1, 2021 from the Director of Corporate Services releasing the results and award of four RFPs related to services in support of Port Alberni's unsheltered homeless.

This report is being provided for information.

L. COUNCIL REPORTS

1. Council and Regional District Reports - Page 186

M. NEW BUSINESS

An opportunity for Council to raise issues as a result of the business of the meeting or to identify new items for subsequent meetings by way of a 'Notice of Motion'.

N. QUESTION PERIOD

An opportunity for the public to ask questions of Council.

O. ADJOURNMENT

That the meeting adjourn at PM

**MINUTES OF THE SPECIAL MEETING OF COUNCIL
FOR THE PURPOSE OF ESTABLISHING AN IN-CAMERA MEETING
WEDNESDAY, OCTOBER 20, 2021 @ 4:30 PM
In the City Hall Council Chambers | 4850 Argyle Street, Port Alberni, BC**

PRESENT: Mayor Minions
Councillor R. Corbeil
Councillor D. Haggard
Councillor R. Paulson
Councillor C. Solda
Councillor D. Washington

Absent: Councillor H. Poon

Staff: T. Pley, Chief Administrative Officer
S. Smith, Director of Development Services | Deputy CAO
A. McGifford, Director of Finance
T. Slonski, Director of Corporate Services
P. Deakin, Economic Development Manager

Call to Order: @ 4:30 pm

MOVED and SECONDED, THAT Council conduct a Special Council meeting closed to the public on the basis that one or more matters covered under Section 90 of the Community Charter will be considered, specifically outlined as follows:

- | | |
|--------------------------|---|
| Section 90 (1)(c) | labour relations or other employee relations; |
| Section 90 (1)(e) | the acquisition, disposition or expropriation of land or improvements and where the council considers that disclosure could reasonably be expected to harm the interests of the municipality; |
| Section 90 (1)(g) | litigations or potential litigation affecting the municipality; |
| Section 90 (1)(k) | negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages; and |
| Section 90 (2)(b) | the consideration of information received and held in confidence relating to negotiations between a provincial government or the federal government or both and a third party. |

CARRIED

The meeting was terminated at 6:54 pm

CERTIFIED CORRECT

Mayor

Corporate Officer

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**MINUTES OF THE SPECIAL MEETING OF COUNCIL
FOR THE PURPOSE OF ESTABLISHING AN IN-CAMERA MEETING
MONDAY, OCTOBER 25, 2021 @ 9:30 AM
In the City Hall Council Chambers | 4850 Argyle Street, Port Alberni, BC**

PRESENT: Mayor Minions
Councillor R. Corbeil
Councillor D. Haggard
Councillor R. Paulson
Councillor H. Poon
Councillor C. Solda
Councillor D. Washington

Staff: S. Smith, Director of Development Services | Deputy CAO
A. McGifford, Director of Finance
T. Slonski, Director of Corporate Services
W. Thorpe, Director of Parks, Recreation and Heritage
K. Bodin, Manager of Human Resources

Call to Order: @ 9:30 am

MOVED and SECONDED, THAT Council conduct a Special Council meeting closed to the public on the basis that one or more matters covered under Section 90 of the Community Charter will be considered, specifically outlined as follows:

Section 90 (1)(c) labour relations or other employee relations;

Section 90 (1)(e) the acquisition, disposition or expropriation of land or improvements and where the council considers that disclosure could reasonably be expected to harm the interests of the municipality;

CARRIED

The meeting was terminated at 10:54 am

CERTIFIED CORRECT

Mayor

Corporate Officer

MINUTES OF THE REGULAR MEETING OF COUNCIL
Monday, October 25, 2021 @ 2:00 PM
City Hall Council Chambers – 4850 Argyle Street, Port Alberni, BC

PRESENT: Mayor S. Minions
Councillor R. Corbeil
Councillor D. Haggard
Councillor R. Paulson @ 2:05 pm
Councillor H. Poon
Councillor C. Solda
Councillor D. Washington

A. CALL TO ORDER & APPROVAL OF THE AGENDA

The meeting was called to order at 2:00 PM.

MOVED AND SECONDED, THAT the agenda be amended to include items E.3 | Development Permit Update, J.1 (g) | Ministry of Forests, Lands, Natural Resource Operations and Rural Development and to remove D.2 | Forest Enhancement Society. The agenda was then approved as amended.

CARRIED

B. ADOPTION OF MINUTES

MOVED AND SECONDED, THAT the minutes of the Regular Council meeting held at 2:00 pm on October 12, 2021 and Special meeting held at 4:30 pm on October 20, 2021 be adopted.

CARRIED

C. PUBLIC INPUT PERIOD

Neil Anderson

Expressed concern over the impacts of inflation and tax rates on the Senior population.

Wendy Kerr

Requested Council advocate for the local healthcare workers whom are being negatively impacted by the provincial vaccine mandate.

Elliot Drew

Announced the re-opening of the Capital Theatre, following a closure in response to the COVID-19 pandemic, set to take place on November 19th at 7:30 pm featuring *The Complete Works of William Shakespeare*.

Monica Ahlroos

New resident of Port Alberni suggesting an expansion of the garbage/recycling program to improve waste reduction and support climate change.

B1c

D. DELEGATIONS

- 1. Alberni Valley Community Forest Corporation**
Chairman, Jim Sears, Directors Bob Cole, Chris Duncan, Gary Swann and Manager Chris Law presented a dividend cheque from the Alberni Valley Community Forest Corporation in the amount of \$300,000.
- 2. Alberni Valley Chamber of Commerce**
President, Bill Collette provided an overview of Chamber initiatives including a new website, the Better Buy Port Alberni gift card program and the Municipal Regional District Tax program. Business Consultant, Elliot Drew provided a review of the Small Business COVID-19 Relief Program and results of the associated Business Survey Program.

E. UNFINISHED BUSINESS

- 1. Alberni Climate Action**
MOVED AND SECONDED, THAT Council for the City of Port Alberni declare a state of Climate Emergency.
CARRIED | Res. No. 21-248

Director of Engineering and Public Works – ICLEI - Together for Climate Project Report 2020
MOVED AND SECONDED, THAT Council direct staff to provide the final report titled 'Together for Climate Project Report 2020' on the City website for public information.
CARRIED | Res. No. 21-249

MOVED AND SECONDED, THAT Council consider the report titled 'Together for Climate Project Report 2020' and its proposed 'Actions' in the 2021 OCP review and update and in future strategic plans.
CARRIED | Res. No. 21-250
- 2. Director of Parks, Recreation & Heritage - Hammer Throw**
The Director of Parks, Recreation & Heritage provided a verbal report in response to an inquiry regarding the installation of the hammer throw landing area at Bob Dailey Stadium.
- 3. Development Permit | 3123 3rd Avenue**
Staff responded to a Council inquiry as to the timeline on the Development Permit for 3123 3rd Avenue [Port Alberni Squash and Billiards Club]. Staff reported that while a building permit application has been received, additional information has been requested from the applicant prior to the issuance of a permit. Regarding the Development Permit, staff confirmed that they are valid for a period of two years.

F. STAFF REPORTS

1. Accounts

MOVED AND SECONDED, THAT the certification of the Director of Finance dated October 25, 2021, be received and the cheques numbered 149280 to 149353 inclusive, in payment of accounts totalling \$784,224.34, be approved.

CARRIED

2. Director of Finance – Revitalization Tax Exemption Update | Industry

MOVED AND SECONDED, THAT Council not pursue the Revitalization Tax Exemptions for industrial properties [Class 4 and 5].

CARRIED

3. Chief Administrative Officer – Connect the Quays Pathway Advisory Working Group | Appointment of Representatives

MOVED AND SECONDED, THAT Council for the City of Port Alberni appoint Mayor Minions and CAO Pley as City representatives to the Connect the Quays Pathway Advisory Working Group.

CARRIED | Res. No. 21-251

G. BYLAWS

1. 2022 Permissive Tax Exemption Bylaw Amendments 4997-2 & 4998-2

MOVED AND SECONDED, THAT “Permissive Tax Exemption Bylaw 2022, Amendment No. 2, Bylaw No. 4997-2” be now finally adopted, signed by the Mayor and Corporate Officer and numbered 4997-2.

CARRIED | Res. No. 21-252

MOVED AND SECONDED, THAT three readings given to the “Places of Public Worship Exemption, Amendment No. 2, Bylaw No. 4998-2” on September 27, 2021 be rescinded.

CARRIED | Res. No. 21-253

H. CORRESPONDENCE FOR ACTION

1. Alberni Clayoquot Metis Society

MOVED AND SECONDED, THAT Council authorize the request from the Alberni Clayoquot Metis Society to fly the Metis flag at City Hall on Monday, November 15, 2021 in recognition of Louis Riel Day.

CARRIED | Res. No. 21-254

I. PROCLAMATIONS

J. CORRESPONDENCE FOR INFORMATION

1. *The Director of Corporate Services summarized correspondence to Council as follows:*
 - a. **Audit Committee | Minutes from April 19, 2021**
 - b. **Judy Vatamanuick | Cannabis odour from residential complexes**
Council requested the item be forwarded to the Air Quality Society for consideration.
 - c. **Alberni Valley Museum and Heritage Commission | Minutes from June 2 and September 1, 2021**
 - d. **Ministry of Education | 2021 Premier's Awards for Excellence in Education**
 - e. **Office of the Premier | Stronger BC Youth Leaders Council**
Council requested that this item be forwarded to School District 70 and shared on the City's social media platforms to increase awareness.
 - f. **Association of Vancouver Island & Coastal Communities | 2022 AGM & Convention**
 - g. **Ministry of Forests, Lands, Natural Resource Operations and Rural Development**
| Invitation to attend engagement sessions regarding Modernizing Forest Policy

K. REPORT FROM IN-CAMERA

L. COUNCIL REPORTS

1. *MOVED AND SECONDED, THAT the Council reports outlining recent meetings and events related to the City's business, be received.*
CARRIED

M. NEW BUSINESS

N. QUESTION PERIOD

Neil Anderson

Q1: Is there non-permitted construction occurring at 3123 3rd Avenue?

A: Staff have received a building permit application for façade works and are currently processing the application. Staff are not aware of any construction occurring at this time.

Q2: Is there the ability to address question period submissions on the agenda in a manner that would permit the ability for rebuttal by the individual submitting the question?

A: Council meetings are guided by the 'Council Procedures Bylaw'. Council may wish to consider this during a formal review of the Bylaw.

O. ADJOURNMENT

MOVED AND SECONDED, THAT the meeting adjourn at 3:20 PM.

CARRIED

CERTIFIED CORRECT

Mayor

Corporate Officer



PORT ALBERNI RCMP DETACHMENT QUARTERLY REPORT



This report represents the policing activities undertaken by the Port Alberni RCMP Detachment during the third quarter of 2021 (July to September). Included in this report is a comparator to the same time frame during the previous four years.

The following represents some of the calls for services received, investigations undertaken and activities of the RCMP during the quarter.

- Officers received and responded to a total of 3,544 calls for service, 2,946 of these calls occurred in the City of Port Alberni.
- The number of Criminal Offences are up by 4% for the quarter compared to 2020.
- The number of Break & Enters are down by 24% for the quarter compared to 2020.
- The number of Domestic Violence reports are down by 20% for the quarter compared to 2020.

Port Alberni RCMP's 2021/22 Annual Performance Plan Priorities:

- **Traffic- Road Safety:** Increased enforcement, both tickets and warnings. Reduction of Impaired drivers on the roads through criminal code charges and Immediate Roadside Prohibitions. Joint operations with Island District Traffic Units and Speed watch.
- **Family Violence:** Focus on education, awareness and community support to foster a "wrap around" approach of harm reduction. Creating a supportive environment for victims of family violence to come forward. Port Alberni Detachment Victim Services continues to coordinate with the Community based Victim Services Unit to ensure support is available to victims of crime that are unwilling/unable to engage with police related services.
- **Crime Reduction (Property Crimes and Drugs):** Identifying and managing prolific offenders through enhanced enforcement and partnerships with community agencies. The focus will be on drug and property crime offenders, detection, prevention and supporting offenders to transition from criminal lifestyles.
- **Aboriginal Policing:** This includes traffic safety and enforcement on the First Nations,

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greater visibility at community events and meetings and a focus on First Nation Youth through prevention programs and involvement in schools and at youth events. Programs are provided to all schools however are reduced or suspended due to Covid-19 restrictions.

- **Youth:** Positive interactions with youth through school and sporting events. Increased, proactive engagement with the youth in our community.

Respectfully submitted,

Inspector Eric Rochette
Officer in Charge
Port Alberni RCMP



Mayor and Council Report

Port Alberni Municipal

Q3 2021 (July to September)

<i>Calls for Service</i>	Q3 2017	Q3 2018	Q3 2019	Q3 2020	Q3 2021
Total Calls for Service	2672	2911	3333	3164	2946

<i>Occurrences by Crime Type</i>	Q3 2017	Q3 2018	Q3 2019	Q3 2020	Q3 2021
Violent Crime	94	100	147	148	156
Property Crime	338	410	534	437	458
Other Criminal Code	172	188	220	235	238
Drug Offences	29	21	14	9	9
Total Criminal Code	633	719	915	829	861
Criminal Traffic	57	60	33	41	23

<i>Violent Crime</i>	Q3 2017	Q3 2018	Q3 2019	Q3 2020	Q3 2021
Assaults	40	56	71	71	59
Assault weapon/bod harm	14	12	14	22	15
Harassment	9	4	9	14	21
Robbery	2	2	3	4	1
Sex Offences	7	7	8	7	12
Uttering Threats	14	13	33	23	35
Domestic Violence	26	23	25	51	41



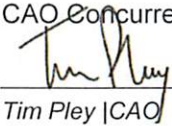
<i>Property Crime</i>	Q3 2017	Q3 2018	Q3 2019	Q3 2020	Q3 2021
Auto Theft	8	810	7	9	7
Bike Theft	20	16	19	11	12
Break and Enter - Business	10	18	24	7	13
Break and Enter - Residence	18	21	20	23	11
Break and Enter - Other	10	12	3	8	5
Mischief to Property	78	92	114	122	110
Theft	50	66	120	76	84
Possess Stolen Property	4	7	7	4	8
Shoplifting	34	34	51	31	19
Theft From Vehicle	43	39	92	70	71
Fraud	28	19	43	21	15

<i>Other Criminal Code</i>	Q3 2017	Q3 2018	Q3 2019	Q3 2020	Q3 2021
Cause Disturbance	73	91	100	111	155
Breach of Probation	32	28	18	24	16
Breach of Bail	35	41	67	64	45

<i>Provincial Statutes</i>	Q3 2017	Q3 2018	Q3 2019	Q3 2020	Q3 2021
Intoxicated in Public	60	55	64	40	47



Date: October 31, 2021
File No: 0230-20-PAPA & 1970-03
To: Mayor & Council
From: T. Pley, CAO
Subject: Port Alberni Port Authority | Payment In-Lieu of Taxes

Prepared by: <u>A. MCGIFFORD</u> Director of Finance	Supervisor: <u>T. PLEY</u> T. PLEY, CHIEF ADMINISTRATIVE OFFICER	CAO Concurrence:  Tim Pley CAO
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RECOMMENDATION

- i. THAT Council for the City of Port Alberni direct staff to collect the annual payments as per the Payment in Lieu of Taxes [PILT] Act from the Port Alberni Port Authority.
- ii. THAT Council continue to work with the Port Alberni Port Authority on mutually beneficial projects and initiatives that align with the City of Port Alberni's Corporate Strategic Plan, and consider the funding of those projects in the City's Financial Planning process;
- iii. THAT Council assigns the Port Alberni Port Authority 2020 Payment in Lieu of Taxes in the amount of \$191,516.41 to the City's Dock+ project.

PURPOSE

To provide Council with information regarding Payment in Lieu of Taxes [PILT] for the Port Alberni Port Authority [PAPA].

BACKGROUND

As a host municipality the City provides municipal services to PAPA-owned properties. As with services provided throughout the City, funding depends primarily on the property tax system. While the City receives taxes in full on properties that PAPA leases to others, the balance of port properties owned and occupied by federally chartered port authorities are exempt from property taxation. However, host municipalities do receive payments in lieu of taxes [PILTs] from port authorities for these properties based on the property classification per BC Assessment.

The *PILT Act* and the associated *Regulations* are designed to reconcile the objectives of tax fairness for municipalities, preserve constitutional immunity from taxation, and provide for host municipalities to receive payments in respect of federal government property.

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An Accord between the City and the PAPA, first developed in 1987, defined the cooperative arrangement which existed between the two organizations. Over time, the Accord has been revised and renewed. The most recent Accord expired in 2019.

During 2020 the City and PAPA attempted to negotiate a renewed Accord but were unable after reviewing the *PILT Act* and the applicable legislation. At that time Council discussed a willingness to return to PAPA the 2020 Accord Payment/PILT as the City's contribution to the Dock+ project. As a result of that discussion PAPA did not pay an Accord payment or PILT to the City in 2020. The 2020 PILT amount was \$191,516.41.

ALTERNATIVES/OPTIONS

Option 1: Collect the *annual* payments as per the *PILT Act* and collaborate with PAPA within the City's financial planning process to include mutually beneficial projects that align with the City's *Corporate Strategic Plan*.

Option 2: Collect the full PILT as required for Crown corporations.

ANALYSIS

Per *sections 6 and 7(1)* of the *PILT Act*, PAPA is obligated to make the PILT payments and not less than the product of the effective City rate in the taxation year applicable. The Supreme Court of Canada has upheld the *PILT Act* and applied the intent of tax fairness for municipalities and the preservation of constitutional immunity from taxation.

Staff recommend that moving forward as good partners the City should identify projects and initiatives consistent with the City's *Corporate Strategic Plan* that may be of mutual benefit, liaise with PAPA representatives regarding those projects, and bring those projects forward for Council consideration for inclusion within the City's Financial Plan.

IMPLICATIONS

The longstanding practice of accepting an Accord payment in lieu of a PILT is not supported by legislation and therefore cannot continue. Both options presented in this report correct the City's course on this matter.

COMMUNICATIONS

Staff will continue to work with PAPA to identify alternative methods of collaboration and to coordinate PILT payment.

BYLAWS/PLANS/POLICIES

- *Accord of the City of Port Alberni and the Port Alberni Port Authority*
- *Payments in Lieu of Taxes Act [PILT Act]*

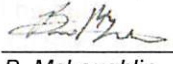
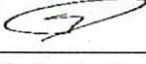
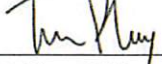
SUMMARY

- Since 1987, the City and PAPA undertook an Accord to support collaboration between both organizations.
- Following a review of the Accord and *PILT Act* regulations, the accord was not renewed.
- Council is required to collect the full PILT amount from PAPA annually in order to comply with the *PILT Act*.
- City staff met with the PAPA Board in late September 2021 to review potential renewal of the Accord, and at that time PAPA was informed that the City could no longer accept an Accord payment in lieu of a PILT.
- The City and PAPA should continue to collaborate on mutually beneficial projects and initiatives.

ATTACHMENTS/REFERENCE MATERIALS

Not applicable.

Date: November 1, 2021
File No: 6520-20-UD
To: Mayor & Council
From: T. Pley, Chief Administrative Officer
Subject: Uptown District Revitalization Strategy | Final Report

Prepared by:  B. McLoughlin Development Planner	Supervisor:  S. Smith, Dir. of Development Services/Deputy CAO	CAO Concurrence:  T. Pley, CAO
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RECOMMENDATIONS

This report is being provided for Council's information.

PURPOSE

To provide Council with the final report of the City's Uptown District Revitalization Strategy.

BACKGROUND

In support of the 2019-2023 Corporate Strategic Plan, the planning department has completed an Uptown District Revitalization Strategy (UDRS). One of the core components of the Strategic Plan is for the City to respond to demographic change in the community, and to improve quality of life through revitalization of the Uptown District (Goal 1.2). To meet this objective, it was determined that a strategy would be needed in order to address the numerous economic and social challenges present in the Uptown District. Accordingly, the objectives of the UDRS are as follows:

- Identify a high-level policy vision that will guide City Council and staff's efforts aimed at Uptown District Revitalization;
- Work with the public, businesses, stakeholders, and local neighbourhood residents to identify current issues, challenges, and possible solutions;
- Develop actions and partnerships to help implement the high-level vision;
- Prepare information that can be integrated with the City's Official Community Plan.

The completed Uptown District Revitalization Strategy (UDRS) recommends new partnerships, initiatives, and policies based on extensive public input and best practices of community planning. The strategy will inform policy goals and objectives in the Official Community Plan, while also providing guidance on future updates to the Zoning Bylaw, neighbourhood plans, and other relevant policies and programs.

Union of British Columbia Municipalities Grant Funding

In February 2020, Council supported an application to the Union of British Columbia Municipalities' Poverty Reduction Planning and Action grant program to help fund the UDRS project. In June 2020, the City was awarded a \$21,950 grant to support work on the strategy. The funds were used to contract research and drafting work to the Mount Arrowsmith Biosphere Research Institute (MABRRI) at Vancouver Island University. MABRRI employs community planners and other researchers to complete contracts around Vancouver Island with help from graduate students in the Master of Community Planning Program.

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Timeline & Community Engagement

The UDRS is grounded in the principle of using feedback from the community to identify issues in the neighbourhood, and to inform strategy recommendations. In order to do this successfully, community engagement was divided into two separate phases. Phase 1 of the project identified high-level objectives and priority issues for the Uptown neighbourhood by engaging the public community-wide. In Phase 2, this community feedback was used to conduct more focused engagement within the Uptown neighbourhood itself. The intent of Phase 2, was to understand the core issues raised by the community, and then develop strategies for addressing those issues in ways that were mindful of the community.

Due to the COVID-19 pandemic there was a need to redesign the engagement strategy to meet new health and safety protocols. As a result, all engagement for this project was conducted through a combination of online methods including digital surveys, questionnaires, phone interviews, and web conferences via the Zoom platform. A description of each project phase is provided below:

Phase 1: Project Launch and Community-wide Engagement (April – June 2020)

Phase 1 of the project was launched on April 30, 2020 with a community-wide online survey. The online survey was used to identify high-level objectives and priorities for the Uptown neighbourhood. A summary of findings from Phase 1 was brought to the regular Council meeting held on June 22, 2020.

- April 2020 – Community-wide online survey
- June 2020 – City was awarded \$21,950 grant from UBCM

Phase 2: Focused Neighborhood Engagement (October 2020 – August 2021)

With the support of Vancouver Island University, Phase 2 of the project was started in October 2020 and completed in August 2021. Department staffing changes and COVID-19 pandemic restrictions resulted in Phase 2 project delays. This included a redesign of the engagement strategy to meet new health and safety protocols.

- December 2020 – Survey conducted with business and service providers
- February 2021 – Focus group discussion with businesses
- May-June 2021 – Research into policy best practices conducted
- July 2021 – Focus group discussion and phone interviews with service providers
- August 2020 – Uptown resident survey

The City's planning staff were heavily involved throughout both phases of community engagement. In September 2021, the final strategy document was drafted by MABRRI with input by staff.

ALTERNATIVES/OPTIONS

This report is being provided for Council's information.

ANALYSIS

The following section provides a brief overview of the contents of the Uptown District Revitalization Strategy. The full document contains greater detail, including specific strategies and a comprehensive summary of feedback received from the community.

Strategy Themes

The UDRS is structured around the high-level issues identified by the community. Accordingly, the UDRS is divided into three interrelated themes:

- Crime Prevention
- Poverty Reduction
- Economic Development

These themes were determined based on the community-wide survey conducted during Phase 1. Survey participants were asked to rank their *'top three priorities to encourage revitalization'* and these three themes were the top result. *Table 1* shows the high-level goal statement for each of these thematic areas.

Table 1 – UDRS Strategy Themes and Goal Statements	
ECONOMIC DEVELOPMENT	<i>The goal is for the Uptown District to be a vibrant waterfront neighbourhood that supports entrepreneurs and local businesses, and establishes itself as an arts and culture hub in the community. It offers a range of services, experiences and amenities to serve the needs and wants of both residents and visitors.</i>
POVERTY REDUCTION	<i>The goal is that the Uptown District meets all the basic needs of residents in an inclusive and equitable manner. Residents are safe, supported, and healthy in their community.</i>
CRIME PREVENTION	<i>The goal is for all public spaces in the Uptown District to be perceived as safe by residents and visitors at all times, and for crime to be prevented.</i>

During Phase 1, community members were also asked to identify urgent tasks for improvement in the Uptown Neighbourhood. Responses corresponded to the themes around which the strategy is organized:

- Develop programs to address criminal activity in the area.
- Work with property owners to make improvements to buildings and vacant lots.
- Identify new projects and partnerships that would address poverty reduction in the Uptown District.

Accordingly, the recommendations of the UDRS generally respond to these issues that were raised by the community.

Summary of Strategy Recommendations

Table 2 – Summary of Strategy Recommendations		
THEME	CHALLENGES	STRATEGIES
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Vacant lots and empty buildings • Infrequent visitors to Uptown • Low street maintenance levels • Lack of business diversity/options • Empty storefronts • Facades in disrepair • Lack of Uptown District community identity 	<ul style="list-style-type: none"> • Allow temporary uses on vacant lots for community purposes • Incentivize businesses locating in Uptown neighbourhood • Support markets to strengthen • Address issue of empty commercial storefronts • Incentivize building and property maintenance • New development permit area guidelines for Uptown • Increased street maintenance • Encourage the creation of a Business Improvement Association • Review and improve Revitalization Tax Exemption program
POVERTY REDUCTION	<ul style="list-style-type: none"> • Income and employment opportunities are low • High concentration of residents with mental health and addiction challenges • Homelessness • Unaffordable housing 	<ul style="list-style-type: none"> • Collaborate with other agencies to expand employment options in Uptown. • Ensure affordable housing is developed and maintained • Provide essential amenities to the public (washrooms, showers, drinking water, etc.) • Work towards recommendations of <i>Housing Needs Report</i> • Add affordable, special needs, and rental housing policies to Official Community Plan • Support service providers and social workers by prioritizing social planning • Create a directory and map of existing social services
CRIME PREVENTION	<ul style="list-style-type: none"> • Illegal drug prevalence and open drug use • Vandalism and graffiti • Concentration of crime in the area • Human waste in public areas • Poor lighting 	<ul style="list-style-type: none"> • Promote and support social development programs that are culturally relevant and meet the needs of the community • Increase street and public space maintenance • Upgrade street lighting where required to improve safety • Conduct a Crime Prevention Through Environmental Design (CPTED) analysis of non-residential areas to increase safety • Build relationships with business owners and residents through new Community Safety Building • Promote existing deterrence programs to businesses and residents

IMPLICATIONS

Recommendations contained within the UDRS are the result of extensive engagement with Port Alberni residents, as well as research into best practices of community planning. If supported by City Council, the UDRS will be considered by staff during the current Official Community Plan review process, and integrated as policy goals and objectives where appropriate. The strategy will also be considered by City staff in the completion of future initiatives across various departments. Additionally, it should be noted that several strategy items in the UDRS parallel initiatives underway in the Parks, Recreation & Heritage, Engineering, and Development Services Departments.

COMMUNICATIONS

If supported by Council, the Uptown District Revitalization Strategy will be made available to the public via the City's website. It will also be uploaded to the *letsconnectpa.ca* platform.

BYLAWS/PLANS/POLICIES

The Uptown District Revitalization Strategy was created in support of the City's *Corporate Strategic Plan*, and the following Strategic Priorities:

- #1 *Respond to Demographic Change / Improve Quality of Life*
- #2 *Enable the New Economy*
- #3 *Provide and Maintain Quality Services*
- #5 *Foster a Complete Community (safe, healthy, and inclusive)*

The recommendations of the Uptown District Revitalization Strategy will also be integrated with the new Official Community Plan bylaw where appropriate.

SUMMARY

The Planning Department has recently completed work on an Uptown District Revitalization Strategy (UDRS). Revitalization of the Uptown District is a core theme of Council's *Strategic Plan*. The UDRS identifies a high-level vision to support this strategic priority. It also makes recommendations for new partnerships, initiatives, and policies based on extensive public input and best practices of community planning. The UDRS will also be used to inform goals and objectives in the Official Community Plan, and to provide guidance on future updates to the Zoning Bylaw and other policies.

ATTACHMENTS/REFERENCE MATERIALS

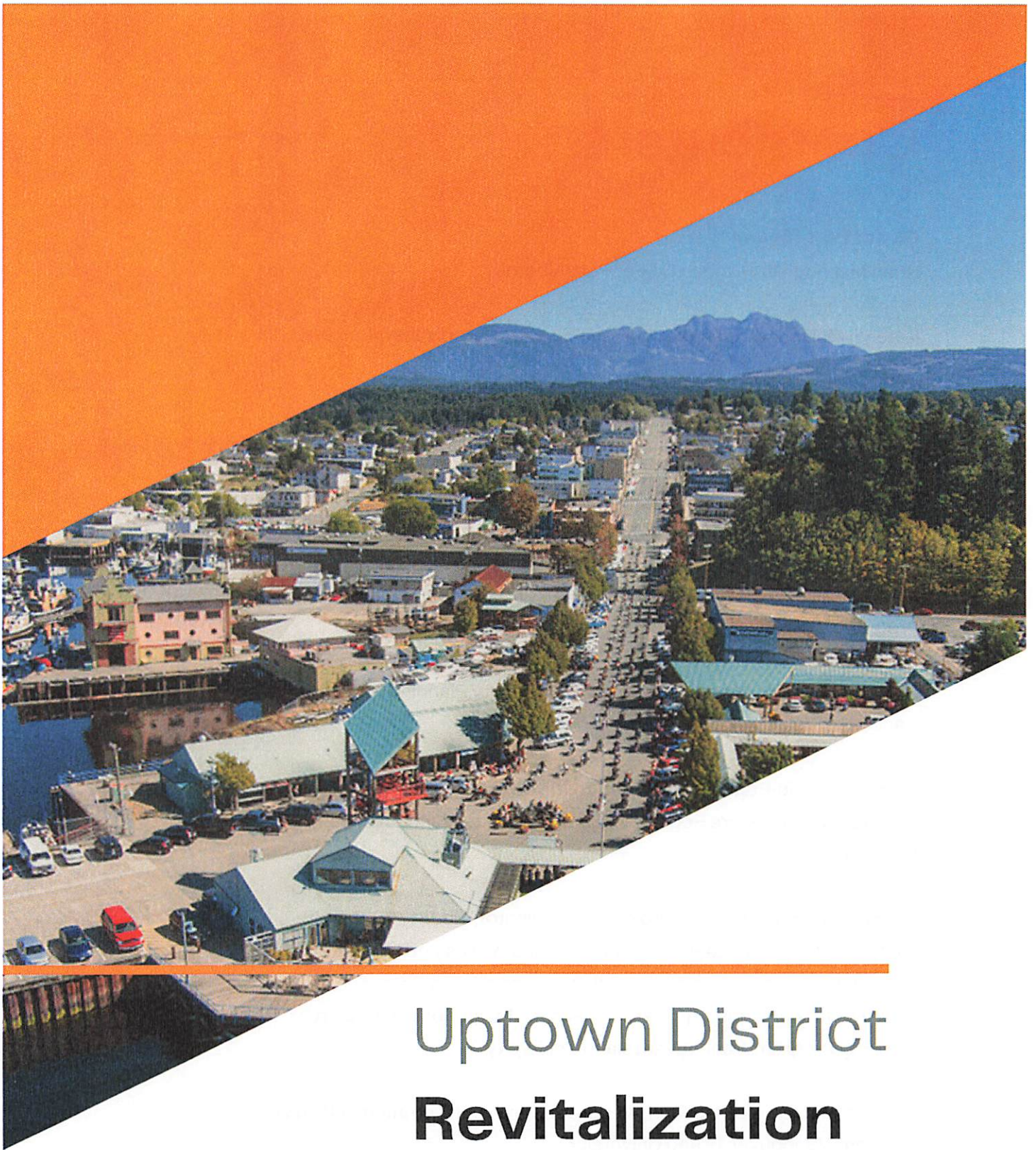
UDRS Study Area – Uptown Neighbourhood

Uptown District Revitalization Strategy

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UDRS Study Area – Uptown Neighbourhood





Uptown District **Revitalization Strategy** 2021



— CITY OF —
PORT ALBERNI

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Acknowledgements

The City of Port Alberni lies within the unceded traditional territories of the Hupacasath and Tseshah First Nations, two of the 14 Nations in the Nuuča̱aṇuṭ (Nuu-chah-nulth Nations) on western Vancouver Island. Wolf Village and Tiipiis are culturally significant traditional locations for Tseshah First Nation located within the Uptown District. We thank the Nuu-chah-nulth Nations for their ongoing stewardship of the lands and waters in the Uptown District and surrounding area, which are a precious resource that hosts and sustains our well-being. We would also like to formally acknowledge and thank the Tseshah Council for their valuable contributions and consultation with this project.

To the City of Port Alberni – Brian McLoughlin, who offered his expertise and support throughout the project. Thank you for your willingness to work with us and your enthusiasm for the Uptown District's potential. To Mayor and Council for your willingness to work with Vancouver Island University on this project. We hope this document provides success in the future for revitalization efforts and ensures the Uptown District can take full advantage of what exciting opportunities lie ahead.

Our gratitude to all survey responders, focus group participants, and community stakeholders who provided invaluable information, feedback, and support. Thank you for providing us with an opportunity to conduct applied research and explore an incredible community with each and everyone of you.

And finally, thank you to the Union of British Columbia Municipalities (UBCM) for providing grant funds in support of this project under the Poverty Reduction Planning & Action Program.





Introduction

In recent years, the Uptown District has been challenged by a general economic downturn, competition from other commercial nodes in the city and the COVID-19 pandemic. In 2019, City Council adopted the 2019 – 2023 Corporate Strategic Plan which outlines a number of goals and priorities, including:

- #1 Respond to Demographic Change / Improve Quality of Life
- #2 Enable the New Economy
- #5 Foster a Complete Community (safe, healthy, and inclusive)

One of the core themes of the Strategic Plan is for the City to respond to demographic change in the community and improve quality of life, specifically by revitalizing the Uptown District (Goal 1.2).

A strategy and action plan are needed to address the economic and social challenges faced by the Uptown District. An actionable strategy allows the City to implement measures that will positively impact the District. It is also likely that improvements in the Uptown District will have a positive impact on other areas of the community, and on the residents of Port Alberni in general.

The Uptown District Revitalization Strategy provides recommendations for partnerships and policies based on best practices and the results of community input. It will be used to inform future policy goals and objectives in the Official Community Plan, including Development Permit Areas. The plan will also inform updates to the Zoning Bylaw, future neighbourhood plans, and other relevant policies and regulations.

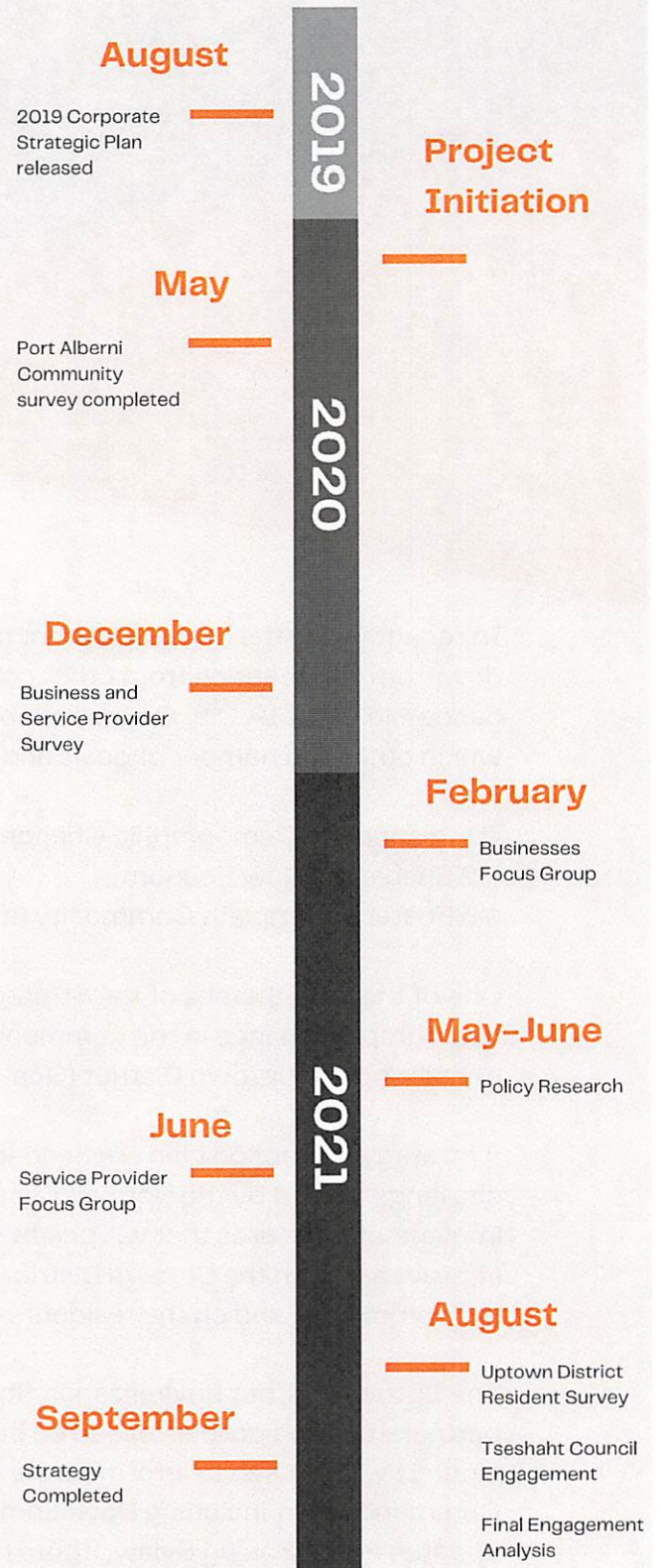
Approach

The Uptown District Revitalization Strategy promotes a holistic social and economic revitalization strategy with the goal of creating a thriving Uptown District that supports residents, business owners, and visitors alike. It is also intended to mitigate gentrification and displacement by addressing systemic issues, and encouraging economic development through a lens that considers poverty reduction, equity, and inclusion.

Goals

- Identify a high-level vision that will guide City Council and staff's efforts aimed at Uptown District Revitalization;
- Work with the public, businesses, stakeholders, and local neighbourhood residents to identify current issues, challenges, and possible solutions;
- Develop specific actions and partnerships to help implement the high-level vision; and
- Prepare information that can also be embedded within the City's Official Community Plan.

Project Timeline



Partnerships and Funding

In May 2020, the City of Port Alberni received a \$21,950 Poverty Reduction grant from the Union of British Columbia Municipalities (UBCM) and the Ministry of Social Development and Poverty Reduction to support this project. The grant provided resources to undertake engagement with key stakeholders and the community as a whole. The City's Planning department partnered with Vancouver Island University's Master of Community Planning (MCP) Program and the Mount Arrowsmith Biosphere Region Research Institute (MABRRI) to facilitate engagement and support the development of the strategy.

Uptown History and Context

About 35 years ago, the commercial focus in Port Alberni began to shift north from 3rd Avenue (Uptown) to Johnston Road to accommodate the increasing number of travelers along Highway 4 and the residential growth on that side of the city. Losses to the commercial fishing fleet and employment reductions in the sawmills (both located in the Uptown area), along with the closure or relocation of a few key businesses contributed to the challenges faced by the Uptown area today.

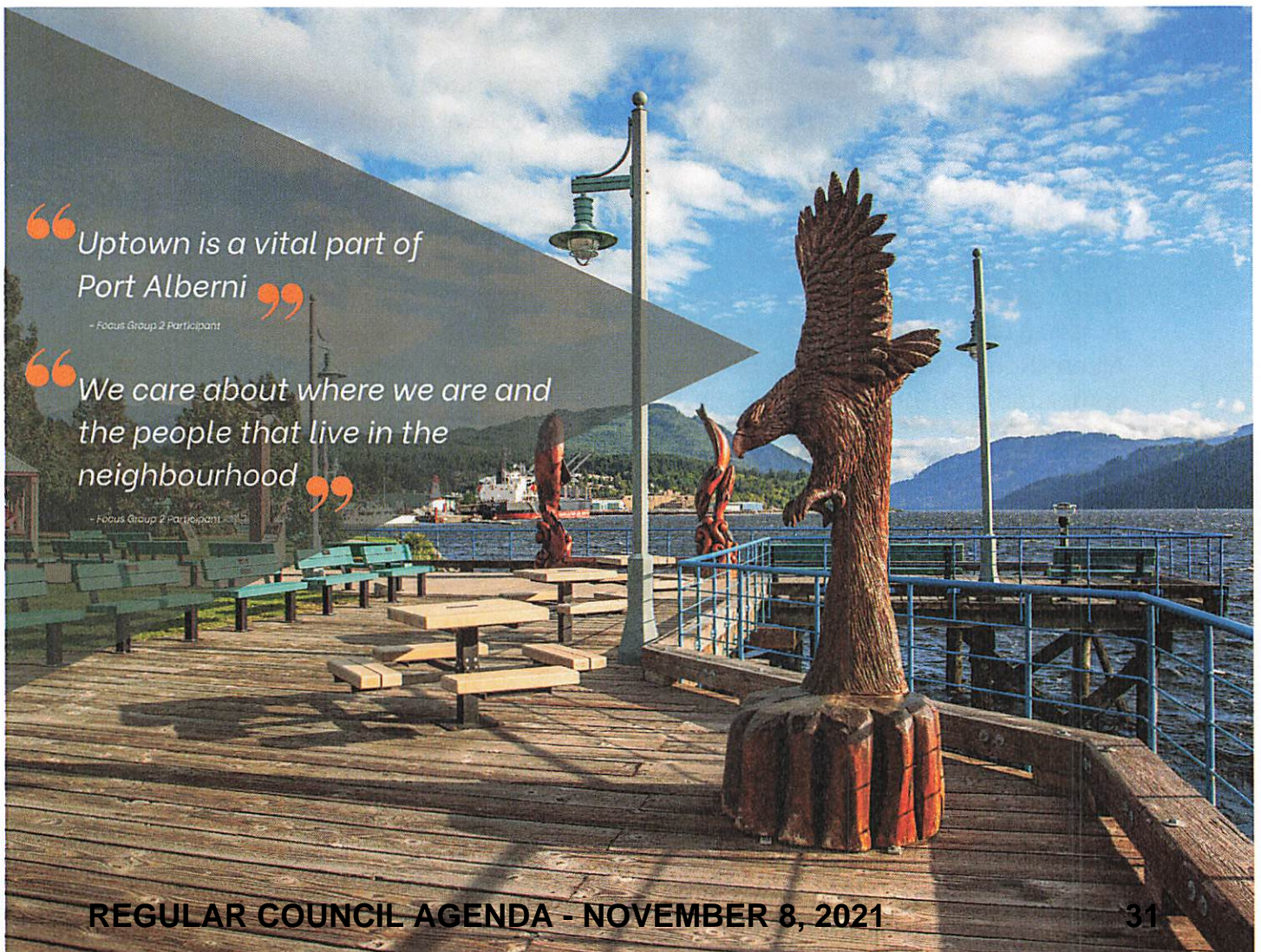
In 2007 the redevelopment of the 3rd Avenue Uptown area was one of nine recommendations in the "Uptown and Waterfront Redevelopment study" funded by the City and the Port Alberni Port Authority. The goal for the project was to provide a visible change in the appearance of the street to stimulate economic growth in the area. Later that year the City of Port Alberni received financial support from the Island Coastal Economic Trust for the "3rd Avenue Uptown Redevelopment" project. This project resulted in infrastructure and aesthetic improvements along 3rd Avenue, including upgraded lighting, refurbished planters, and a partnership with the Port Alberni Rotary Club to develop Uptown as a designated Arts District. This work was completed in 2009. The City and the Rotary Club have since maintained an ongoing partnership.

The City's goal to provide a visible change in the area was also advanced in 2008 when the Port Alberni City Council approved a new Revitalization Tax Exemption Bylaw in an effort to entice new businesses to the district, and to encourage improvements to existing storefronts.

Current Context

Poverty, mental health, and addictions are visible challenges faced by the Uptown District. While the issues foundational to these challenges are complex and individualistic, the combination of low rental vacancy rates, the drug epidemic, intergenerational trauma, and a localized economic downturn are all factors that are part of the social/economic equation. A community-wide public survey conducted during Phase 1 of the project in Spring 2020 highlighted these challenges as negatively influencing feelings of safety and well-being in the district. Community engagement participants emphasized the physical appearance of the area, suggesting that many storefronts and buildings are vacant or in a state of disrepair. Combined with various social issues in the area, participants expressed an overall dissatisfaction with the current state of the Uptown District.

Simultaneously, many dedicated and passionate community members in the Uptown District are committed to supporting the neighbourhood and the people who live and work in the area. Many individuals and groups are engaging in valuable efforts to achieve a vision of social, economic and environmental well-being in the Uptown District.



Location

The Uptown District boundaries extend east to west from 6th Avenue to Harbor Quay, and north to south from Dunbar Street to Mar Street.



Demographic Snapshot

Population Identity

Port Alberni is home to a large Indigenous population and is most closely associated with the homelands of the Tseshaht and Hupacasath First Nations.



The Indigenous population of the City is **over three times** the provincial average at **18.3%** compared to **5.9%** for the rest of BC.

Age

Port Alberni's median age is **47 years old**, which is 5 years older than the provincial median

Education

19.5% of Port Alberni residents have no High School diploma, while only **9.6%** have a university diploma or degree.

Comparing this with the provincial average of 9.6% with no High School diploma and 29.9% with a university diploma or degree, education levels statistically are relatively low in comparison.



Labour Force

The City of Port Alberni has an **11%** lower labour force participation rate compared to the rest of BC (52.9% vs. 63.9%) and an unemployment rate of **10.4%** vs. 6.7% throughout BC as a whole.

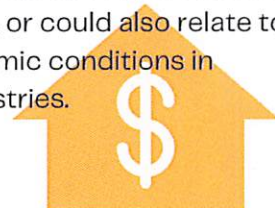
In addition, Port Alberni has a **higher percentage of trades occupations** and a lower percentage of business, finance and administrative occupations in comparison to the rest of the province.



Household Income

With a population of **17,678** people, most residents of Port Alberni are above the low-income threshold, or the income a person must earn to be considered to be part of the low-income group.

Port Alberni's median 2015 household income of **\$52,123** is 74.5% of the British Columbian average of \$69,995. This may relate to the proportion of households made up of retired persons in Port Alberni, or could also relate to volatile economic conditions in resource industries.





Revitalization Strategy

This section discusses the strategies and targets that should be considered and undertaken to revitalize the Uptown District. The three main themes identified in the Community Engagement section (Economic Development, Poverty Reduction, and Crime Prevention), are broken down into scalable strategies under each theme. Additionally, each theme is introduced with a long-term vision for the Uptown District related to that theme. Strategies that relate to more than one theme are indicated with the corresponding icon listed below.

Challenges and Opportunities for each theme have been identified through research and community engagement, and form the foundation of the strategies and targets. Each challenge listed in the tables below is also associated with one or more identified opportunities to directly support or alleviate that challenge. The strategies are written in a way that responds to each identified challenge and opportunity. Additional detail and action shall be determined by the City of Port Alberni staff and Council as required.

Strategy themes:



CRIME PREVENTION



POVERTY REDUCTION



ECONOMIC DEVELOPMENT

1. Economic Development

The goal is for the Uptown District to be a vibrant waterfront neighbourhood that supports entrepreneurs and local businesses and establishes itself as an arts and culture hub in the community. It offers a range of services, experiences and amenities to serve the needs and wants of both residents and visitors.






“ [The] merchants are doing what they can but it's important that they are supported by the City. The community appreciates the merchants who are supporting [Uptown] with their time and resources ” – Focus Group Participant

Challenge	Opportunity
Vacant lots and empty buildings	<ul style="list-style-type: none"> • Space available for new businesses and investments • Infill development of commercial spaces to diversify the local economy
Infrequent visitors to Uptown	<ul style="list-style-type: none"> • Increase number of visitors to Uptown • Tourism planning • Neighbourhood events • Branding and marketing
Low street maintenance levels	<ul style="list-style-type: none"> • Review City maintenance operations
Lack of business diversity/options	<ul style="list-style-type: none"> • Attract new industries to Uptown that meet local needs
Empty storefronts	<ul style="list-style-type: none"> • Space for new building uses • Temporary uses for community organizations, small businesses or artists
Facades in disrepair	<ul style="list-style-type: none"> • Potential for City incentive program and incentives to provide financial support to property owners on 3rd Ave. and Argyle St.
Lack of Uptown District community identity	<ul style="list-style-type: none"> • Arts and culture development • Marketing • Community building events

Strategies

Economic Development Strategies	Objectives
 <p>1.1 Allow temporary uses on vacant lots to provide space for community gatherings.</p> <ul style="list-style-type: none"> • Partner with landowners to build temporary community gardens on vacant lots. 	<ul style="list-style-type: none"> • See vacant lots be repurposed to a use that will better serve the community.
 <p>1.2 Provide incentives for businesses to (re)locate and thrive in the Uptown District through city-led marketing and programming.</p>	<ul style="list-style-type: none"> • See new growth in the number of businesses in the Uptown business District.
 <p>1.3 Encourage and support the Uptown Merchants Association members and property owners to form a City-supported Business Improvement Association (BIA).</p>	<ul style="list-style-type: none"> • Improved collaboration between businesses, the City, and other stakeholders to further economic and community development in Uptown.
 <p>1.4 Leverage the Harbour Quay market to strengthen local food systems, tourism, and economic development.</p> <ul style="list-style-type: none"> • Support improved advertising of the Farmers Market and the Harbour Quay. • Sponsor and promote special events or displays to bring people to the market. 	<ul style="list-style-type: none"> • Increased patronage and vibrancy at the Harbour Quay.
 <p>1.5 Provide leadership to address the issue of empty commercial storefronts in Uptown.</p> <ul style="list-style-type: none"> • Work with property owners to determine the causes of empty storefronts and land-use non-compliance. • Enforce bylaws to ensure land use compliance (for example: commercial spaces should be used for business, not as storage). 	<ul style="list-style-type: none"> • See a reduction in the number of empty storefronts in the Uptown District. • Commercial properties are used for commercial business.

Strategies Cont'd

Economic Development Strategies	Objectives
<ul style="list-style-type: none"> • Develop a program to encourage activating unused storefronts. For example, work with local artists and merchants to create pop-up galleries or other programming. This would promote storefront continuity despite a business being closed or having limited hours. 	
 <p>1.6 Work with property owners to make improvements to buildings that are vacant or in disrepair.</p> <ul style="list-style-type: none"> • Create new Development Permit Area guidelines or a heritage conservation area for the Uptown District. • Promote property maintenance incentives to increase their uptake, including the Business Facade Improvement Program and the Revitalization Tax Incentive (see 1.7 & 1.9) • Facilitate an adaptive reuse program to fill empty buildings (for example, turn vacant buildings into new businesses). 	<ul style="list-style-type: none"> • City incentives are effectively supporting business and property owners to improve their buildings. • The buildings in the Uptown District are well maintained. • Older, smaller buildings in mixed-use and commercial districts are conserved, while also allowing flexible reuse and compatible new development. • Vacant/underused buildings are repurposed.
 <p>1.7 Review and consider restructuring the Revitalization Tax Exemption Bylaw to ensure it is effective, understandable and feasible for property owners.</p> <p>Areas for internal review of the Revitalization Tax Exemption Bylaw include:</p> <ul style="list-style-type: none"> • The exempt areas and lots (maps). • The percentage of tax exemption. • The number of years the exemption is applied. • Analyze previous applications and use this data when restructuring. 	<ul style="list-style-type: none"> • Business and property owners are using incentives to improve their buildings. • Streetscape appearance is improved.
 <p>1.8 Increase City street maintenance in the Uptown District to improve the cleanliness of the streetscape, and to help pedestrians feel more comfortable.</p>	<ul style="list-style-type: none"> • The streets and sidewalks in the Uptown District are clean and well maintained. • The streets feel welcoming and safe.

Strategies Cont'd

Economic Development Strategies	Objectives
 <p>1.9 Review the effectiveness of the Business Facade Improvement Program and consider updating the targeted incentives for the Uptown Neighbourhood.</p> <p>Areas for internal review of the Business Facade Improvement Program include:</p> <ul style="list-style-type: none"> • Eligibility requirements. • Frequency (currently it is a one-time grant). • Amount of funding granted. 	<ul style="list-style-type: none"> • Business and property owners are using incentives to improve their buildings. • Streetscape appearance is improved.
  <p>1.10 Permit restaurants and cafes to utilize sidewalks and parking spaces for patio seating where traffic safety allows.</p>	<ul style="list-style-type: none"> • The “Temporary Use Sidewalk Program” is expanded.
  <p>1.11 Support the existence and expansion of Arts and Culture in the Uptown District</p> <ul style="list-style-type: none"> • Explore building partnerships with local Indigenous artists to support public art, recognize local Indigenous culture and create opportunities that support reconciliation efforts. • Prioritize youth and elders involvement in arts programming and projects in the Uptown District. 	<ul style="list-style-type: none"> • Uptown is recognized as an Arts and Culture District. • Larger focus on Indigenous art, culture and history. • Arts and culture attract residents and tourists. • Community identity is developed. • Youth are empowered as leaders and stewards of the neighbourhood through arts and culture.
   <p>1.12 Prioritize density in new housing developments to promote walkability and local shopping.</p>	<ul style="list-style-type: none"> • Increase the number of people living in proximity to the commercial areas in Uptown.
 <p>1.13 Market the Uptown neighbourhood to potential property developers, while taking steps to reduce uncertainty in the development applications process.</p>	<ul style="list-style-type: none"> • Increased investment in the Uptown District.
   <p>1.14 Encourage a future neighbourhood grocery store within the commercial area that provides locally sourced foods.</p>	<ul style="list-style-type: none"> • Stronger local food economy/food security in the neighbourhood. • Necessary amenities are within walking distance for residents.

2. Poverty Reduction

The goal is that the Uptown District meets all the basic needs of residents in an inclusive and equitable manner. Residents are safe, supported, and healthy in their community.






“In a community that is going through changes, it is crucial that no one gets left behind” - Focus Group Participant

Challenge	Opportunity
Income and employment opportunities are low	<ul style="list-style-type: none"> • Employment program or partnership
High concentration of residents with mental health and addiction challenges	<ul style="list-style-type: none"> • City to partner with organizations to jointly tackle barriers and challenges facing residents with mental health and addictions • Create an advisory committee to consult on social planning issues
Homelessness	<ul style="list-style-type: none"> • Affordable Housing Action Plan • Respond to the Housing Needs Assessment's recommendations • Development incentives for affordable multifamily housing • Increase in housing options • Increased urgency in exploring options to create additional emergency housing and services to those who are “hard to house” and/or are perpetually experiencing homelessness
Unaffordable housing	<ul style="list-style-type: none"> • More housing diversity • City pursues innovative affordable housing development and protects existing affordable housing stock

Strategies

Poverty Reduction Strategies	Objectives
<div data-bbox="138 772 194 928"> </div> <p>2.1 Collaborate with other levels of government including Nuu-chah-nulth Tribal Council, the private sector, and non-profit organizations to expand employment options in Uptown.</p> <ul style="list-style-type: none"> • Leverage existing funding opportunities to provide low barrier employment, especially for marginalized communities and youth. • Partner with educational institutions to provide work experience placements for youth. <ul style="list-style-type: none"> ◦ Access funding through programs including Work Integrated Learning Program. • Promote employment programs and funding opportunities at a neighbourhood-level. • Consider the priorities and goals identified in the annual Labour Market Development Agreement Plan from the BC Ministry of Social Development and Poverty Reduction. 	<ul style="list-style-type: none"> • Increased employment opportunities in the Uptown District. • Increased opportunities for youth to gain experience in the labour force.
<div data-bbox="138 1495 194 1600"> </div> <p>2.2 Update existing Zoning Bylaw with an equity-based approach to ensure affordable housing is both developed and maintained.</p> <ul style="list-style-type: none"> • Create a new zone for affordable and special needs housing. • Provide density bonuses in the Zoning Bylaw for affordable housing, and special needs housing as per Local Government Acts.482(1). • Use Housing Agreements for affordable and special needs housing under Local Government Act s.483. 	<ul style="list-style-type: none"> • Foster the development of mixed use and mixed income level communities. • The City is committed to reaching affordable housing targets set by the Housing Needs Report.
<div data-bbox="138 1831 194 1986"> </div> <p>2.3 Provide essential public amenities for all people, especially those who may be experiencing poverty or homelessness including:</p> <ul style="list-style-type: none"> • Public washrooms. • Public showers. 	<ul style="list-style-type: none"> • All residents and visitors of the Uptown District have appropriate access to basic necessities.

Strategies Cont'd

Poverty Reduction Strategies	Objectives
<ul style="list-style-type: none"> • Warming and cooling centres for extreme weather. • Covered benches/areas. • Water fountains/water bottle refill stations. • Bike racks.. 	
 <p>2.4 Work towards the recommendations within the Port Alberni Housing Needs Report.</p> <ul style="list-style-type: none"> • Increase urgency in exploring options to create additional emergency housing and services to those who are “hard to house.” • Update Official Community Plan with housing policies respecting affordable housing, rental housing, and special needs housing as required by LGA s.473(2). • Consider a temporary/tiny house pilot project in partnership with non-profits and service providers to provide fast relief from the lack of affordable housing in Uptown. 	<ul style="list-style-type: none"> • Increased affordable, below market, temporary and emergency housing options in Uptown District.
 <p>2.5 Support the existing work of service providers, social workers and other frontline staff by prioritizing Social Planning in Port Alberni.</p> <ul style="list-style-type: none"> • The City should adopt a Social Planning approach and framework to increase coordination among community services, networks and partnerships. • Council should consider forming a Social Planning Advisory Commission to increase opportunities for input from non-profit service providers and frontline social workers and improve community services. 	<ul style="list-style-type: none"> • A social planning lens is applied and integrated into all plans and strategies. • Collaboration among service providers in the Uptown District. • Increased multi-sector collaboration and progress on social planning issues. • Increased support for those who experience poverty and other challenges including mental health and addictions.
 <p>2.6 Sponsor the creation of a directory and a map of existing social services.</p> <ul style="list-style-type: none"> • Partner with a service provider to complete the project and keep it up to date. • Provide funding for publishing and distribution. • Provide physical and digital copies of the directory on the City website and in City facilities. 	<ul style="list-style-type: none"> • Social services are easy to locate and access 24/7 to anyone who needs them.

3. Crime Prevention

The goal is for all public spaces in the Uptown District to be perceived as safe by residents and visitors at all times, and for crime to be prevented.



“Everyone deserves to feel safe in their own community”





- Focus Group Participant

Challenge	Opportunity
Illegal drug prevalence and open drug use	<ul style="list-style-type: none">• Streetscape and public amenity upgrades• Outreach & Education
Vandalism and graffiti	<ul style="list-style-type: none">• Increase street maintenance
Concentration of crime in the area	<ul style="list-style-type: none">• Address the root causes of crime (poverty, addiction, mental health, housing/homelessness, colonization)
Human waste in public areas	<ul style="list-style-type: none">• Installation of a public washroom
Poor lighting	<ul style="list-style-type: none">• Respond to requests from the community to improve lighting• Design lighting to increase safety

“We need [a] vibrant, mixed economy that doesn’t shut down at 5pm and go dark”

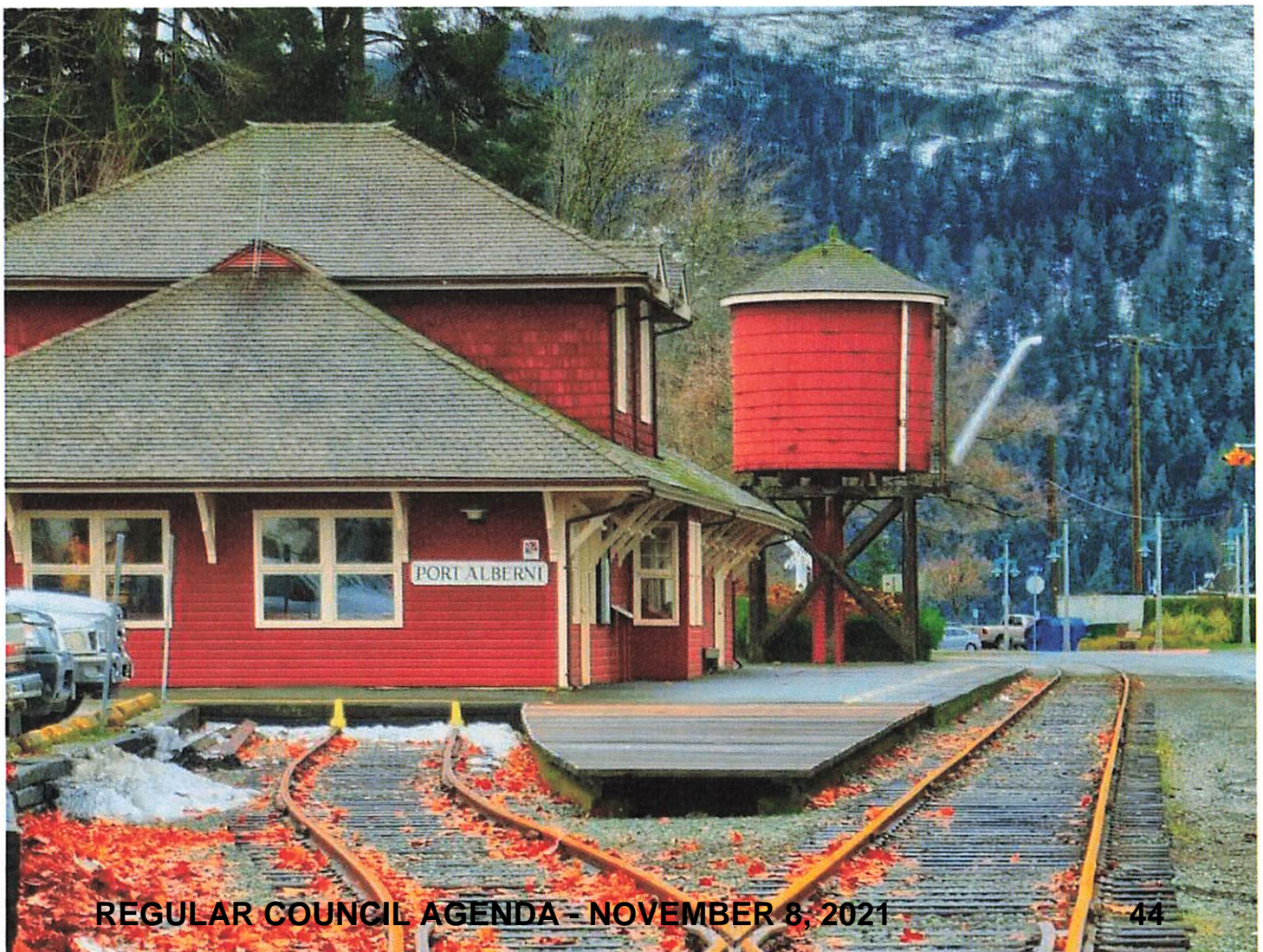
- Focus Group Participant

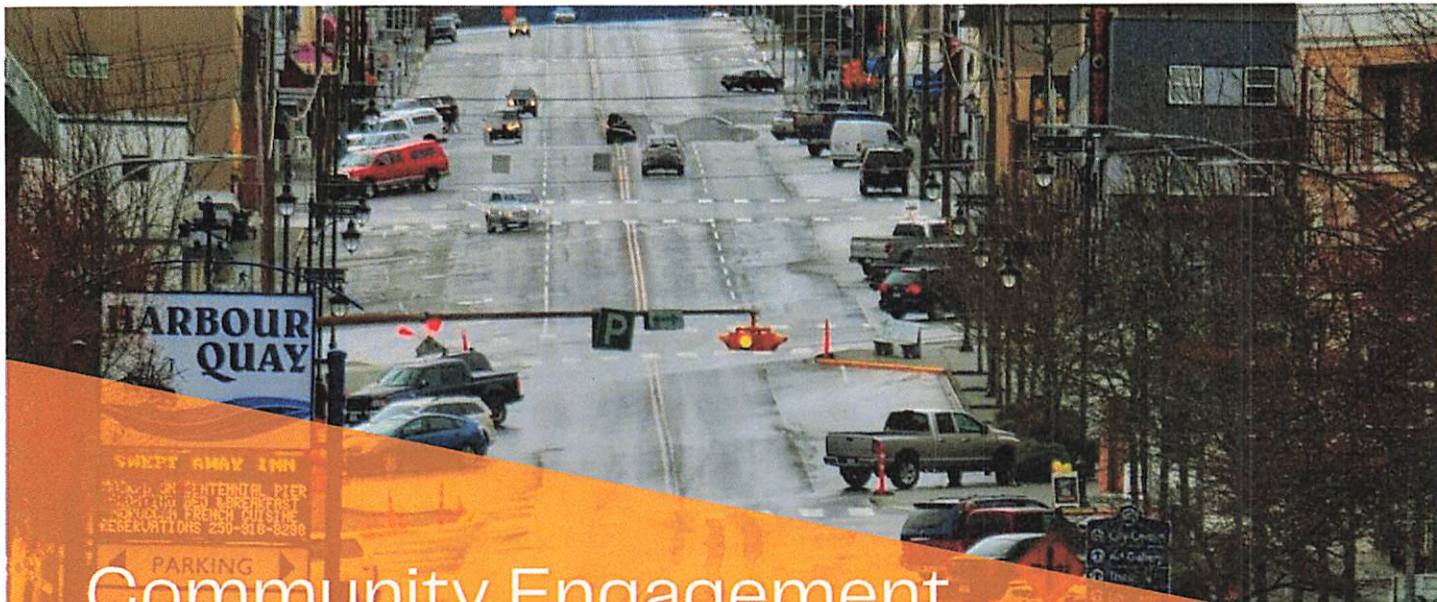
Strategies

Crime Prevention Strategies	Objectives
 <p>3.1 Promote and support social development programs that are culturally relevant and meet the needs of the community.</p> <ul style="list-style-type: none"> • Advocate for more pre and post rehabilitation services. • Support the expansion of youth education, training and activities to include more after-school and evening events. 	<ul style="list-style-type: none"> • Decreased instances of petty crime. • Improve social welfare of Uptown residents. • Increased social and cultural activities for youth.
 <p>3.2 Increase street and public space maintenance</p> <ul style="list-style-type: none"> • The City prioritizes the maintenance and cleanliness of the Uptown District and works in partnership with community organizations to support ongoing stewardship of the area. • Safe needle drop boxes (reduces discarded needles). • Public washrooms that are safe and well maintained. 	<ul style="list-style-type: none"> • The Uptown District is well maintained, comfortable and welcoming for locals and visitors.
 <p>3.3 Install or upgrade street lighting where required to improve safety for pedestrians and businesses.</p>	<ul style="list-style-type: none"> • Lighting is repaired or replaced to meet the needs of all users to feel safe in the area at all times of day.
 <p>3.4 Conduct a detailed Crime Prevention Through Environmental Design (CPTED) analysis in the commercial, industrial and institutional areas of Uptown, including laneways, to identify any physical or environmental features that could be modified or retrofitted to deter instances of crime and increase safety.</p> <ul style="list-style-type: none"> • Take a holistic approach by identifying community capacity and multi-disciplinary partnerships. • Include diverse participants from multiple sectors in conducting the analysis. 	<ul style="list-style-type: none"> • Reduce crime and victimization • Deter offender decisions that precede criminal acts. • Build a sense of community among inhabitants to gain territorial stewardship of the area. • Minimize fear of crime.

Strategies Cont'd

Crime Prevention Strategies	Objectives
<p>3.5 Work with staff at the Community Safety Building located in the Uptown District to build relationships with business owners and residents in the neighbourhood.</p> <ul style="list-style-type: none"> • Encourage Bylaw Officers to address and enforce issues of non-compliance and nuisance in a compassionate manner. 	<ul style="list-style-type: none"> • Crime is prevented. • Crime response is improved. • Feeling of safety is increased.
<p>3.6 Promote existing programs available to businesses and residents through communication and marketing, including.</p> <ul style="list-style-type: none"> • The Graffiti Removal Program. • The Enhanced Security Initiative Program (ESIP). 	<ul style="list-style-type: none"> • The community is utilizing existing city programs. • Visible decrease of graffiti. • Enhanced safety and security measures within the community.





Community Engagement & Priorities

Community engagement was planned and undertaken to help understand the perceived challenges and opportunities in the Uptown District. The community was asked to provide feedback and ideas with a focus on balancing social and economic revitalization while carefully considering the diverse needs of the community, including the district's most vulnerable members.

The COVID-19 pandemic impacted the engagement timeline and strategy, as both were adapted to meet public health and safety protocols. This was achieved primarily by utilizing online platforms to gather information and input. The City of Port Alberni has undertaken this planning initiative through a lens of inclusion, equity, and poverty reduction, which involved both broad public engagement, as well as targeted conversations with business owners, service providers, and neighbourhood residents. The outcomes of the community engagement process identified a wide range of current challenges, goals, and recommendations for the Uptown District.

Community Engagement Methods Overview

Community engagement was initiated in May 2020 and concluded in August 2021. One community-wide survey was conducted in the first phase of the project, followed by two targeted surveys and two focus groups involving stakeholders in the Uptown District.

Focus Groups

The intention of the focus groups was to build upon the information gathered in both the Uptown District Revitalization surveys. The online focus groups allowed targeted stakeholders to share more detail on topics initially heard in surveys, and provided an opportunity for discussions regarding the challenges and opportunities in the Uptown neighbourhood.

1 Community-wide

Overview: Uptown District Revitalization Strategy Survey

- Online survey with 15 questions about Uptown's revitalization.
- Hosted on the City's online "Let's Connect" engagement platform.
- 599 unique responses during this period, with the majority of responses coming from people who live in the Uptown District.
- Respondents were asked about their experiences visiting Uptown and their vision for a revitalized Uptown, as well as their opinion about specific tasks and recommendations.

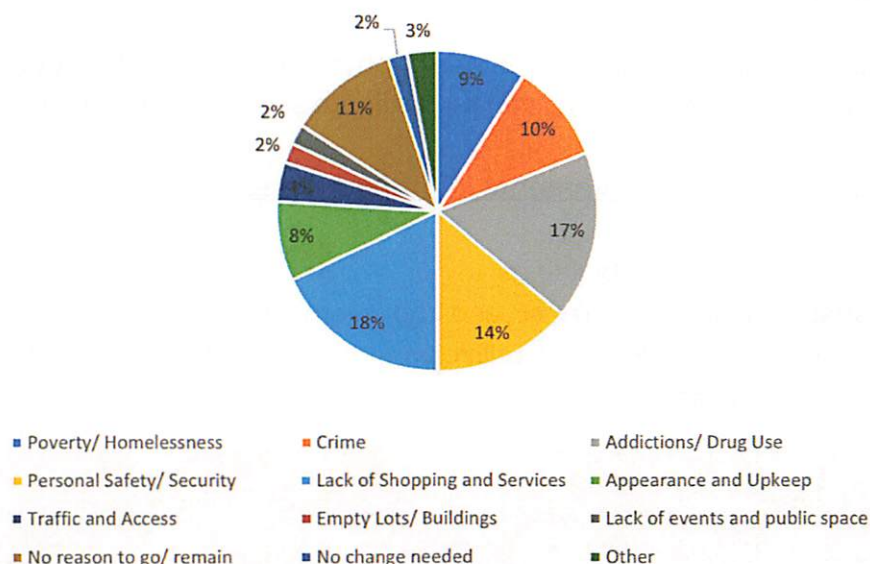
Findings

Based on the findings it appears that most people believe that economic and social revitalization must be balanced in the overall approach.

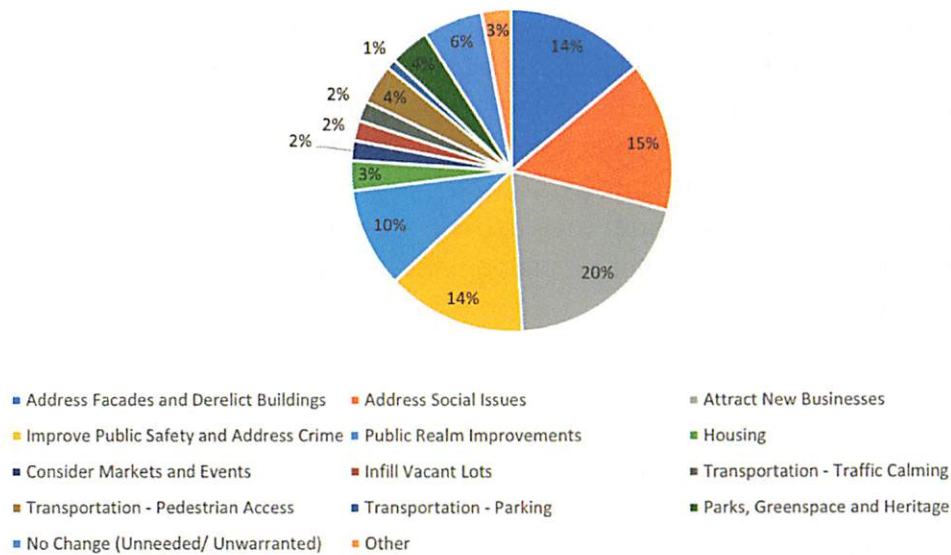
Respondents were asked to tell us what keeps them from visiting (or spending more time in) the Uptown District. Many people referred to social issues of homelessness, addictions, and mental health as causing feelings of a lack of safety.

Respondents were asked to help identify priorities they thought would contribute to revitalization. Both "crime prevention" and "poverty reduction" were ranked as the top two priorities, with "business and economic activity" in third place. These same three priorities were echoed in response to another open-ended question about how a revitalized Uptown District might look.

What keeps you from visiting the Uptown Neighbourhood?



What does a revitalized Uptown look like to you?



Respondents were also asked a series of questions about what issues should be addressed urgently.

The top three urgent tasks identified were:

1. **Develop programs** to address criminal activity in the area (vandalism, shoplifting, etc.);
2. Work with property owners to **make improvements to buildings** and vacant lots; and
3. Identify **new projects and partnerships** that would address poverty reduction in the Uptown District.

Participants were asked about what types of physical enhancements could be made to the Uptown District, and were given the ability to select multiple options.

The top five physical improvements identified were:

1. In-fill and develop vacant lots;
2. Restore and improve old buildings;
3. Public space maintenance, repair, and improvement;
4. Permitting restaurants/cafes to utilize parking spaces for patio seating; and
5. Public washroom facilities.

Other Key Takeaways

- Most respondents support commercial land uses for the Uptown District, particularly mixed-use commercial and residential, with small business preferred as compared to big box retailers.
- Grants and tax breaks are thought to be the most appropriate mechanism to encourage businesses to relocate or stay within the Uptown District.
- A majority of respondents think that the City should do more to support individuals experiencing challenges around poverty, mental health and addictions.

2 Business Owners

Overview: Uptown District Revitalization Strategy Survey for Business Owners & Service Providers

- Online survey with 12 questions about Uptown's revitalization.
- Targeted business owners and service providers.
- 55 responses were collected, primarily from the retail and non-profit sectors.

Findings

- Crime and safety, COVID-19, economic climate, and not enough people visiting the area were indicated as the top challenges facing businesses.

Crime Prevention

- Increased police and security, social support programs, and community infrastructure improvements were the most common themes related to crime prevention strategies.

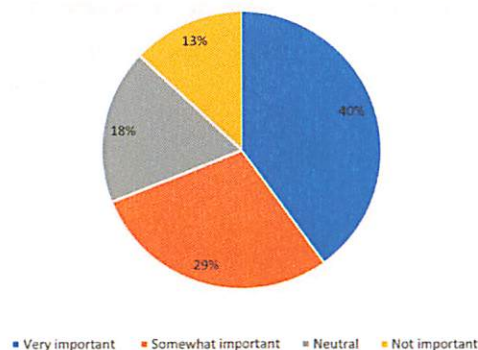
Poverty Reduction

- Respondents emphasized the importance of increasing the diversity and amount of housing options, including more affordable and supportive housing.
- Increased income and employment options, including programs for people living with mental health and addictions challenges, were important to respondents.

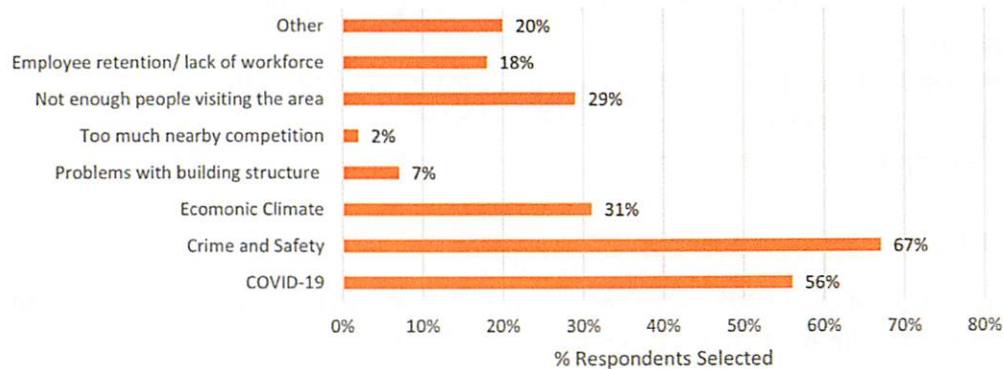
Economic Development

- The suggestions for improvement fell into the following themes: support for small and diverse businesses, tax incentives and rebates, beautification, and plans for development and marketing.
- According to the findings, cultivating a neighbourhood where arts and culture can thrive is an important aspect to economic development in the area. This might include more events, art installations and festivals to draw people to the area and celebrate local talent.

How important to your business/organization is it to increase the diversity and amount of housing options in Uptown District?



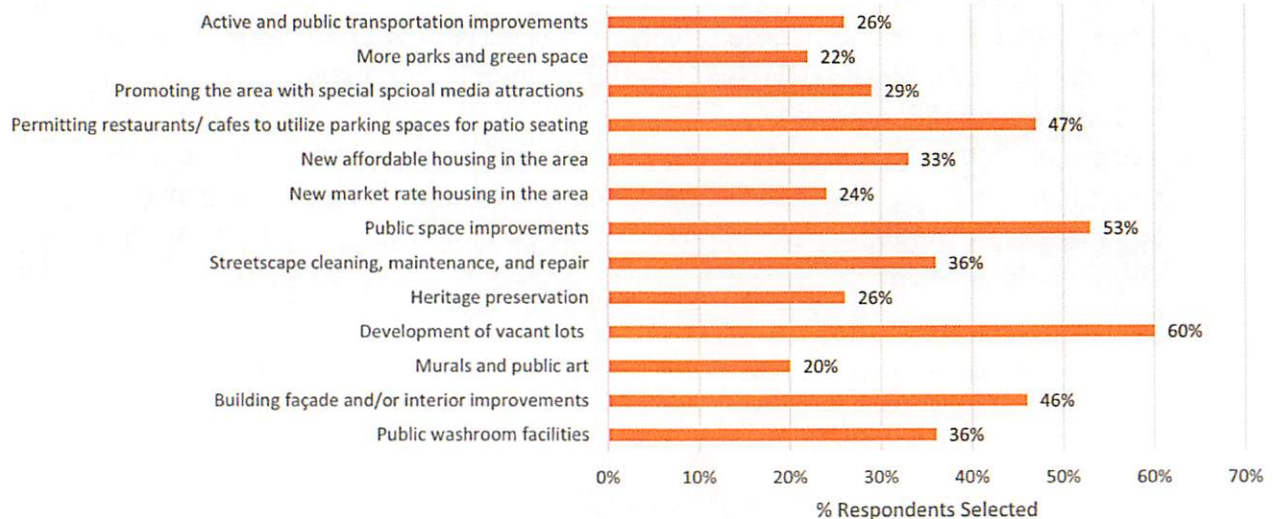
What are the top three challenges your business/organization is dealing with at this time?



The top five potential improvements indicated were similar to findings in the first community-wide survey. They are as follows:

1. Develop vacant lots;
2. Public space improvements;
3. Permitting restaurants/cafes to utilize parking spaces for patio seating;
4. Building facade and/or interior improvements; and
5. Install public washroom facilities.

Please check your top FIVE potential Improvements



Overview: Focus Group for Business Owners & Service Providers

- 8 Uptown District business owners and service providers attended.
- Hosted via Zoom online platform.
- Discussion guided by six themes: housing and development, crime prevention, poverty reduction, business and economic activity, arts, culture and recreation, and transportation, parking and mobility.

Findings

The findings from the focus group echoed many of the same themes and sentiments that were found in the surveys, though more detailed information was derived to better inform the strategy. A summary of the findings is organized according to the top three priorities identified by the Uptown District Revitalization Survey:

Crime Prevention

- When asked about strategies for crime prevention, suggestions fell into three general categories: policing, taking a holistic and compassionate approach, and increased lighting.
- Art and community partnerships were recommended to make Uptown more “welcoming” and less prone to crime. For example, storefront improvements made through partnerships with local or First Nations artists might deter graffiti.

Poverty Reduction

- Conversations related to poverty reduction were primarily focused on how to support community members experiencing poverty in dignified ways.
- Participants expressed a strong need for a public washroom in the area.
- Housing needs were discussed widely, including the changing needs of the community throughout the lifespan and the disrepair of many rental buildings in the area.

Economic Development

- There was interest in working to expand upon the successes of the Arts District.
- Empty and underutilized storefronts were noted as an ongoing issue that could be addressed through arts partnerships, tax incentives, or bylaw enforcement.

3 Service Providers

Overview: Focus Group for Service Providers

- 4 service providers in the Uptown District attended.
- 7 service providers who were unable to attend provided comments during a follow-up phone call where they were asked the same questions posed in the focus group.
- Intent was to build on what was learned in the surveys and first focus group.
- Questions and discussion focused on gaining further insight into the themes of Crime Prevention, Poverty Reduction, and Economic Development.

Findings

- Participants in this focus group supported the findings of the focus group. The key takeaways from the discussion were:
- Need for the City to follow through on policy and plans.
- Planning for social issues and needs should be prioritized.
- Many of the suggestions from engagement support community identity and pride.
- More enforcement of bylaws and regulations is needed.
- Street maintenance should be improved, along with public infrastructure including washrooms and water fountains.
- Affordable housing is key, especially as the neighbourhood changes. More needs to be done at a government level to ensure residents are able to access safe and affordable housing.



4 Residents

Overview: Uptown District Revitalization Strategy Survey for Residents

- Online survey with 8 questions. The survey was advertised via a mailout to homes in the Uptown District which included a link to the online survey.
- 40 responses from Uptown residents.
- The intention of the final survey was to gauge reactions to potential policies and impacts in the neighbourhood. Using photographs and a number of high-level improvement ideas, this survey helped inform the strategies in this report regarding economic development, poverty reduction and crime prevention.

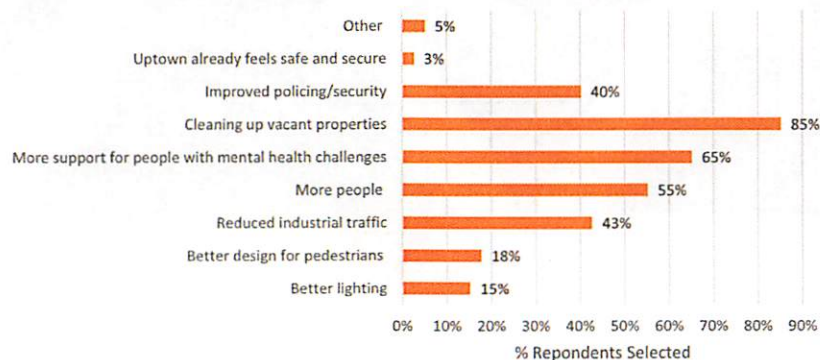
Findings

- Respondents of the resident survey were composed of equal representation by residents of less than 1 years and more than 10 years.
- Residents overwhelmingly agreed that the main reasons for choosing to live in the Uptown District were due to the area's proximity to the waterfront and Harbour Quay, in addition to its small businesses, amenities, walkability, and affordability. Other reasons listed were the neighbourhood's charm and character, and that it was considered to be quiet compared to other parts of the city.
- In general, most respondents expressed concern over the visible poverty and criminal activity in the Uptown District, and many further explained that better support and housing options are needed for people facing mental health and addictions challenges.

Crime Prevention

- 73% of respondents selected "partnerships between the City and social service providers" as a method of helping people in the Uptown District, followed by affordable housing and employment opportunities.
- 85% of respondents selected "Cleaning up vacant properties and filling empty storefronts" as the best way to make Uptown feel more safe, followed by "More support for people experiencing mental health and addictions challenges" and "More people living and walking in the neighbourhood".

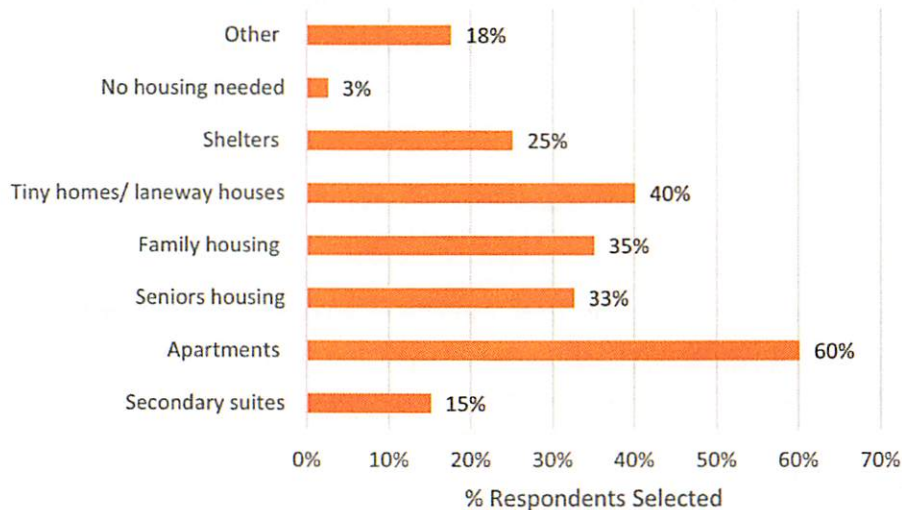
What would make the Uptown District feel safer and more secure?



Poverty Reduction

- Overwhelming majority of respondents felt that more dense housing options were needed in the Uptown District, and selected options that included higher density such as apartments, laneways homes, tiny homes, duplexes, triplexes, and townhomes.

More housing choices typically makes housing in cities more affordable. Which housing types do you feel are the most needed in Uptown?



Economic Development

- 78% of respondents selected “fill empty storefronts” as a way to help support businesses in Uptown, followed by “safer feeling streets” and “support for the arts district.”

What images reflect a revitalized Uptown District? (top 4 answers shown below)



5 Tseshah First Nation

Overview:

- A meeting was held with a Tseshah First Nations Councillor to obtain input on the Uptown District Revitalization Strategy.
- The Councillor was able to obtain further input through an internal Tseshah Council meeting and provided back further input to support the Strategy.
- Wolf Village and Tiipiis are culturally significant traditional locations for Tseshah First Nation located within the Uptown District.

Findings

- From this consultation, a youth-focused and forward-looking approach was applied to the Strategy.
- Common goals between the Uptown District and Tseshah First Nation were identified and applied where applicable.

Crime Prevention

- Ensure that businesses and community members feel safe to operate in the Uptown District.
- Ensure programs and activities are abundant and engaging for youth in the community.

Poverty Reduction

- Expand on the strategies for mental health and addictions support.
- Expand on ideas to be inclusive of people who face mental health and addiction in community building efforts.

Economic Development

- Expand the art and culture sections to include work and volunteer opportunities.
- Ensure that youth and elders can be brought together by arts and culture projects and programs in the Uptown District.





Appendices

Appendix A Community Engagement Report

Timeline

Phase 1:

Phase 1 of the project and community consultation program launched on April 30, 2020 with an online survey which helped identify high-level objectives and priorities for the neighbourhood. Nearly 600 responses were recorded and were used to inform Phase 2.

Phase 2:

COVID-19 resulted in some Phase 2 project delays as there was a need to redesign the engagement strategy to meet new health and safety protocols. With the support of Vancouver Island University, Phase 2 of the project began in October, 2020 with funding from a \$21,950 Poverty Reduction grant provided by UBCM.

The Phase 2 engagement strategy was adapted to promote public safety during COVID-19 by primarily utilizing online platforms to gather information and input. Phase 2 of the project involved targeted stakeholder engagement and focused public engagement designed to develop specific actions, timelines, and partnerships which informed the recommendations. In this phase we engaged with residents, businesses, social service providers, and those experiencing homelessness, poverty and other social challenges. This also produced insights into the neighbourhood through the experience of community groups in the area.

Online Engagement completed in Phase 2 included:

- Survey for business owners and service providers
- Focus group for business owners and service providers
- Focus group on poverty and crime prevention
- Survey for Uptown residents



Phase 3

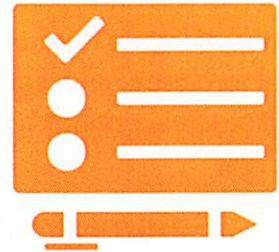
Research & Strategy development.

Community Engagement Methods Overview

Community engagement was initiated in May 2020 and concluded in August 2021. One community-wide survey was conducted in the first phase of the project, followed by two targeted surveys and two focus groups with stakeholders in the Uptown District.

Survey

Public: A survey with 15 questions about Uptown's revitalization was "live" for three weeks in the Spring of 2020. The survey was hosted on the City's online "Let's Connect" engagement platform. The online survey garnered 599 unique responses during this period, with the majority of responses coming from people who live in the Uptown District followed by residents who live in North and South Port Alberni. Respondents were asked about their experiences visiting Uptown and their vision for a revitalized Uptown, as well as their opinion about specific tasks and recommendations.



Business Owners and Service Providers: A survey with 12 questions about Uptown's revitalization was distributed online to business owners and service providers following the initial community-wide survey. A total of 55 responses were collected, primarily from the retail and non-profit sectors.

Residents: The residents survey was the final engagement tool in this phase. The intention of the survey was to gauge reactions to potential policies and impacts in the neighbourhood. Using photographs and a number of high-level improvement ideas, this 8 question survey received 40 responses which helped inform the strategies in this report regarding economic development, poverty reduction and crime prevention.

Focus Group



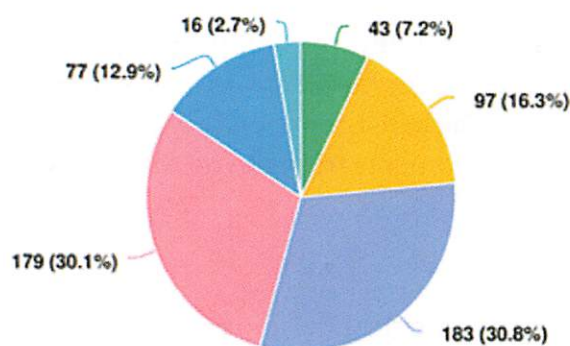
Business Owners and Service Providers: During Phase 2 of engagement, a focus group with eight business owners and service providers in Uptown was held on February 9th, 2021 using the Zoom online platform. The evening began with a short presentation on the background and progress of the UDRS project, which introduced the major themes discovered in the first community-wide survey. These six themes were: Housing and Development, Crime Prevention, Poverty Reduction, Business and Economic Activity, Arts, Culture and Recreation, and Transportation, Parking and Mobility. These themes were used to guide the discussion.

Service Providers: On June 24th a second focus group was attended by four service providers. The evening began with a summary of what was learned in the first focus group, followed by a discussion around the themes of Crime Prevention, Poverty Reduction, and Economic Development. Seven service providers who were unable to attend were contacted via phone to provide their comments.

Summary of All Engagements

Community Wide Survey Results

Q1 How often do you typically spend time in the Uptown District?

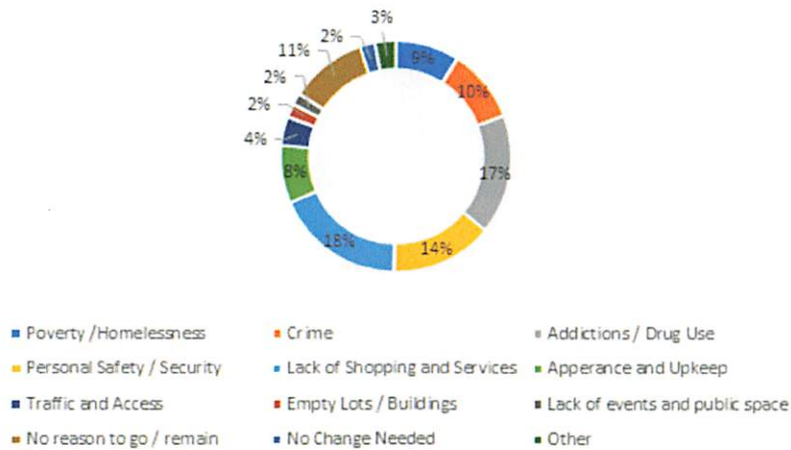


Question options

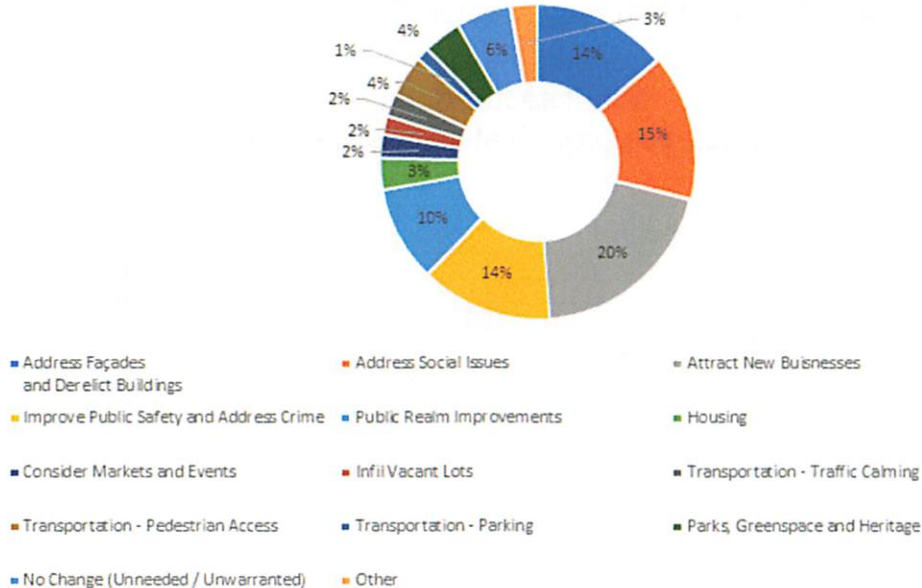
- Everyday of the week
- Most days of the week
- About once a week
- About once or twice a month
- About once or twice a year
- Never

Community Wide Survey Results Cont'd

Question 3: What keeps you from visiting the Uptown Neighbourhood?

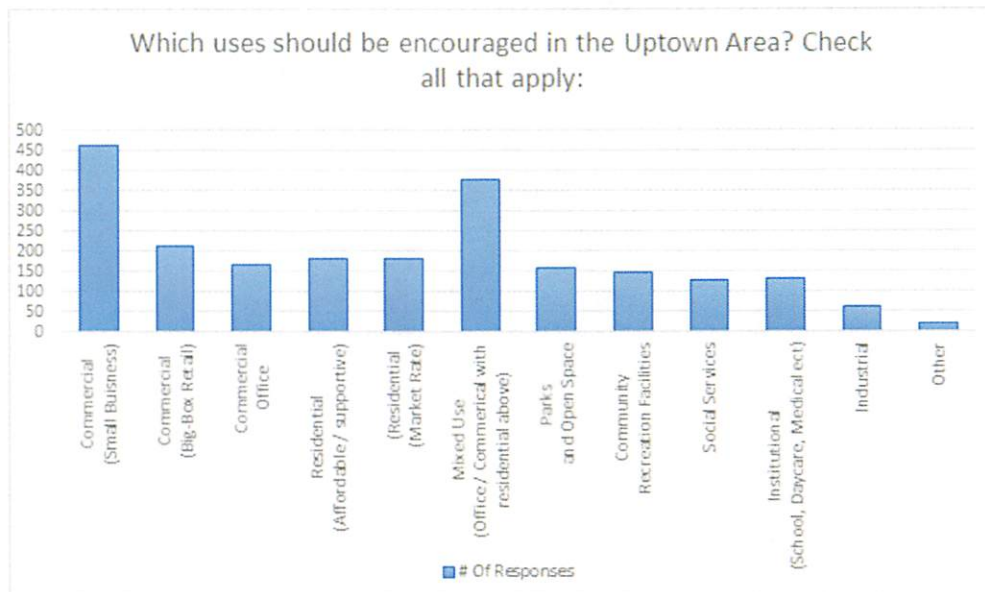


Question 4: What Does a Revitalized Uptown Look to You?

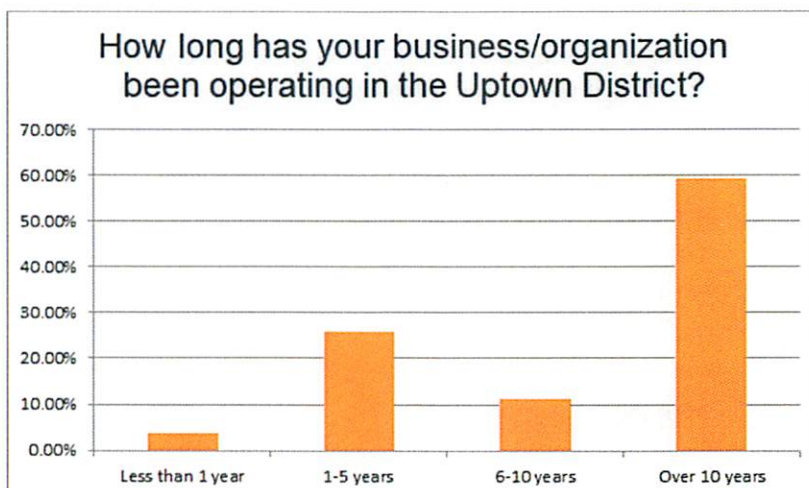
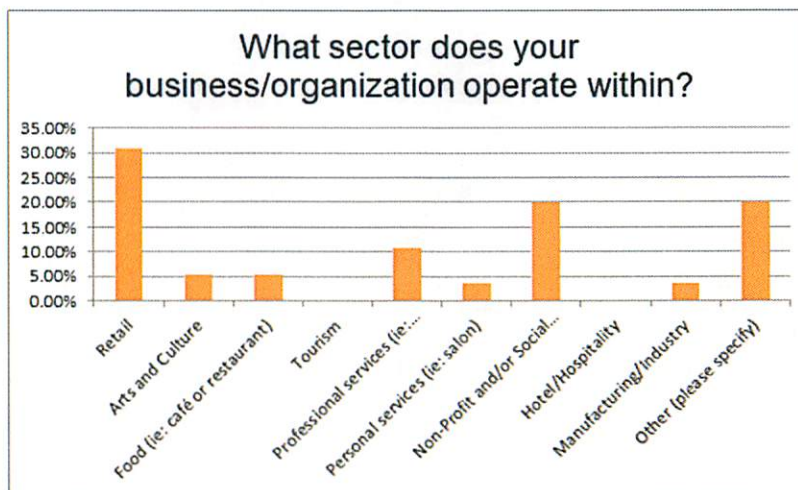


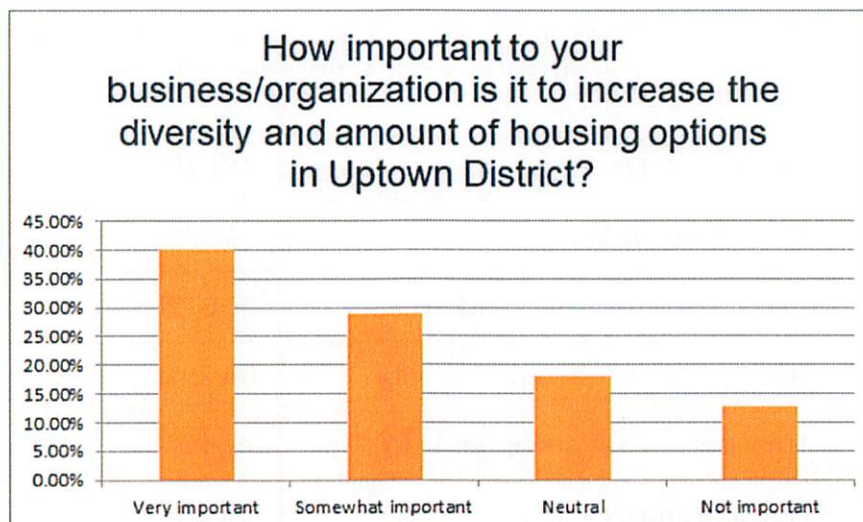
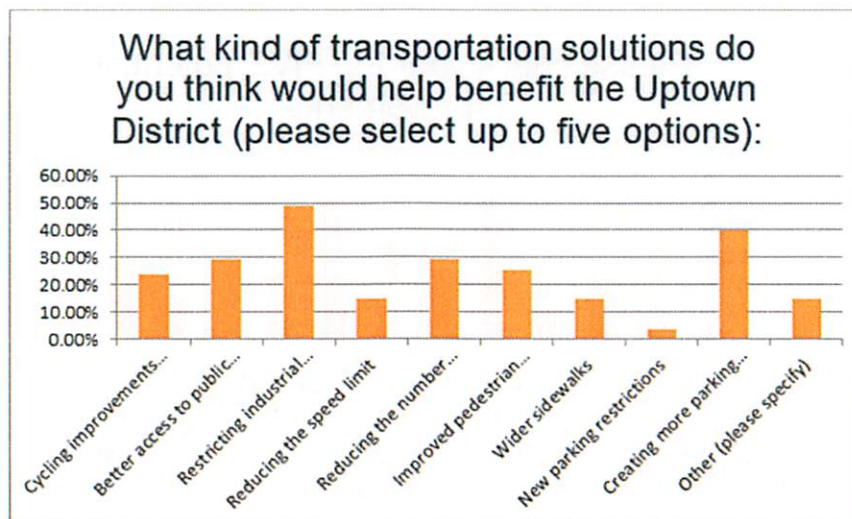
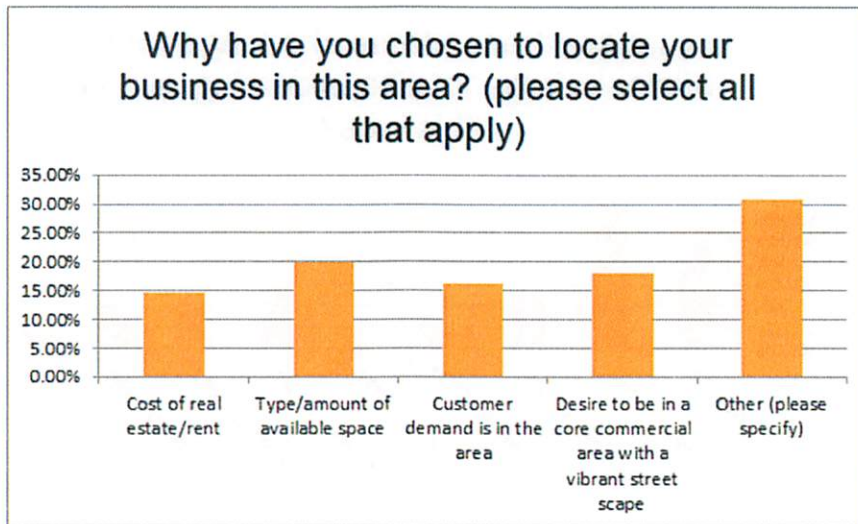
Q5 In order to help identify what the top priorities are to encourage revitalization of the Uptown District, please rank the following categories (1 being the top priority, and so on):

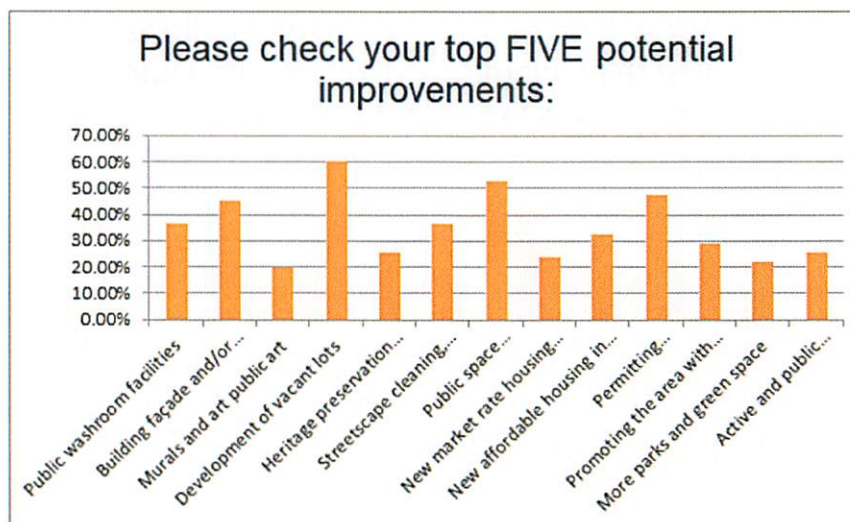
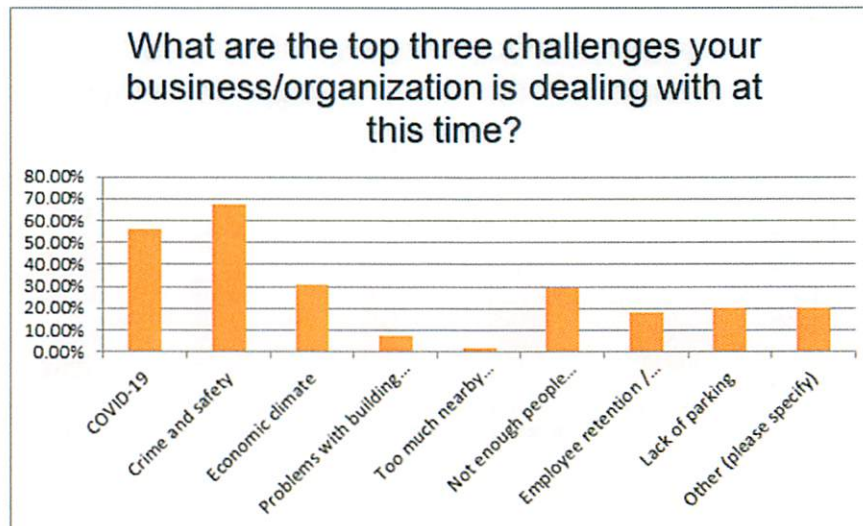
OPTIONS	AVG. RANK
Crime Prevention	1.97
Poverty Reduction	2.74
Business and economic activity	2.98
Arts, Culture, and Recreation	4.09
Housing and development	4.26
Transportation, parking, and mobility	4.69



Business & Service Provider Survey Results







What kind of policy, programs, or partnerships could be developed (or improved) related to each of the following themes:

Poverty Reduction	66.67%
Crime Prevention	78.57%
Arts, Culture and Recreation	66.67%
Business and Economic Activity	64.29%
Transportation, Parking, and Mobility	47.62%
Housing and Development	64.29%

Please describe what your idea of a vibrant and revitalized Uptown District would be like. Please use details: 47 unique answers received.

Ideas of what a vibrant and revitalized Uptown District would look like were categorized into six themes:

- Diverse Local Businesses and Outdoor Venues;
- Trail Networks to Increase Accessibility;
- Vibrant, Attractive, and Cultural;
- Busy and Social Atmosphere with Entertainment;
- Clean and Safe; and
- Increase Density with Diverse, Equitable Housing.

The most common theme was **Vibrant, Attractive, and Cultural** with **20 participants (43%)** providing responses that fit under this theme. Some of these responses included having a well-decorated downtown, perhaps with a West Coast style, or a colored theme used for buildings, signs, and other infrastructure.

The second most common theme was **Diverse Local Businesses and Outdoor Venues** with **17 responses (36%)**. Many responses under this theme mentioned how they would like to see businesses with outdoor patios on the sidewalks. Some respondents also mentioned that they would like to see the area be less industrial with more diverse options of local businesses such as coffee shops, art galleries, and restaurants.

The theme **Busy and Social Atmosphere with Entertainment** had a total of **12 responses (26%)**. Participants mentioned how they would like the area to be lively and welcoming where people could gather on a regular basis and have opportunities for entertainment. Similarly, the next theme was **Clean and Safe**, with **11 participants (23%)** indicating that they would like the area to be cleaned up and have a safe feeling. Finally, the last two themes of **Trail Networks to Increase Accessibility and Increase Density with Diverse, Equitable Housing** had **7 responses each (14%)**. Responses under Trail Networks to Increase Accessibility mentioned increasing walkability and accessibility, particularly around downtown and connecting pedestrians and other modes of active transportation to the waterfront. For the theme Increase Density with Diverse, Equitable Housing, participants mentioned how they would like to see affordable housing in the area and to have apartment buildings or apartments above stores.

**What might help attract more people (locals and tourists) to the
Uptown District?**

Suggestions for attracting more people to the Uptown District were categorized into four themes:

- Local and Specialty Business Development;
- Beautification and Accessibility;
- Community Events and Social Activities;
- and Crime Prevention and Poverty Reduction.

A total of 45 responses to this question were collected, however, many contained multiple suggestions that were categorized into more than one theme.

The most common responses to Question 10 related to providing support for an increase in specialty businesses and storefronts in the Uptown District to attract more people to the area. This theme, **Local and Specialty Business Development**, received **24 responses (53%)**. To attract more people to the area, responses suggested: encouraging business owners to relocate to the Uptown District through reductions in rental and tax fees for businesses; implementing shared spaces for businesses; and placing a greater focus on business diversity. Many of these responses also indicated that vacant lots and buildings reflect poorly on the area, and that development and renovation of these locations would provide a more desirable location for business development.

In addition to suggesting that an increase in business development would help attract people to the Uptown District, **16 (36%)** responses mentioned that **aesthetic upgrades are important for attraction to the area**. Within the theme of Beautification and Accessibility, respondents indicated that the continuation of façade improvement, streetscaping, and overall beautification could significantly increase attraction to the Uptown District. Additionally, 8 of the 16 responses in this theme spoke to the need for improved transportation, such as accessible walkways, as well as signage to promote the District.

The theme **Crime Prevention and Poverty Reduction** was identified repeatedly throughout the responses to Question 10, as **13 (29%)** responses indicated that the **perception of an unsafe area in the Uptown District** is prevalent among Port Alberni locals. It appears well-known that the Uptown District is populated with people experiencing homelessness, therefore poverty reduction initiatives would provide a variety of socioeconomic benefits for Port Alberni. It was also indicated that crime in the Uptown District is often associated with people experiencing homelessness, further indicating the need for poverty reduction efforts. Respondents also suggested that security efforts to limit crime may help to make tourists and locals feel safer while in the area.

Finally, **social events and opportunities for business owners** and vendors was suggested in **10 (22%)** responses. These suggestions include developing markets for street sales and promotion of local arts, food, and activities. Developing a space to host public events such as concerts and other social gatherings was also mentioned as a way to promote the cultural diversity and importance of the area.

What City initiatives are currently in place that support your vision?

Respondents indicated being aware of City initiatives grouped under the following themes:

- Connect the Quays Pathway Project;
- Façade Improvement and Beautification;
- Poverty Reduction; and Community Planning.

In addition to responses coded to these themes, 12 respondents indicated either being unaware of any initiatives that support their vision, or that none exist. Some replies to this question did not provide a clear or decipherable response, and therefore were not included in this analysis.

The initiative that respondents felt most supported in their vision was the **Connect the Quays Pathway Project, comprising 11 (27%)** of the responses to Question 11. The second most common theme for positive City initiatives, **Façade Improvement and Beautification**, which included responses relating to general clean-up, beautification, streetscaping, and façade improvement efforts in the Uptown District. Responses in this theme comprised **10 of out 41 (24%)** responses. Third most commonly was the theme of **Community Planning**, with answers from **8 (20%)** respondents. Responses under this theme referred to initiatives such as joint committees and discussions, the community policing office, the Uptown Tax Revitalization program, and work conducted by city planners. Finally, **Poverty Reduction** received **4 (10%)** responses for Question 11. Respondents highlighted their appreciation of Port Alberni's continued efforts for solutions to homelessness by providing no-barrier shelters.

Business and Service Provider Focus Group

During Phase 2 of engagement, a focus group with business owners and service providers in Uptown was held on February 9th, 2021 from 7–8pm on zoom. It was hosted by staff and students from the Mount Arrowsmith Biosphere Region Research Institute (MABRRI) and joined by two City of Port Alberni planners. The evening began with a short presentation on the background and progress of the UDRS project, which introduced the major themes discovered in the first community-wide survey. These six themes were: Housing and Development, Crime Prevention, Poverty Reduction, Business and Economic Activity, Arts, Culture and Recreation, and Transportation, Parking and Mobility. These themes were used to guide the discussion, which was facilitated using "break out rooms" for small group discussions. Below is a summary of the conversations, which have been coded and summarized according to themes.

Crime Prevention

When asked about strategies for crime prevention, suggestions fell into three general categories:

- Policing
- Holistic Approaches
- Lighting/Safety

The relocation of the Community Policing office to Uptown was mentioned as a "step in the right direction." Increasing police patrols and security, especially at night, was also suggested.

A holistic approach to addressing crime and vandalism that includes art and community partnerships was recommended to make Uptown more "welcoming." Facade improvement through partnerships with artists was mentioned, since participants observed less vandalism on buildings with art than on empty buildings. Participants agreed that a holistic approach was necessary to encourage more people to visit the area, which in turn would discourage crime.

Participants noted that they would like increased lighting in the area to feel more safe. The area from Third Avenue down to the Quay was mentioned as particularly important.

Poverty Reduction

The conversations related to poverty reduction were primarily focused on how to support community members experiencing poverty in dignified ways. A lack of publicly available washrooms was noted as a key issue in the Uptown District. This issue was discussed as a matter of equity, accessibility, and dignity. While some store owners are able to provide washrooms to non-customers, all participants agreed that having City-run public washroom facilities in Uptown would be helpful for shoppers and for those who access services in the Uptown area. Possible locations for the washroom were discussed but no clear preference emerged.

Social housing was also discussed under the theme of Poverty Reduction, with participants suggesting that social housing be dispersed throughout the community, rather than being concentrated in a single location.

Business and Economic Development & Arts and Culture

Community members shared many ideas that combined arts and culture with business/economic development and revitalization, making these categories hard to separate. Because of this, the ideas and emerging themes are presented together. Three themes emerged:

- Build upon the existing success of the arts district
- Attention to storefronts
- Partnerships

Art has been part of the Uptown District in many successful ways in the past, and participants say this needs to be built upon and celebrated. For example, the Rotary Club has stewarded arts projects and interventions in Uptown for many years. Suggestions for integrating more artistic influence into the Uptown District include: incentive programs for artists, connecting businesses through art, and an art treasure hunt.

Empty and underutilized storefronts were noted as an ongoing issue. Suggestions for storefront improvement often included art. For example, empty storefronts could be used as display areas for a rotation of local artists or retailers and facade improvement could include hiring artists to paint murals. Subsidized rent was also suggested as a way to entice more businesses to the area in an effort to create a more consistent shopping experience.

A variety of partnership opportunities were identified by participants. Some of these include: creating a training or mentorship program between successful businesses and struggling businesses, public art competitions, and murals with youth and other marginalized community members. The Vancouver Indigenous Arts Project was mentioned as a precedent.

Housing

Three key themes emerged from conversations about housing:

- Housing demand, growth and population change
- Suggested areas for re/development
- Improving existing residences

Participants acknowledged that growth is happening in the wider community and as a result housing is in demand in most areas of Port Alberni, including the Uptown neighbourhood. Retirees, “downsizers” (seniors), and people relocating from other provinces were mentioned as anecdotes for those increasingly looking for housing in the Uptown District. It was suggested that Uptown could support both the existing and incoming population of residents by providing more compact, one and two bedroom housing options. Participants shared a vision for future housing development that includes a range of housing costs, green infrastructure, charging stations for Electric Vehicles, and mixed commercial-residential buildings.

When asked about potential areas for development or re-development, participants expressed that there was a lack of residential along 3rd Avenue and suggested the lot next to Steampunk Coffee as a potential site to consider.

Participants suggested several ideas that might improve existing housing in the Uptown District. These included the City holding landlords accountable for the quality and appearance of their buildings (perhaps through a bylaw) and cleaning/maintaining the alleys behind properties.

Transportation, Parking, Mobility

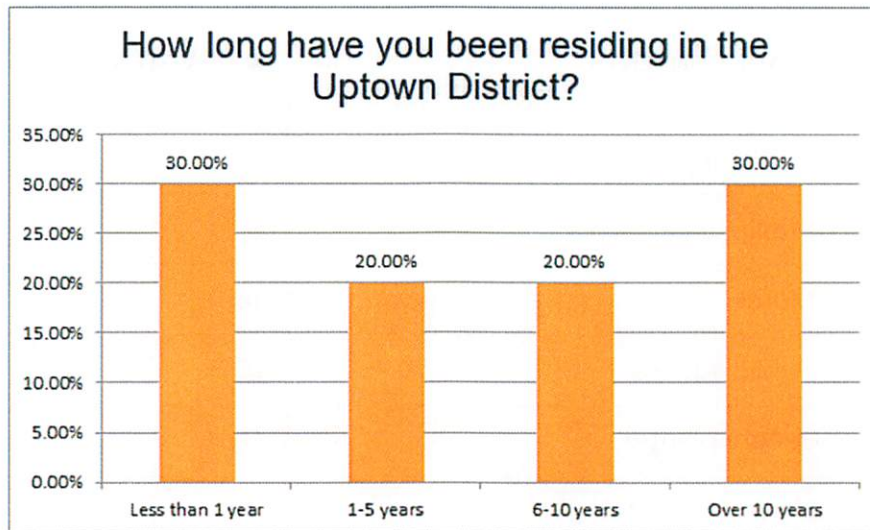
Three themes were identified in conversations about transportation, parking and mobility:

- Location
- Public transportation
- Pedestrian & bike infrastructure

Participants approached this question by considering why more people were not visiting Uptown, and what it might take to encourage people to do so. The disconnect between South Port and North Port was recognized as an issue for drivers, cyclists and transit users. Group members suggested an express bus route, or shuttle service, as a way to increase visitors to the Uptown District.

Structural improvements for pedestrians and cyclists were recommended. Specifically, lights at crosswalks (perhaps solar panel powered lights) and bike parking were mentioned as areas for improvement. One participant shared her difficulty and frustration with trying to get a bike rack outside of her business.

Resident Survey



In a couple short sentences, please describe why you decided to live in the Uptown District?

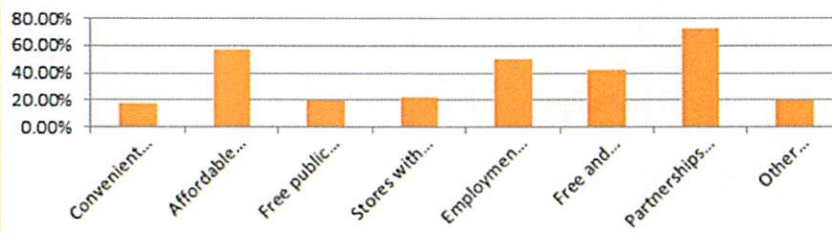
Results were categorized and counted within each category. While there was a great variety of responses, most people indicated that the proximity to the waterfront or Harbour Quay was the primary reason why they chose to live in Uptown.

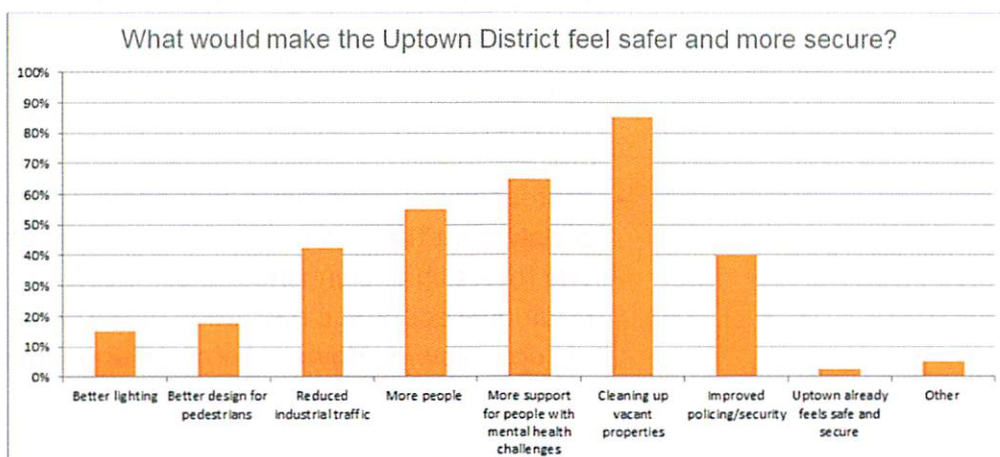
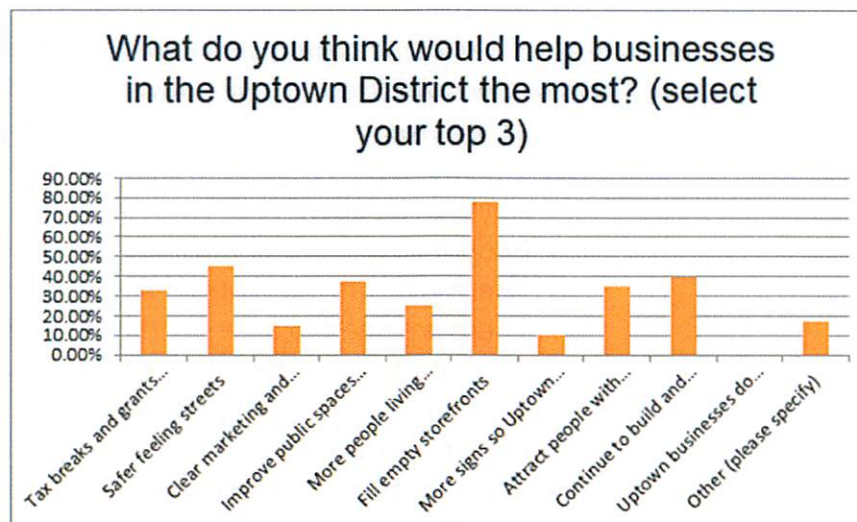
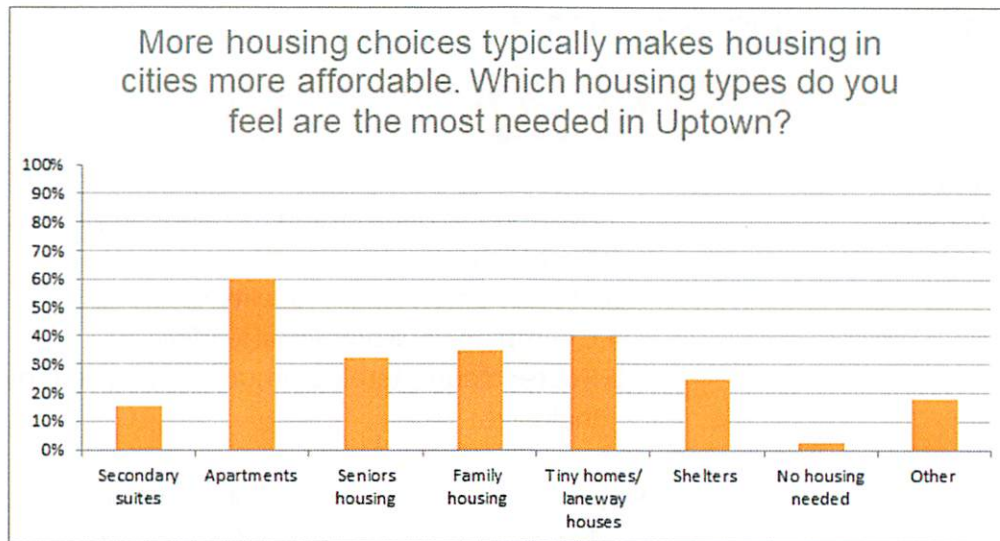
CATEGORY	# OF RESPONSES
Amenities	7
Small businesses/shops	8
Quiet	2
Charm/ character	5
Harbour Quay/ waterfront proximity	13
Friendly/ pleasant neighbourhood	3
Work close by	2
The house was right/ family owned	10
View	5
Future potential	6
Walkability	6
Affordability	6

Select the 3 images that best align with your idea of a "vibrant and revitalized Uptown District"

IMAGE CONTENTS	# OF VOTES
Outdoor patios	22
Public washrooms	6
Mural	18
Public square	15
Bench/ planter	0
Mixed use buildings	8
Walk up housing/ townhouses	4
Nice facade	12
Public market	15

Responses from the Uptown District Revitalization Survey in May 2020 indicated that Poverty Reduction is a priority for the Uptown District. What would help people the most? (select your top 3)





Appendix B Guiding Documents

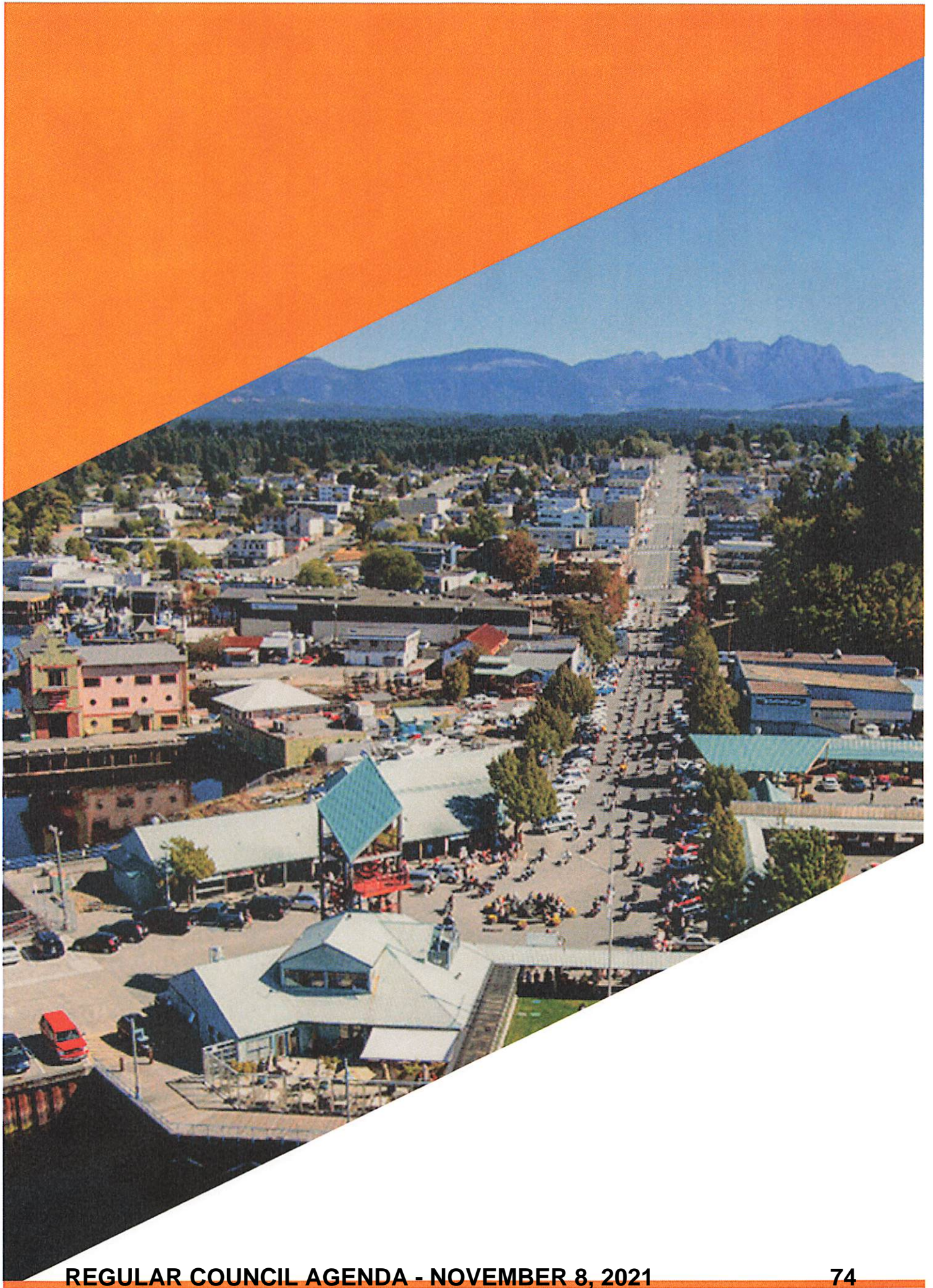
Document	Overview
<p>City of Port Alberni Corporate Strategic Plan: 2019-2023</p>	<p>The priorities of the Corporate Strategic Plan are:</p> <ol style="list-style-type: none"> 1. Respond to demographic change/improve quality of life 2. Enable the new economy 3. Provide and maintain quality services 4. Champion environmental leadership 5. Foster a complete community (safe, healthy and inclusive) <p>Several specific goals and strategies speak directly about the Uptown District including Goal 1.2 “The Uptown District is revitalized and flourishing.”</p>
<p>City of Port Alberni Official Community Plan (2007)</p>	<p>The OCP is a key policy document that has been adopted by City Council. Through the review of many key studies and consultation with the community, the following key issues were identified:</p> <ul style="list-style-type: none"> • Aging population • Economic and social vitality in the Southport area • There is no one main street shopping district in the City • There is a need to diversify the local economy so that it is more vibrant and sustainable in the long term • Two emerging housing stocks; senior care housing and multi family options • Need to improve trail connectivity throughout the community. • Develop the local tourism industry • Transportation connectivity, industrial traffic through town, and improved access to the Island Highway • Improved connection to the waterfront such as a waterfront walkway or waterfront oriented public spaces • Increased moorage, day floats, and a fuelling dock to supplement the existing facility in the harbour • The forest and fishing industries have been the traditional economic backbone of Port Alberni, but they are now slowing down in terms of economic viability.

Appendix B Guiding Documents Cont'd

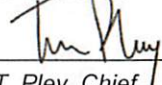
Document	Overview
Uptown Revitalization Plan (2010)	<ul style="list-style-type: none"> • Funding for this project came from the Island Coastal Economic Trust fund • Aid Port Alberni's transition to becoming a more diverse and sustainable community by economically strengthening the City's Uptown Core and re-establishing a vibrant community centre in the Uptown area. • Goal to provide a visible change in the appearance of the street in order to stimulate economic growth in the area. • Revitalization Tax Exemption Bylaw approved in 2008 to encourage new business. • Actions: 3rd Avenue streetscape upgrades from Dunbar Street to Mar Street included attractive new energy-efficient street lighting and crosswalk upgrades. Walkability and traffic flow were improved and new design elements such as benches and street-side planters added. • Actions resulted in a visible impact on the vitality of the Uptown area including an increase in new businesses, pedestrian traffic and patronage by residents and visitors.
Housing Needs Assessment (2021)	<p>The City of Port Alberni's Housing Needs Assessment Report was created in February 2021 in response to new provincial legislative requirements. This report uses a variety of sources including data from Statistics Canada, Canada Mortgage and Housing Corporation (CMHC), BC Housing, BC Assessment and local City data, as well as the voices of community members gathered via community engagement initiatives to report on the City's current and anticipated housing needs. It includes an analysis of Port Alberni today, including demographics, economic indicators, and the housing profile. Expected community growth is calculated and analyzed using projections provided by the province to estimate the future housing needs. The report concludes by highlighting the fact that for a long time, Port Alberni has been seen as a more affordable place to live by those who look at the community from the outside, but the experience for local residents continues to become more unaffordable.</p>

Appendix B Guiding Documents Cont'd

Document	Overview
	<p>Housing un-affordability is due to older local housing conditions, lack of growth and new development, stagnated economic recovery, and an aging population with a depleted workforce. Moving forward, the low rental vacancy rate and high costs of housing indicate that the need for affordability and diversity of housing options is not being met by the current housing stock in the community.</p>
<p>Port Alberni Zoning Bylaw (2014)</p>	<p>The City of Port Alberni's Zoning Bylaw provides the regulations for land use and helps the community develop according to its values and goals as described in the OCP.</p> <p>It includes the following sections:</p> <ul style="list-style-type: none"> • Administration • Definitions • Regulations for each zone (including uses, densities, lot coverage, set backs, and anything else that might be appropriate). • General regulations – apply everywhere in the city, not just to particular zones. • Rules for parking and loading zones • Zoning map <p>Zoning affects all community members as it is the most direct method for controlling land use.</p>
<p>Active Transportation Master Plan (2014)</p>	<p>Developed in 2014, this report aims to promote walking and cycling in the City of Port Alberni in order to promote economic development, quality of life, health, decrease costs, and support environmental quality. This report provides an analysis of the community context, policy context, and existing conditions for walking and cycling.</p> <p>The report then suggests 3 main action items:</p> <ul style="list-style-type: none"> • Network development and connectivity • Safety and education • Accessibility and Design <p>The report concludes with an implementation strategy of the 3 action items.</p>



Date: November 1, 2021
File No: 5460-05
To: Mayor & Council
From: T. Pley, Chief Administrative Officer
Subject: Intersection Network Screening Report

Prepared by: <i>R. DICKINSON</i> Director of Engineering & Public Works	Supervisor: <i>T. PLEY</i> CHIEF ADMINISTRATIVE OFFICER	CAO Concurrence:  T. Pley, Chief Administrative Officer
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RECOMMENDATION[S]

THAT Council direct staff to include an annual 'Intersection Improvement Program' in the City's 5-year Financial Plan to address safety concerns throughout the City and based on the priority intersections presented in the 'Network Screening' Report dated October 2021.

PURPOSE

To provide Council with the report titled "Network Screening" dated October 2021 for Council's information and that Council consider formalizing an ongoing annual program to improve intersection safety.

BACKGROUND

The City approached ICBC in January 2021 to build upon our existing partnership to improve intersection safety within the City. During these discussions, ICBC suggested a 50/50 partnership arrangement with the City to prepare an Intersection Network Screening Study to identify the top 20 collision-prone intersections, prioritize the work and propose improvements. While the study identifies the top 20 intersections within the City, this report speaks to improvements at 15 locations.

Council received an information report from staff at its Regular meeting held March 22, 2021 which spoke to the City engaging McElhanney Ltd. to complete the study which has now been finalized and attached for reference.

ALTERNATIVES/OPTIONS

1. Council direct staff to include an annual 'Intersection Improvement Program' in the City's 5-year Financial Plan to address safety concerns throughout the City and based on the priority intersections presented in the Network Screening Report dated October 2021.
2. Council provide alternate direction.
3. Council take no action.

ANALYSIS

The Network Screening Study will enable the City to be proactive in identifying intersection improvements by priority, and will provide structure for the allocation of ICBC and City funds to carry out said improvements. Over time, additional intersections may be identified and incorporated into the Study to inform future

F5

investment as improvements are constructed. This Study provides significant support to the City for future grant funding opportunities and supports increased funding from ICBC.

Figure 3 of the report completed by McElhanney provides a visual overview of the intersections studied and their resulting priority. The individual scores and weights of the priority system are shown in *Table 1* and intersection details are also captured in McElhanney's report.

The following is a brief summary of the proposed intersection improvements, noting that specific details captured in McElhanney's report along with detailed engineering, would be required before budget costs could be finalized.

2022-2023

- Priority 2 | Redford St. / 10th Ave. – works started prior to the study with improvements and budget approved by Council at its September 7th RCM and outlined in the attached report.
- Priority 11 | Dunbar St. / 10th Ave. works started prior to the study, with improvements and budget approved by Council at its September 7th RCM and outlined in the attached report.
- Priority 15 | Argyle St./10th Ave. – design of a roundabout and engagement process has commenced.
- Priority 1(a) | Gertrude St. / Roger St. - signal improvements and pedestrian crossing signal improvements.
- Priority 5 | Argyle St. / 3rd Ave. – to commence as part of Argyle St. reconstruction for Combined Sewer Overflow reduction and coordinated with the downtown revitalization – consider lane reduction, improved sight lines/parking.

2024

- Priority 1(b) | Gertrude St. / Roger St. - improve curbing and reconstruct deceleration turning lane island to meet current design standards.
- Priority 4 | 10th Ave. / Burde St. – improve sight lines related to vegetation and structures close to the corners, consider curb extensions, RRFB's (Rapid Rectangular Flashing Beacons), consider sizing RRFB bases for future traffic signals, review lighting.

2025

- Priority 6 | 10th Ave. / Wallace St. - improve advisory signage, change the pedestrian signal timing, confirm light phasing follows recommended guidelines, consider tertiary signal heads if lighting does not meet standards.
- Priority 9 | 3rd Ave. / Bute St. – curb extensions, restrict parking for sight lines, raised median for refuge.

Prior to improvements going ahead, staff recommend a review of 3rd Avenue corridor to optimize pedestrian/traffic controls and locations, timing, and consideration of RRFB's.

2026

- Priority 10 | 10th Ave. / Bute St. – RRFB's, relocate stop sign, repaint crosswalk alignment, review signal timing 10th Ave. / Redford St., consider curb extensions, lighting improvements.
- Priority 12 | 6th Ave. / Roger St. – remove parking/sight lines, bike lane line painting, foliage/sight lines, curb extensions.

Priorities No. 13 [3rd Ave / Stamp Ave at Redford St.] and No. 14 [10th Ave / Roger St.] fall outside of the 2022-2026 budget cycle and will be considered at a future date.

It is anticipated the annual cost would be approximately \$100,000 with some years and projects being significantly more. The larger projects such as (Argyle St. /10th Ave, Hwy 4/ Beaver Creek Rd., Argyle St. /3rd Ave.) include underground utilities that require replacement/upgrading, full reconstruction of the surface works and other infrastructure at the end of its life cycle that are all better served by coordinating the works into a single larger project rather than phasing.

It is important to note that many improvements can be phased where operational or capital budgets may be utilized to perform improvements outside of the proposed program. For instance, Priority 1 | Gertrude Street /Stamp Avenue and Roger Street, identified the need to trim back branches at the North West corner to improve lighting. Those works were completed as part of the 2021 maintenance budget in September after they were first identified in the draft report.

Priority numbers 3, 7, 8 are along the Highway and therefore must be coordinated with the Ministry of Transportation and Infrastructure. Coordination will continue throughout the program. The design of Priority (3) Hwy 4 and Beaver Creek started prior to this Network Study and is ongoing with construction anticipated in 2023.

IMPLICATIONS

With the completion of the Intersection Network Screening report should the City not move forward with proposed infrastructure improvements, it may lend itself to increased congestion, motor vehicle incidents and potential conflict between pedestrians, cyclists and motor vehicles.

COMMUNICATIONS

The completed Intersection Network Screening report will be shared via the City's website and social media platforms as appropriate. Planned annual improvements will also be communicated each year using the same methods and may also include direct public engagement with property owners immediately adjacent to the proposed works, creating an opportunity to share their opinions and observations during the detailed design of each intersection.

BYLAWS/PLANS/POLICIES

This initiative supports the following Strategic Priorities:

- 1.1 Be a community that is connected by safe, walkable, green streets and accessible by multi-modal pathways.
- 5.3 The community is connected with safe pathways and trails that are multi-modal. Pedestrians and cyclists are safe and feel welcome.

SUMMARY

The City through partnership with ICBC engaged the services of McElhanney Ltd. to complete the attached Intersection Network Screening report. Staff are recommending that the City establish an 'Intersection Improvement Program' for the purpose of making safety improvements to priority intersections throughout the City. Funding to carry out said improvements will form part of the City's 5-year Financial Plan by identifying funds specifically to the program. The annual amount of the program will depend on available funding, other safety initiatives, grant funding and any funds made available through ICBC.

ATTACHMENTS/REFERENCE MATERIALS

- *Network Screening - October 2021*

C: *A. McGifford, Director of Finance*

Network Screening City of Port Alberni

File No. 2341-21220-00

Margaret Gibbs, PEng | Road Safety Engineer | Insurance Corporation of B.C.
Rob Dickinson, PEng | Director of Engineering & Public Works | City of Port Alberni

October 2021

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1 INTRODUCTION

1.1 BACKGROUND

The City of Port Alberni is centrally located on Vancouver Island, situated on the Highway 4 corridor connecting Parksville to Tofino (Figure 1). The local economy is largely based on forestry (pulp/paper and sawmills), fishing, and agriculture, in addition to the tourist and commercial activity coming from the highway system.

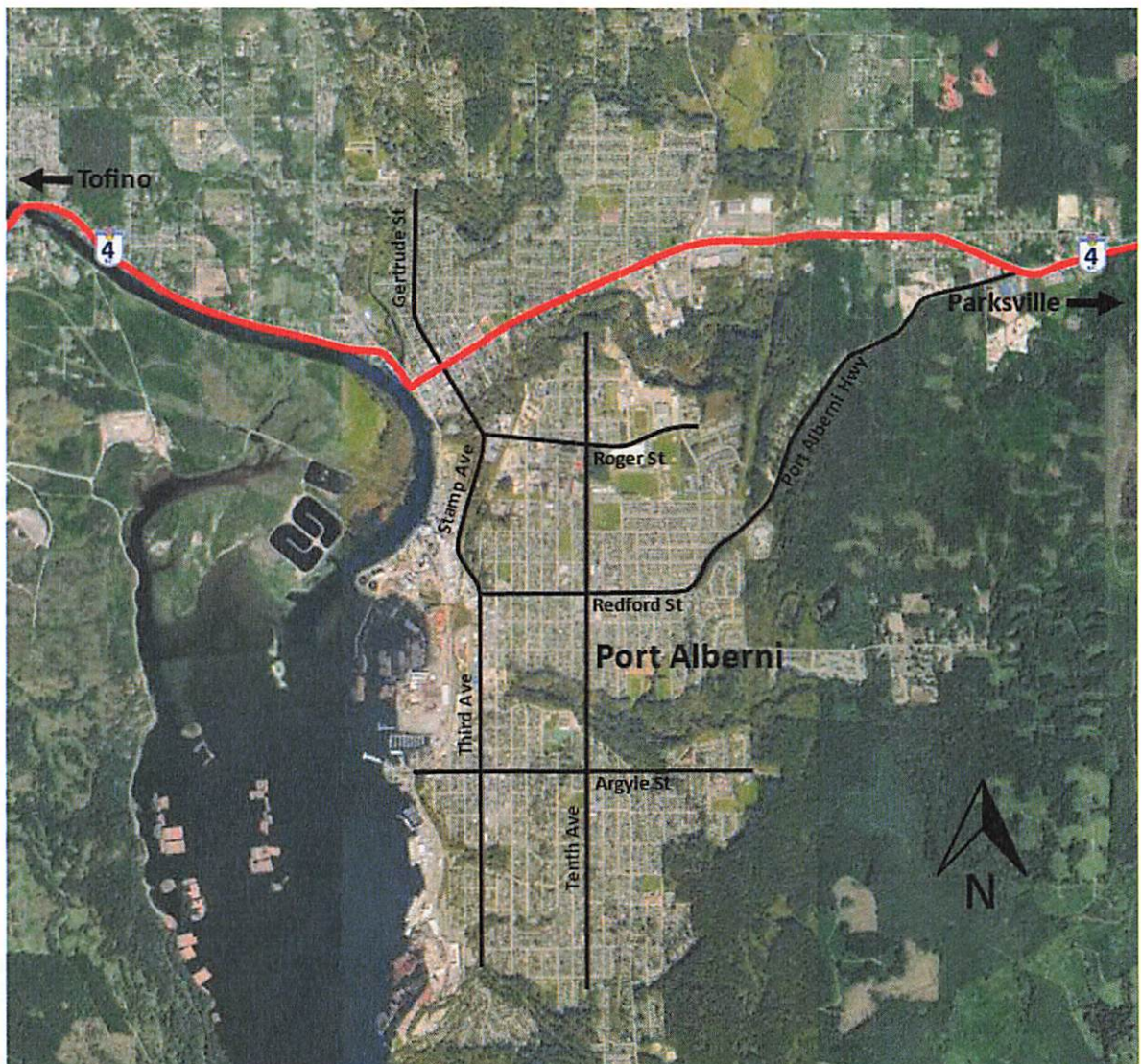


Figure 1: City of Port Alberni

Although the community population has generally remained at approximately 18,000 between the 2001 census and the 2016 census, there has been a ~20% increase in the number of reported collisions since 2015 (Figure 2). There has also been a recent trend identified in pedestrian-related collisions. With the expected growth in population (and consequently traffic demand) forecast in the near future, the community is concerned that these safety issues will worsen.

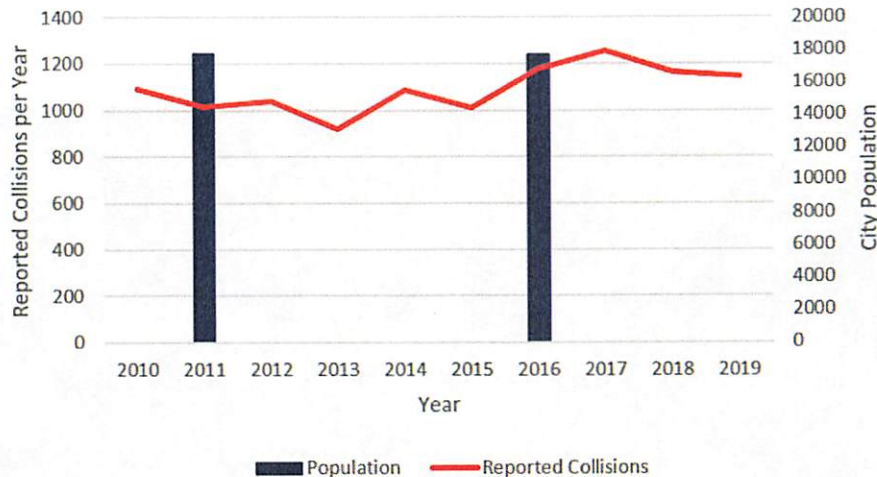


Figure 2: Reported Collisions Versus Population Since 2010

To evaluate the safety of the existing transportation system and address the identified issues with the top collision prone locations, the City and the Insurance Corporation of British Columbia (ICBC) have commissioned a formal Network Screening for Port Alberni. This report outlines the analysis and findings of the study.

1.2 OBJECTIVES

Using the last five years of available collision claims data from ICBC (2015 to 2019), the objectives of this study were to:

- Review the collision records to identify at least the Top 20 collision-prone intersections under the City's jurisdiction based on Collision Frequency, and short list these to a Top 15 list (with a maximum of three highway intersections) based on Collision Rate, Severity Index, and Critical Collision Rate Index (CCRI);
- Evaluate the collision records of the Top 15 collision-prone locations to identify potential trends in collision times, types, contributing factors, vehicle directions, and severity;
- Visit each site to monitor traffic patterns/conflicts and meet with local RCMP stakeholders to discuss any issues with laning, geometry, traffic control, etc that may contribute to the collision trends; and
- Recommend short and long term counter-measures that would address the identified safety issues, and which may be candidates for cost-sharing with ICBC.

2 NETWORK SCREENING

Based on the most recent five years of available ICBC collision records (2015 to 2019), the Top 15 study intersections were selected for further study by applying the following methodology:

1. A list of 22 intersections was generated by discarding all identifiable highway intersections with less than 20 non-parking related collisions, and all identifiable city intersections with less than 12 non-parking related collisions. Parking collisions were separated for potential future study. The Top 22 intersections were then ranked by **Collision Frequency** (i.e. the number of collisions over the five year study period).
2. The Annual Average Daily Traffic (AADT) traffic volume was determined at each intersection using nine previous highway intersection counts, four previous city intersection counts (from the 2017 truck route study), and six new intersection counts in 2021. For those locations without direct count data, the AADTs were estimated from consideration of the road functional class, network connectivity, adjacent land use, laning, and known traffic volumes in the vicinity.
3. A **Collision Rate** (i.e. number of collisions per million entering vehicles over the five-year study period) was calculated for each intersection. This measure normalizes the data such that the collision history at a given location is considered in the context of its exposure to traffic volumes. The intersections were then re-ranked from the highest to the lowest Collision Rates.
4. A **Severity Index** was calculated for each intersection by assigning a weighting of 600 to each fatal collision, 20 to each injury collision, and 1 to each collision with property damage only. These weightings were intended to reflect the relative societal costs of each type of collision, as determined by TAC's *Canadian Guide to In-Service Road Safety Reviews* (2004). The intersections were then re-ranked from the highest to the lowest Severity Index to identify locations where the severity is of greater concern.
5. A **Critical Collision Rate** was calculated for each intersection. This calculation uses the Average Collision Rate for intersections of similar characteristics, traffic control, and volume (as published in ICBC's *Draft Road Safety Benchmark Statistics for British Columbia*, 2017) to determine the threshold collision rate for the subject intersection. Intersections identified with rates above this threshold are considered problematic with a 95 percent level of confidence.
6. With the Critical Collision Rates, the **Critical Collision Rate Index** (CCRI) was calculated as the ratio of the actual Collision Rate at each intersection to the applicable Critical Rates. Values exceeding 1.0 indicated a potential concern. The intersections were then re-ranked according to the CCRI scores.
7. With the three rankings, a combined ranking (with equal weightings) was calculated to prioritize the Top 22 intersections. The Top 15 locations were then advanced for further study in the following sections, including site visits, photo-documentation, collision analysis, and discussion with City and Community Policing representatives.

The study intersections and their respective scores and rankings are summarized in Table 1.

Table 1: Top Study Intersections

Total Rank	Rank by Freq.	Rank by Rate	Rank by Sev.	Rank by CCRI	Total Rank	North - South Street	East - West Street	Approaches	Traffic Control	Estimated Entering AADT	Collision Frequency (5 years)	Collision Rate	Fatality Collisions	Injury Collisions	Property Damage Collisions	Severity Index	BC Avg. Collision Rate	BC Crit. Collision Rate	CCRI
1	1	1	6	1	9	Gertrude/Stamp St	Roger Street	4	Signal	19000	91	2.62	0	56	35	13	1.60	1.97	1.33
2	3	2	3	2	10	10th Avenue	Redford Street	4	Signal	13300	57	2.35	1	25	31	20	1.42	1.84	1.28
3	9	11	9	4	33	Beaver Creek Rd	H4/River Road	4 (w access)	2 Stop	15100	25	0.91	0	14	11	12	0.54	0.79	1.15
4	16	9	5	5	35	10th Avenue	Burde Street	4	2 Stop	9500	17	0.98	0	11	6	13	0.54	0.86	1.14
5	7	3	20	7	37	3rd Avenue	Argyle Street	4	Signal	9800	31	1.73	0	11	20	8	1.17	1.62	1.07
6	14	4	10	9	37	10th Avenue	Wallace Street	4	Signal	7300	20	1.50	0	11	9	11	1.17	1.70	0.89
7	4	6	16	11	37	Cherry Creek Road	H4/Johnston Road	4	Signal	20600	49	1.30	0	22	27	10	1.21	1.52	0.86
8	2	5	19	13	39	Gertrude Street	H4/Johnston Road	4	Signal	30300	81	1.46	0	31	50	8	1.62	1.91	0.77
9	15	18	2	6	41	3rd Avenue	Bute Street	3	1 Stop	14000	18	0.70	1	8	9	43	0.40	0.63	1.13
10	18	13	11	3	45	10th Avenue	Bute Street	4	2 Stop	9000	13	0.79	0	7	6	11	0.40	0.69	1.15
11	21	15	1	10	47	10th Avenue	Dunbar Street	4	2 Stop	8600	12	0.76	1	5	6	59	0.54	0.88	0.87
12	17	14	4	12	47	6th Avenue	Roger Street	3	1 Stop	9800	14	0.78	0	12	2	17	0.67	1.02	0.77
13	5	7	21	14	47	3rd Ave/Stamp Ave	Redford Street	4	Signal	17900	37	1.13	0	13	24	8	1.21	1.54	0.73
14	12	8	14	15	49	10th Avenue	Roger Street	4	Signal	11300	21	1.02	0	10	11	10	1.17	1.59	0.64
15	22	10	18	8	58	10th Avenue	Argyle Street	4(5)	4 Stop	7200	12	0.91	0	5	7	9	0.58	0.96	0.95

Removed from Further Study

16	6	12	17	17	52	Tebo Avenue	H4/Johnston Road	4	Signal	21400	34	0.87	0	15	19	9	1.21	1.51	0.58
17	10	16	12	19	57	H4/River Rd/Victoria Quay	H4/Johnston Road	3	Signal	18500	25	0.74	0	13	12	11	1.07	1.38	0.54
18	13	17	8	21	59	Broughton Street/Mall Acc	H4/Johnston Road	4	Signal	16200	21	0.71	0	12	9	12	1.21	1.56	0.46
19	11	21	13	16	61	Gertrude Street	Southgate Road	4	2 Stop	19400	22	0.62	0	11	11	11	0.80	1.06	0.59
20	19	20	7	18	64	Burke Road	Gertrude Street	4	2 Stop	10900	13	0.65	0	8	5	13	0.80	1.16	0.57
21	8	19	22	20	69	Helen Street	H4/Johnston Road	4	Ped Signal	21800	27	0.68	0	8	19	7	1.19	1.49	0.46
22	20	22	15	22	79	3rd Avenue/Kingsway	Dunbar Street/Kingsway	5	3 Stop	14200	13	0.50	0	6	7	10	0.82	1.13	0.44



Legend:

	MoTI Intersection
	City Intersection

The locations of the 22 intersections are shown in Figure 3 below, numbered according to their rankings in Table 1. The Top 15 study intersections (shown in yellow and blue) were advanced for detailed collision analysis in Section 3.

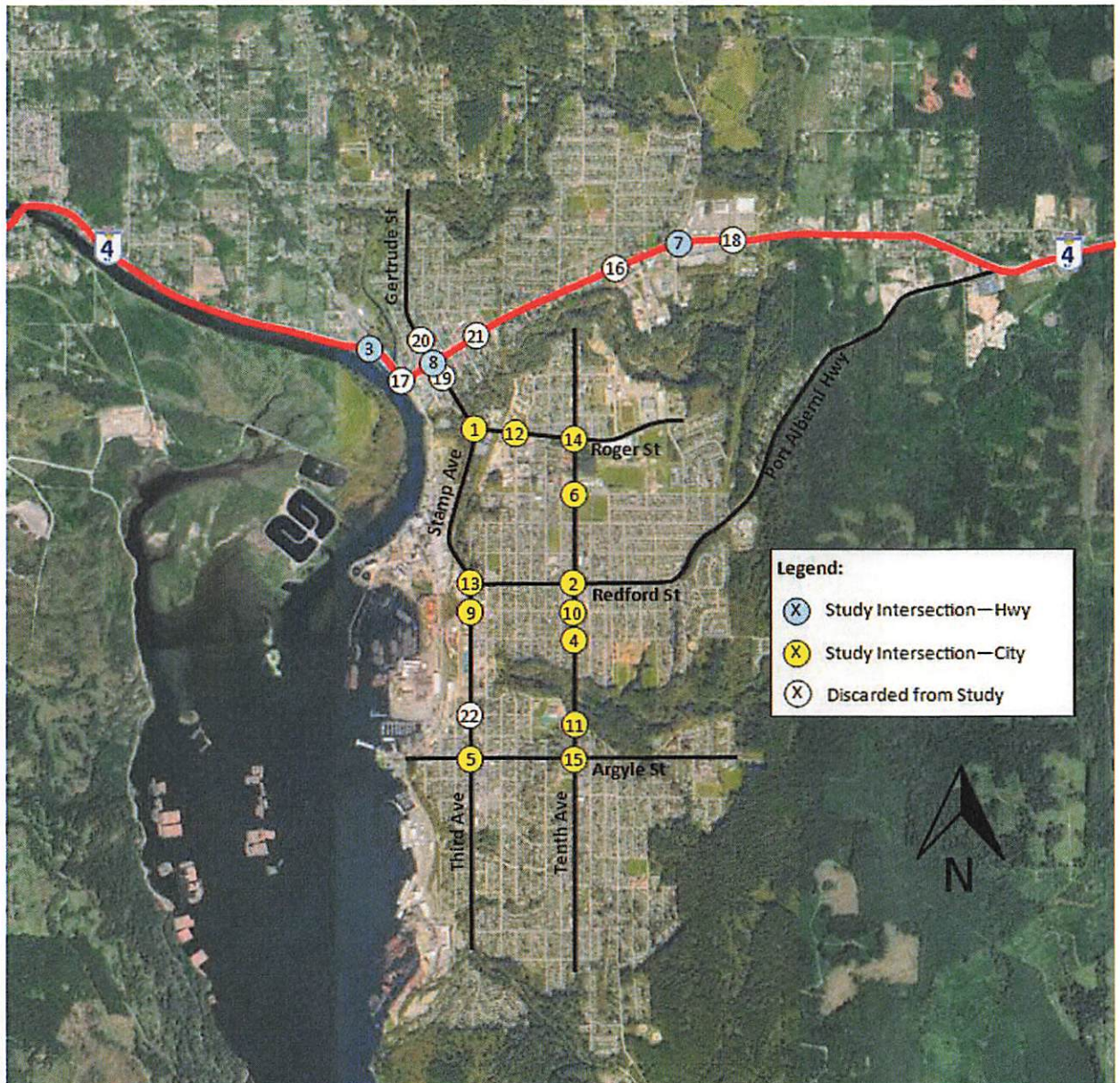


Figure 3: Study Intersections

3 DETAILED COLLISION ANALYSIS

3.1 GERTRUDE STREET / STAMP AVENUE AT ROGER STREET

3.1.1 Location Description

Gertrude Street / Stamp Avenue is a four-lane arterial that connects Highway 4 in the north to the Downtown in the south via Third Avenue (Figure 4). Roger Street is a two-lane collector connecting the residential neighbourhoods and recreational parks in the east to the waterfront in the west. The intersection has dedicated left turn lanes on all but the eastbound approach on Roger Street. There are also dedicated right turn lanes on all but the southbound approach on Gertrude Street, with large raised corner islands on the south half of the intersection. The intersection is controlled by a traffic signal with advance left turn phases on all but the eastbound approach on Roger Street. Crosswalks are provided across the east and north legs of the intersection only.

With a CCRI score of 1.33, the intersection of Gertrude Street / Stamp Avenue and Roger Street exceeds the critical collision rate for similar intersections in British Columbia, indicating a significant specific concern with this location.



Figure 4: Gertrude Street / Stamp Avenue at Roger Street Intersection

3.1.2 Site Observations

During the site visit in July 2021, the following observations were noted:

Table 2: Site Issues and Observations at Gertrude Street / Stamp Avenue and Roger Street

Issue Type	Description
Physical Characteristics	<ul style="list-style-type: none"> Large median and corner islands on south side of intersection. Northbound/southbound approaches are on a narrow curve, with the southbound approach crossing Roger Creek. Acceleration/merge lanes downstream southbound and eastbound. Tree shade darkens the intersection along the west side of the intersection. The luminaire in the northwest corner is obscured in the trees (Figure 5).
Traffic Control	<ul style="list-style-type: none"> Signalized intersection with advance left turn phases on northbound and southbound approaches only. Two primary heads on southbound (Gertrude Street) approach, but only one southbound departure lane. Advance 30 km/h curve warning sign for eastbound right turn lane. Lane use signs provided in advance and at intersection on southbound approach.
Observed Traffic Patterns and Conflicts	<ul style="list-style-type: none"> Merging/weaving conflicts especially eastbound downstream on Roger Street and southbound downstream on Stamp Avenue. Pedestrians visibility is limited at the intersection corners. A warning sign to watch for pedestrians is mounted in the northeast corner. Significant rear end and weaving conflicts on southbound approach. Fast speeds through intersection, especially the westbound right turn.
Adjacent Land Use and Accesses	<ul style="list-style-type: none"> Northwest quadrant is park space; southwest quadrant is industrial. Northeast quadrant is residential, with accesses near the intersection on both the Gertrude Street and Roger Street approaches. Southeast quadrant is a hotel with site access downstream on Roger Street.
Active Transportation	<ul style="list-style-type: none"> Sidewalks provided on both sides of the east and north legs of the intersection, but only on the north side of Roger Street west of the intersection, and on the east side of Stamp Avenue south of the intersection. Crosswalks provided across the north and east legs of the intersection only. Sharrows painted for cyclists on Gertrude Street, but constrained to the south. Bus stop on the westbound approach on Roger Street.
Stakeholder Comments	<ul style="list-style-type: none"> Limited visibility for opposing left turns on Gertrude and Stamp approaches. Drivers are failing to yield on turns. Concerns with distracted driving at this location. Wide roads; candidate for roundabout.



Figure 5: Obscured Luminaire in Trees, Northwest Corner of Gertrude St/Roger St

Based on the collision data, the following trends were identified:

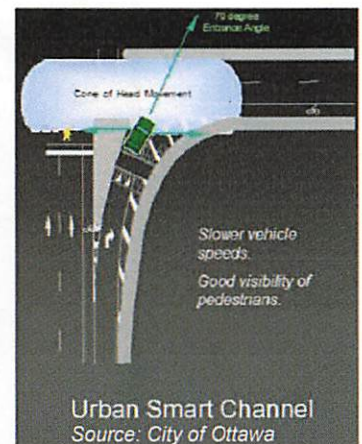
1. More than half the collisions resulted in injury (56/91), which supports the observations that traffic speeds were a concern.
2. The collisions were evenly distributed throughout the years of the study period.
3. There were no discernable seasonal factors in the collision history.
4. Most collisions occurred on weekdays, especially in the AM and PM Peak Hours when commuting traffic is highest.
5. The majority of collisions were rear-ends (52/91), most commonly on the southbound approach on Gertrude Street. Congested conditions were often cited as a factor, with rear ends attributed to drivers being surprised by the queue lengths, misjudging the intentions of the vehicle ahead, weather, and simple driver error. Rear ends were also common on the westbound approach, especially with vehicles turning right.
6. Ten collisions were recorded between left turning traffic and opposing through traffic, usually occurring during the yellow (intergreen) phase. Nine of these occurred between vehicles on Gertrude Street / Stamp Avenue.
7. There were six sideswipe collisions, generally caused by inattentive drivers changing lanes.
8. There were four collisions with wildlife in the vicinity of the intersection.
9. Two collisions occurred with vulnerable road users (one pedestrian, one cyclist), both being struck in the east crosswalk by a vehicle turning southbound left onto Roger St.

3.1.4 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Remove the redundant southbound primary signal head.
2. Review the signal timing to ensure peak hour congestion is managed, and verify the intergreen (yellow and red) phases provide sufficient time for vehicle clearance. Consider queue detection to help reduce the southbound peak hour queues.
3. Reconstruct the northeast corner to improve turning geometry and increase the visibility of pedestrians at the crosswalks.
4. Add a Leading Pedestrian Interval (LPI) to improve the priority and safety of pedestrians using the crosswalks.
5. Reconstruct the southeast and southwest corner islands to create a safer "smart" approach angle for right turning traffic (with a paved or painted apron; see right). Then the eastbound warning sign and 30 km/h advisory speed can be removed.
6. Prune trees to improve lighting, and clear the luminaires, esp. in the northwest corner.
7. Consider an anti-skid treatment on the intersection approaches (esp. southbound) to reduce rear-end collisions.
8. Invite additional enforcement at this location for speeding and distracted drivers.



Long Term:

1. Convert left turn phases to protected-only if and when warranted by safety concerns.
2. Upgrade the intersection to a roundabout to safely manage speeds and traffic demand.
3. Monitor the area for wildlife to determine if deer warning signage is warranted.

3.2 TENTH AVENUE AT REDFORD STREET

3.2.1 Location Description

Tenth Avenue is a two-lane arterial road that starts just south of Roger Creek in the north, and continues to the southern limits of Port Alberni. The road widens to four-lanes through the Redford Street intersection (Figure 7). Redford Street is a major four-lane arterial connecting the industrial area at Third Avenue in the west to Highway 4 (via Port Alberni Highway) in the east. The intersection is signalized, with advance left turn phases and dedicated left turn lanes on all four approaches. Crosswalks are provided across all four legs of the intersection.

With a CCRI score of 1.28, the intersection of Tenth Avenue and Redford Street significantly exceeds the critical collision rate for similar intersections in British Columbia, indicating a specific concern with this location.

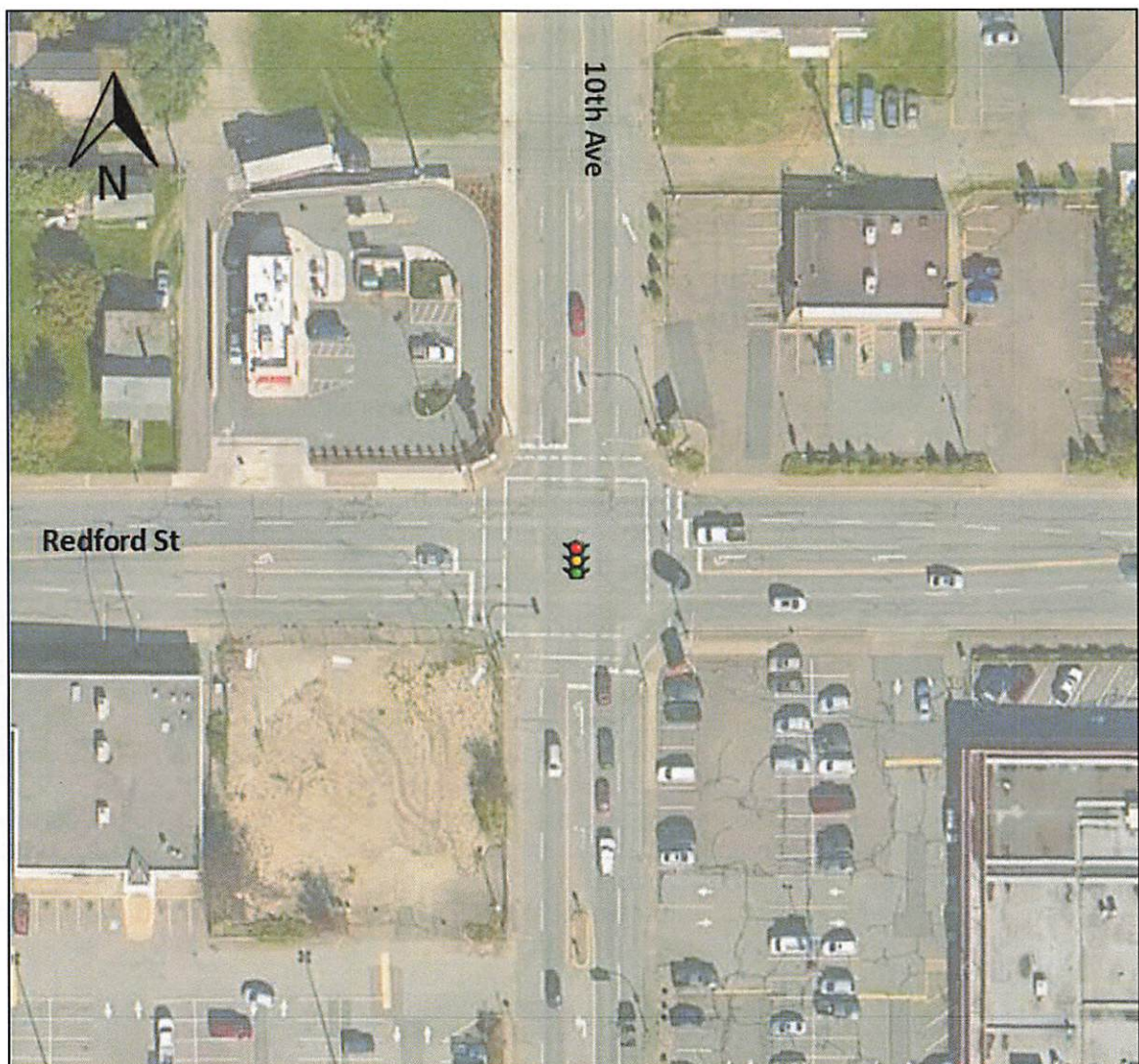


Figure 7: Tenth Avenue at Redford Street

3.2.2 Site Observations

During the site visit in July 2021, the following observations were noted:

Table 3: Site Issues and Observations at Tenth Avenue and Redford Street

Issue Type	Description
Physical Characteristics	<ul style="list-style-type: none"> Five lanes through the intersection on all approaches, which reduce to two lanes on Tenth Avenue and four lanes on Redford Street downstream.
Traffic Control	<ul style="list-style-type: none"> Only one primary signal head on each approach despite there being two through lanes on each approach. Secondary heads are all approximately within the 20 degree cone of vision. Advance left turn phases on all approaches. Left Turn Signage and Chevron warning sign on median island on Tenth Ave. Lane lines are faded.
Observed Traffic Patterns and Conflicts	<ul style="list-style-type: none"> Merge conditions on Tenth Avenue invite speeding. Frequent speeding traffic, honking horns, and red light running observed. Very heavy volume of pedestrians using the intersection.
Adjacent Land Use and Accesses	<ul style="list-style-type: none"> High volume commercial uses on all quadrants, including convenience store, fast food, shopping mall, service station, and liquor store. Fourteen commercial accesses within the functional area of the intersection, including four on vacant property in southwest corner (Figure 8).
Active Transportation	<ul style="list-style-type: none"> Sidewalks on both sides of both roads. Crosswalks across all four legs of the intersection. Painted sharrows for bicycles on Redford Street. Northbound bus stop on the south leg of the intersection.
Stakeholder Comments	<ul style="list-style-type: none"> In 2019, ATC asked to eliminate parking spaces at Cygnet Apartments to address constrained width caused by left turn lane into Co-Op. The City subsequently agreed to remove the first two parking spaces after the merge lane. Pedestrian and cycle conflicts. Merge conditions on Tenth Ave downstream of the intersection, both directions.

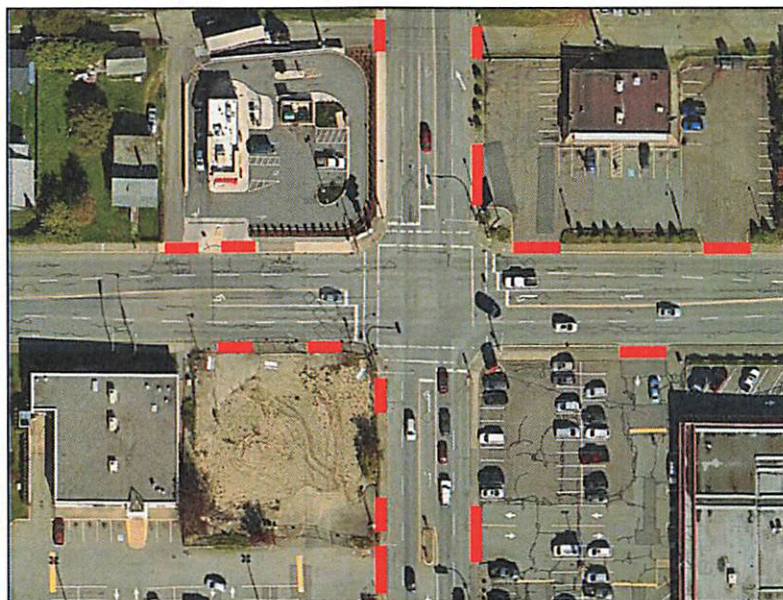


Figure 8: Accesses Near Tenth Avenue / Redford Street Intersection

3.2.3 Collision Analysis

There were 57 collisions recorded at the intersection of Tenth Avenue at Redford within the five year study period. The collision patterns are illustrated in Figure 9 below.

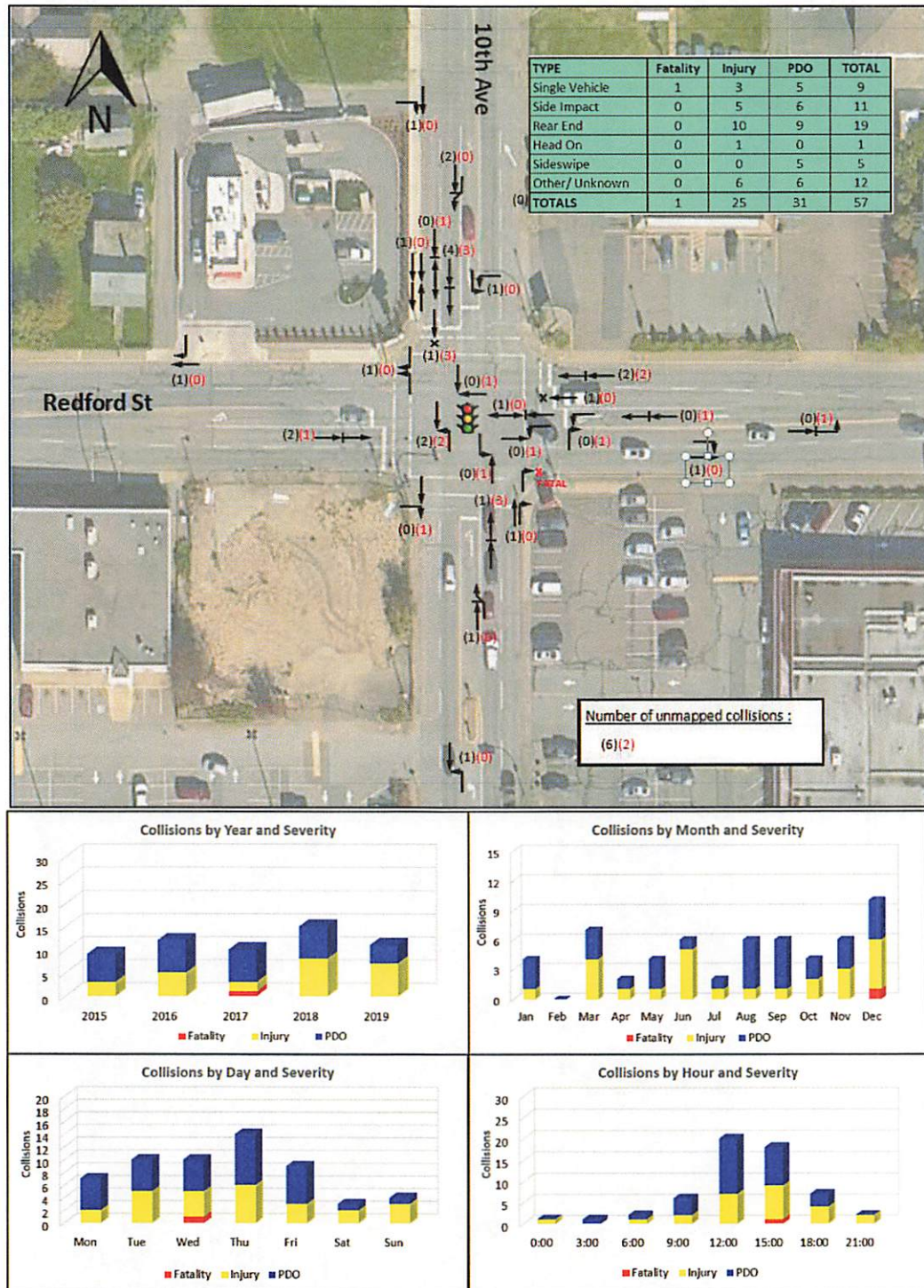


Figure 9: Tenth Avenue at Redford Street

Based on the collision data, the following trends were identified:

1. Almost half the collisions (25/57) involved injuries.
2. The collisions are generally evenly distributed between the years of the study.
3. There is a slight peak in collisions recorded in December (10/57), but otherwise the collisions are generally evenly distributed between the months of the year.
4. The majority of collisions (38/57) occurred between 12:00 Noon and 6:00 PM.
5. There were 19 rear end collisions of which approximately half involved injuries. The collisions were attributed to road conditions (4), following too closely (3), misunderstanding the other driver's intentions (3), and driver distraction (5).
6. Eleven collisions were side-impact, including one red light runner, three left turns against oncoming vehicles at the end of the green signal phase, and four conflicts at accesses near the intersection.
7. Nine collisions involved single vehicle incidents, often related to drivers impacting street poles or driving over the curb.
8. There were five sideswipe collisions which were generally associated with turning movements on Tenth Avenue.
9. Nine collisions were with pedestrians, reflecting the heavy pedestrian crossing volumes in the area. Two involved vehicles turning left into the crosswalk; one involved a vehicle exiting an access and hitting a pedestrian on the sidewalk; and one fatality involved a northbound right turning truck.

3.2.4 Potential Countermeasures

To address the identified issues with pedestrian and cycle safety, the City is considering the implementation of a lane diet, painted bicycle lanes, and bike boxes on Tenth Avenue through the Redford Street intersection (Figure 10). The forthcoming bicycle lanes on 10th Avenue can tie directly with these right turn lanes, thereby inviting a relatively safer "shared lane" condition for cyclists and right turning vehicles. The lane improvements will also help reduce traffic speeds, and will prevent the downstream merging conflicts. However, the changes will likely increase the intersection delays due to the loss of the second through lanes on Tenth Avenue. Traffic analysis with recent count data will help ensure the signal is optimized for the new laning.

The proposed bike boxes would help legitimize the presence of cyclists, but may invite conflicts if cyclists enter the bike boxes unseen by right-turning heavy truck drivers with limited sight distance. The bike boxes may therefore necessitate the use of "No Right Turn on Red" restrictions and potentially a leading bicycle signal phase. Alternately, the northbound and southbound right turn lanes could simply use sharrows to allow shared lane use in single file without priority bike boxes.

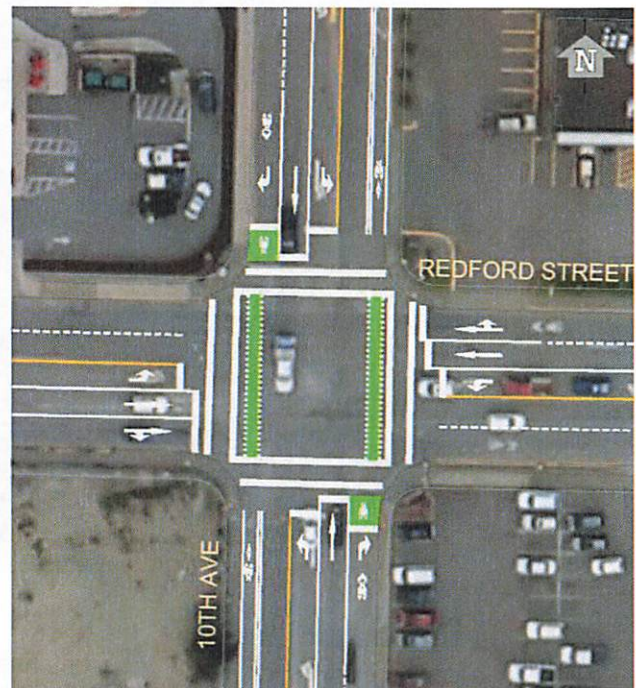


Figure 10: Proposed Intersection Improvements
(Source: Urban Systems)

In addition to the proposed laning improvements on Tenth Avenue, the following counter-measures are recommended for consideration:

Short Term:

1. Add a second primary head to the eastbound and westbound approaches on Redford Street, in order to match the two through lanes in each direction. This should improve the signal visibility for approaching traffic.
2. Add a Leading Pedestrian Interval (LPI) to give priority to crossing pedestrians, and improve pedestrian visibility and safety.
3. Confirm the intergreen phases are sufficient to manage conflicts on opposing traffic movements.
4. Ensure lane lines are painted and remain visible to manage the help manage the side swipe conflicts.
5. Replace the existing signage in the median island on Tenth Avenue with a "Left Turn Lane Use" sign and an "Object Marker – Left sign" (Figure 11). The left turn sign indicates the turn restriction applies to the lane only, rather than the entire approach. The object marker indicates that traffic can only pass on the right side of the island.
6. Consider an anti-skid treatment on the intersection approaches to reduce rear-end collisions.
7. Ensure this intersection is a priority for ice and snow clearing in winter.



Figure 11: Tenth Avenue at Redford Street

Long Term:

1. Convert the advance left turn phases to protected-only when warranted by traffic congestion and/or safety concerns.
2. Manage the density of private accesses as opportunities permit.

3.3 HIGHWAY 4 / RIVER ROAD AT BEAVER CREEK ROAD

3.3.1 Location Description

Highway 4 / River Road is a two-lane provincial highway connecting Parksville to Tofino. Beaver Creek Road is a two-lane collector connecting the residential neighbourhoods in the north to Highway 4 at an unsignalized intersection (Figure 12). An access to the opposing marina/boat launch constitutes the fourth (south) leg of the intersection. Both sidestreet approaches are controlled with stop signs. There are opposing left turn lanes on the highway, and a right turn channelized right turn lane for westbound traffic on the highway turning onto Beaver Creek Road. Although there are no lane lines painted on the sidestreet approaches, there is sufficient room for two lanes (e.g. right and left turning vehicles) on each approach. A signed/marked crosswalk is provided on the highway across the east leg of the intersection.

With a CCRI score of 1.15, the intersection of Highway 4 (River Road) and Beaver Creek Road exceeds the critical collision rate for similar intersections in British Columbia, indicating a specific concern with this location.



Figure 12: Highway 4 (River Road) at Beaver Creek Road

3.3.2 Site Observations

During the site visit in July 2021, the following observations were noted:

Table 4: Site Issues and Observations at Hwy 4 (River Rd) and Beaver Creek Rd

Issue Type	Description
Physical Characteristics	<ul style="list-style-type: none"> Approximately 50 degree approach angle on Beaver Creek Road, with a sharp curve immediately before the River Road intersection. Large corner island for westbound right turns.
Traffic Control	<ul style="list-style-type: none"> Beaver Creek Road (and opposing marina access) have stop conditions. Traffic on Highway 4 (River Road) is free flowing. Redundant crosswalk signage facing north (downstream) at crosswalk across channelized westbound right turn.
Observed Traffic Patterns and Conflicts	<ul style="list-style-type: none"> Channelized westbound right turns are often driven at fast speeds. Congestion and queuing on River Road causes drivers on Beaver Creek Rd to squeeze into the highway queue, which is often invited by eastbound traffic on River Road (Figure 13)
Adjacent Land Use and Accesses	<ul style="list-style-type: none"> Park/recreational space on the northeast quadrant, and a service station on the northwest quadrant. Accesses to the service station are set back 50-60m from the intersection A marina occupies the south side of River Road.
Active Transportation	<ul style="list-style-type: none"> Sidewalks and/or pathways on both sides of all approaches. Stairway connects east pathway to intersection crosswalk, which is inaccessible to wheelchairs, scooters, and strollers. Also no ramps on the corner island. Signed/marked crosswalk across east (River Road) leg of the intersection. No dedicated bike lanes (or shoulders) on River Road or Beaver Creek Road.
Stakeholder Comments	<ul style="list-style-type: none"> Significant congestion at intersection, with heavy delays on the Beaver Creek Road approach. MoTI has a design concept for a roundabout. ATC received concern about the lack of traffic signal at intersection.



Figure 13: Beaver Creek Road Vehicles Squeeze Into Queue on River Road

3.3.3 Collision Analysis

There were 25 collisions recorded at the intersection of Highway 4 (River Road) and Beaver Creek Road within the five year study period. The collision patterns are illustrated in Figure 14 below.

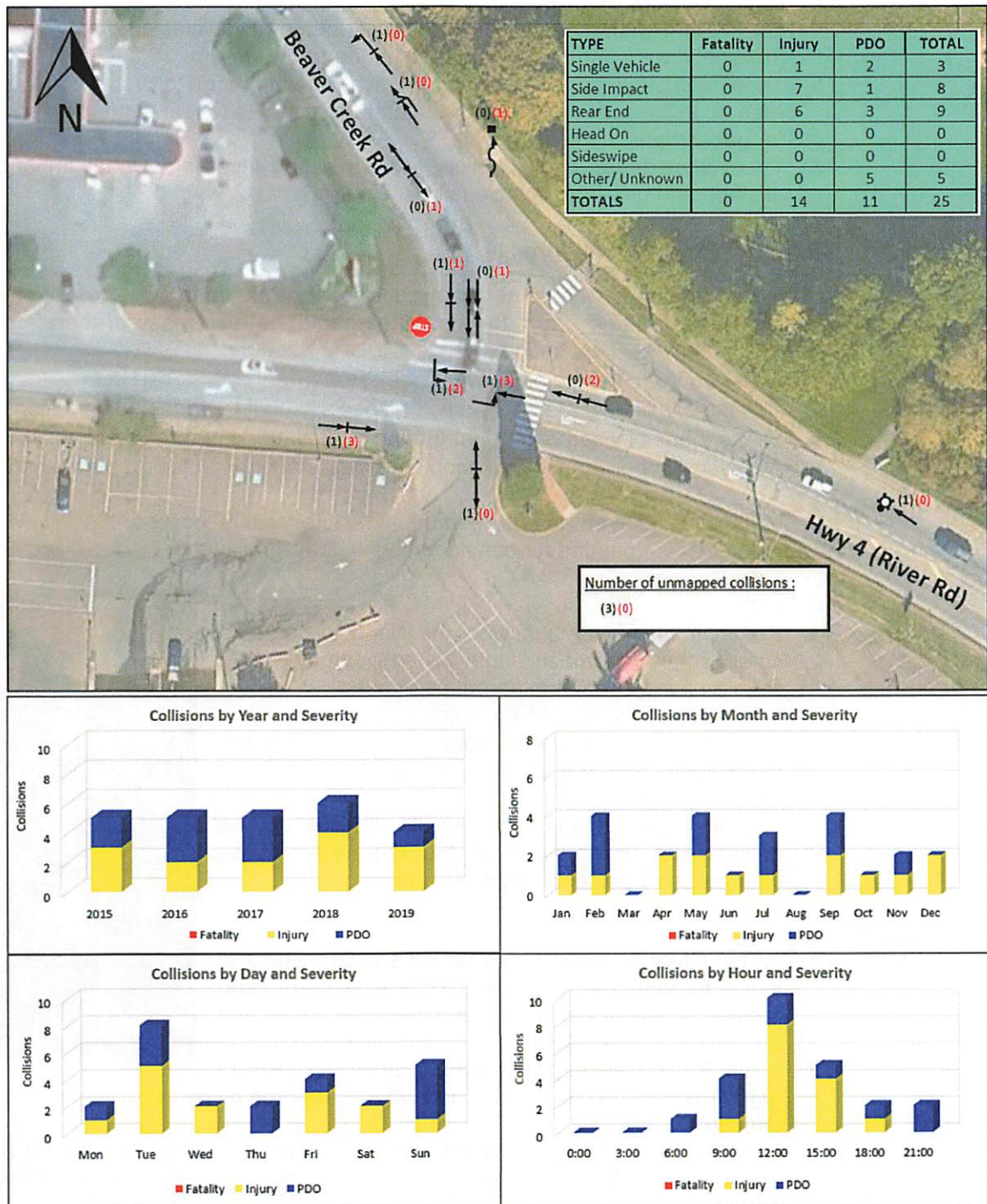


Figure 14: Collision Analysis for Highway 4 (River Road) at Beaver Creek Road

Based on the collision data, the following trends were identified:

1. More than half of all collisions (14/25) resulted in injuries.
2. The collisions were generally evenly distributed throughout the five years of the study period, and the months of the year.
3. Eleven collisions were recorded between 12:00 Noon and 3:00 PM.
4. Eight collisions involved side impacts. Five of these were associated with left turns from River Road; the other three were attributed to vehicles entering River Road from the side streets and misjudging gaps in the traffic stream.
5. There were nine rear end collisions, which were attributed to such factors as congested road conditions, misjudged gaps in left turn manoeuvres, and stopping on River Road for pedestrians in the crosswalk
6. There were three single vehicle collisions, one involving a bear impact, one from alcohol, and one from vehicle failure.

3.3.4 Potential Countermeasures

If the Ministry proceeds with plans for a roundabout at the intersection of Highway 4 (River Road) and Beaver Creek Road, the upgrade should address many of the identified safety issues with the intersection, such as:

- Acute approach angle of Beaver Creek Road;
- Turning conflicts at the intersection, especially under congested conditions;
- Fast speeds of westbound right turning traffic; and
- Accessibility between intersection crosswalks and the adjacent pedestrian network.

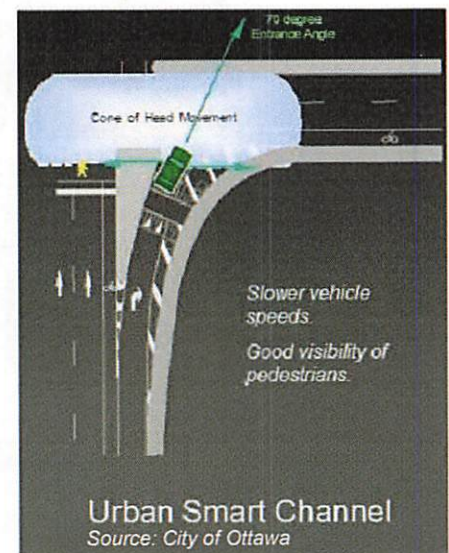
If a roundabout is delayed and/or deemed infeasible for this location, the following countermeasures are recommended for consideration with a signalized or unsignalized concept:

Short Term:

1. Reconstruct the northeast corner island to create a safer “smart” approach angle for right turning traffic (with a paved or painted apron; see right).
2. Add sidewalk ramps at the intersection crosswalks, and an accessible ramp connection between the intersection and the pathway on the east side of Beaver Creek Road.
3. Remove the redundant crosswalk signage on the downstream (north) side of the crosswalk at the channelized westbound right turn lane.

Long Term:

1. Widen River Road to create paved shoulders/bicycle lanes through the west side of Port Alberni, and provide a greater buffer between the traffic lanes and the adjacent sidewalks.
2. Install Rapid Rectangular Flashing Beacons (RRFBs) at the River Road crosswalk if and when warranted by crossing volumes and/or safety concerns.
3. Consider developing the internal road network to provide alternate routes between the Beaver Creek Road neighbourhood and the City Centre. This would relieve the traffic demand at the intersection, and on the highway corridor in general.



3.4 TENTH AVENUE AT BURDE STREET

3.4.1 Location Description

Tenth Avenue is a two-lane arterial road that connects Roger Creek in the north to the southern limits of Port Alberni. Burde Street is a two-lane minor collector connecting the residential neighbourhoods south of Redford Street (Figure 15). The intersection is controlled by stop signs on the Burde Street approaches, with free-flow traffic on Tenth Avenue. There are dedicated left turn lanes on the Tenth Avenue approaches, and a dedicated right turn lane on the westbound approach on Burde Street. A signed/marked crosswalk is provided on Tenth Avenue, across the south leg of the intersection.

With a CCRI score of 1.14, the intersection of Tenth Avenue and Burde Street exceeds the critical collision rate for similar intersections in British Columbia, indicating a specific concern with this location.



Figure 15: Tenth Avenue at Burde Street

3.4.2 Site Observations

During the site visit in July 2021, the following observations were noted:

Table 5: Site Issues and Observations at Tenth Avenue and Burde Street

Issue Type	Description
Physical Characteristics	<ul style="list-style-type: none"> Slight downhill grade on westbound (Burde Street) approach. Pole in southwest corner is located in curblane, and can obscure sight lines to pedestrians in crosswalk (Figure 16). Sight lines on the eastbound (Burde Street) approach slightly obstructed by a hedge in the northwest corner. On-street parking on Tenth Avenue has been set back from the intersection to reduce parking conflicts and maintain sight lines. Burde Street centreline is offset to the south to accommodate a dedicated right turn lane on the westbound approach. Eastbound approach has one lane for all movements.
Traffic Control	<ul style="list-style-type: none"> Stop control on Burde Street approaches; free flow traffic on Tenth Avenue. Painted lane lines are faded on Tenth Avenue.
Observed Traffic Patterns and Conflicts	<ul style="list-style-type: none"> Concerns with fast traffic speeds on Tenth Avenue. Significant gaps in traffic caused by upstream signal at Redford Street.
Adjacent Land Use and Accesses	<ul style="list-style-type: none"> Single family residential development on all four quadrants. All private accesses are offset sufficiently from the intersection. Properties along Tenth Avenue have property access from lanes in the rear.
Active Transportation	<ul style="list-style-type: none"> Sidewalks on both sides of both roads. Signed/marked crosswalk on Tenth Avenue, on the south side of the intersection. Bike lanes on Tenth Avenue. Painted sharrows on Burde Street.
Stakeholder Comments	<ul style="list-style-type: none"> Concerns with crossing pedestrians. Lighting may be deficient at the crosswalk. Significant residential growth planned to the east. Potential candidate for a signal or roundabout in ~10 year future.

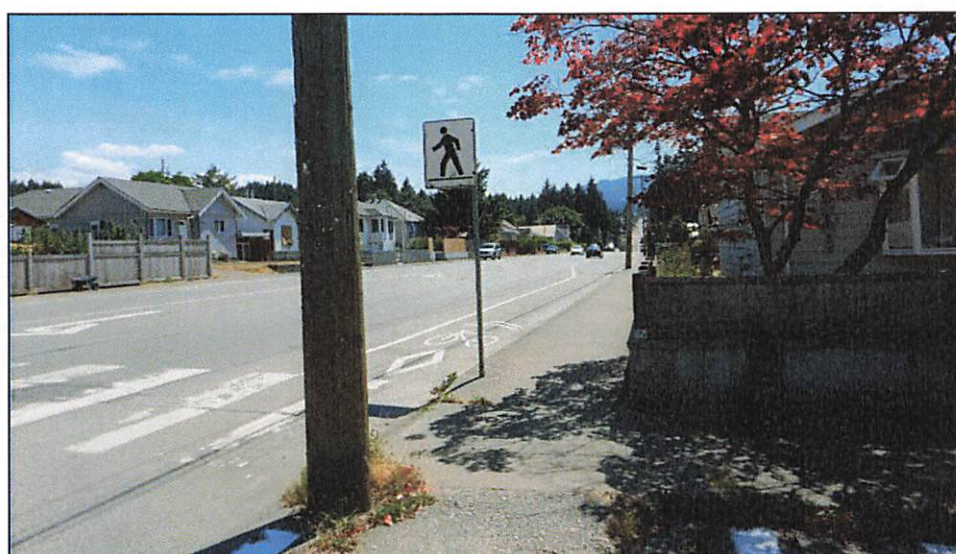


Figure 16: Utility Pole on Tenth Avenue at Crosswalk

3.4.3 Collision Analysis

There were 17 collisions recorded at the intersection of Tenth Avenue and Burde Street within the five year study period. The collision patterns are illustrated in Figure 17 below.

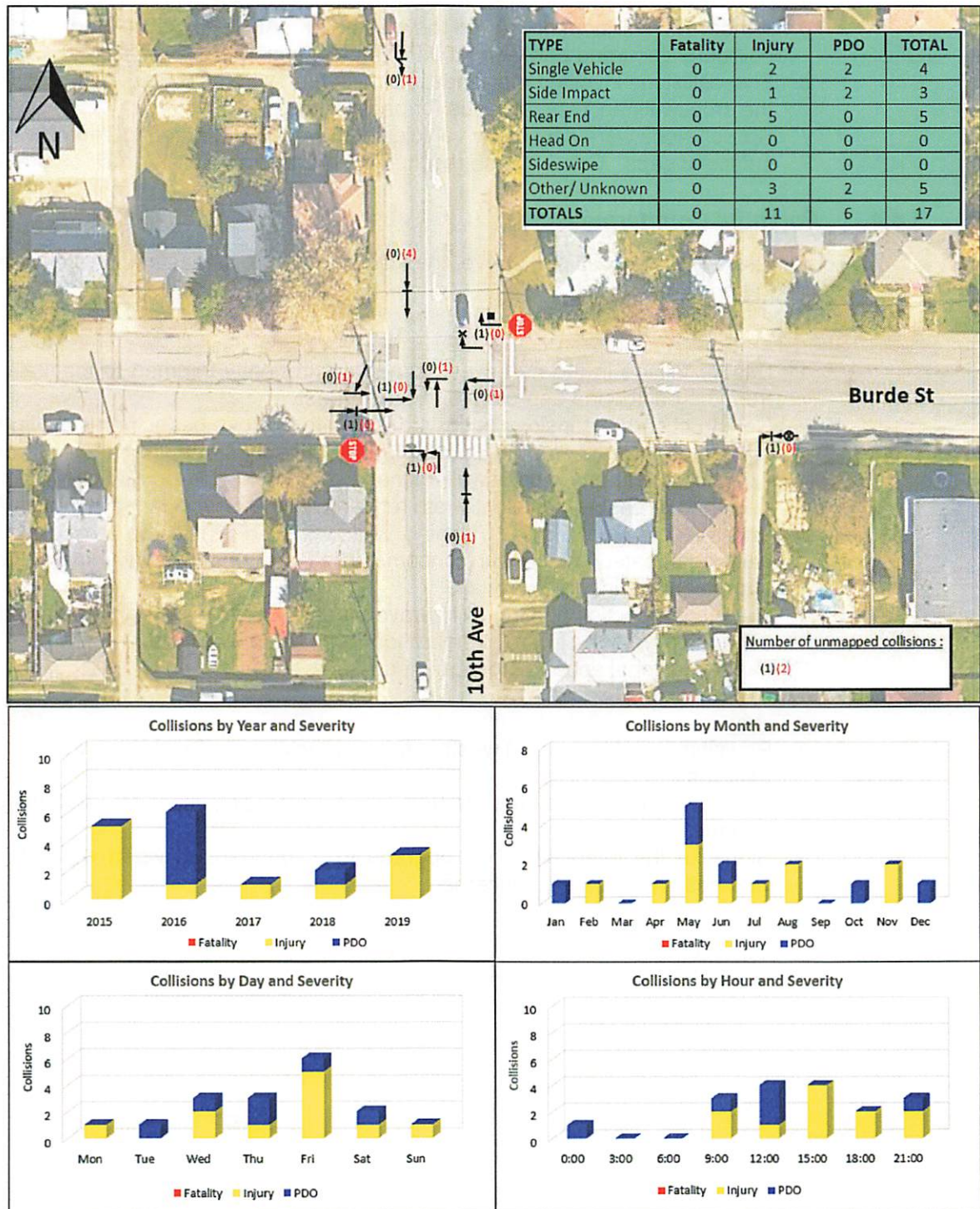


Figure 17: Collision Analysis for Tenth Avenue at Burde Street



Based on the collision data, the following trends were identified:

1. The majority of collisions (11/17) resulted in injuries.
2. The annual frequency of collisions has decreased since 2016.
3. The month of May has the highest collision frequency (5/17).
4. Approximately 30% of collisions occurred on Fridays (5/17).
5. Almost all collisions occurred between 9:00 AM and 12:00 Midnight, with three collisions occurring between 9:00 PM and Midnight.
6. Five collisions involved rear-ends, of which four were attributed to vehicles stopping at the crosswalk on Tenth Avenue for pedestrians.
7. Six collisions were caused by vehicles on Burde Street entering Tenth Avenue without sufficient gaps. One of these resulted in a pedestrian being struck on the roadside.

3.4.4 **Potential Countermeasures**

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Ensure foliage in the northwest corner is sufficiently trimmed to maintain sight lines from the eastbound approach on Burde Street.
2. Construct curb extensions at the crosswalk to improve pedestrian sight lines, improve sight lines for traffic on the Burde Street approaches, reduce traffic speeds on Tenth Avenue, and improve crosswalk signage placement. The curb extensions should be designed to ensure sufficient width remains for the bicycle lanes on Tenth Avenue.
3. Install Rapid Rectangular Flashing Beacons (RRFBs) at the crosswalk to improve pedestrian safety, and ensure oncoming traffic has sufficient warning of the presence of pedestrians in the crosswalk.
4. Revisit intersection lighting to improve safety at night. The lighting should ideally be compatible with the future signalization (or roundabout) plans.
5. Invite additional speed enforcement on Tenth Avenue.

Long Term:

1. Revisit the eastbound and westbound approach laning if and when warranted by traffic patterns.
2. Relocate utility lines underground to eliminate pole conflicts and beautify Tenth Avenue.
3. Signalize the intersection (or upgrade to a roundabout) when warranted by traffic volumes and/or safety concerns.

3.5 THIRD AVENUE AT ARGYLE STREET

3.5.1 Location Description

Third Avenue is a four lane arterial, and the key route between Highway 4 (via Gertrude Avenue and Stamp Avenue) and the Downtown. Argyle Street is a four-lane arterial connecting the waterfront, through the Downtown to the residential neighbourhoods to the east (Figure 18). The intersection is controlled with a two-phase traffic signal, and has no dedicated turning lanes on any of the approaches. Crosswalks are provided across all four legs of the intersection.

With a CCRI score of 1.07, the intersection of Third Avenue and Argyle Street exceeds the critical collision rate for similar intersections in British Columbia, indicating a specific concern with this location.



Figure 18: Third Avenue at Argyle Street

3.5.2 Site Observations

During the site visit in July 2021, the following observations were noted:

Table 6: Site Issues and Observations at Third Avenue and Argyle Street

Issue Type	Description
Physical Characteristics	<ul style="list-style-type: none"> Downhill grades through the intersection in both the westbound and northbound directions. Northbound left lane drop on Third Avenue, approximately 150 metres north of the intersection (Figure 19). This is necessary to create a dedicated lane on Third Avenue to receive eastbound left turns from Kingsway Avenue, but the lane drop introduces an atypical merging conflict and is missing warning signage. Angle parking on all four approaches.
Traffic Control	<ul style="list-style-type: none"> Intersection is controlled by a two-phase signal. Only one primary and one secondary head on all four approaches, despite two through lanes on each approach. Street name signs are small, which may contribute to issues with wayfinding.
Observed Traffic Patterns and Conflicts	<ul style="list-style-type: none"> Parking conflicts are common near the intersection. Lane changing / weaving conflicts were also observed.
Adjacent Land Use and Accesses	<ul style="list-style-type: none"> Intersection is in the Downtown Core, with commercial business on all four quadrants. No accesses within the functional area of the intersection. Property is generally accessed from alleys in the rear.
Active Transportation	<ul style="list-style-type: none"> Sidewalks on both sides of both roads. Crosswalks with curb extensions across all four legs of the intersection. Curb ramps provided for accessibility. Painted sharrows on Argyle Street, may invite conflicts with angle parking. Bus stops provided on both sides of north leg of Third Avenue.
Stakeholder Comments	<ul style="list-style-type: none"> Pedestrian safety concerns, especially at night. Sight lines for left turning traffic are obstructed by opposing vehicles due to the absence of left turn lanes on all approaches. Sight lines are also obstructed by adjacent parking. Argyle Street is a potential candidate for a lane diet, especially through the Downtown.



Figure 19: Left Side Lane Drop on Third Avenue, North of Argyle Street

3.5.3 Collision Analysis

There were 31 collisions recorded at the intersection of Third Avenue and Argyle Street within the five year study period. The collision patterns are illustrated in Figure 20 below.



Figure 20: Collision Analysis for Third Avenue at Argyle Street

Based on the collision data, the following trends were identified:

1. Approximately 2/3 of the collisions (20/31) involved property damage only, reflecting the slower speeds in the Downtown Core.
2. The annual collisions have been decreasing since a peak of nine in 2017.
3. Both September and October had five collisions over the study period, which was the highest frequency.
4. Over 40% of all collisions (13/31) occurred between 12:00 Noon and 3:00 PM, when the Downtown is likely to be busiest.
5. Twelve collisions involved side impacts, half of which were attributed to vehicles reversing out of the angle parking stalls. Other causes were misjudging gaps while making left turns at the intersection, and running the red light.
6. Rear ends accounted for eight of the recorded collisions, most of which were attributed to distracted drivers and/or driver error.
7. There were four single vehicle collisions, half of which were drivers misjudging their turns and colliding with street poles, etc.
8. Two collisions involved U-Turn movements at the intersection.
9. One collision in 2018 involved a cyclist being struck by a vehicle turning right at the intersection, resulting in an injury.

3.5.4 Potential Countermeasures

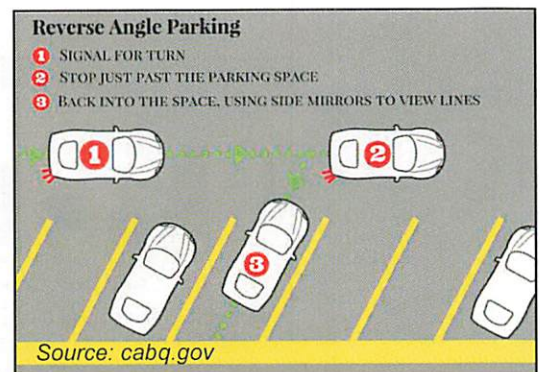
To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Implement a lane diet on Argyle Street, converting the existing four lanes to one through lane and centre lane for left turns. This will allow for improved sight lines for opposing left turns at the intersection, and will afford space for dedicated bicycle lanes. With one through lane in each direction, the laning will match the existing single primary signal heads on each approach to the intersection.
2. Implement a lane diet on Third Avenue, similar to Argyle Street. The benefits will be the same as on Argyle Street, and the existing left lane drop north of the intersection can be eliminated in favour of continuing the centre (left turn/median) lane.
3. Remove two to three angle parking stalls on both sides of each approach to eliminate parking conflicts within the functional area of the intersection. The space could be used for streetscaping, especially within a longer curb extension.
4. Ensure this intersection is a priority for ice and snow clearing in winter due to the downhill grades.

Long Term:

1. If angle parking conflicts continue to be a safety concern, consider replacing parking with a "reverse in" angle parking concept (see right). This allows vehicles to drive forward out of the stalls, instead of reversing. Alternately, parallel parking could be used, which is safer for cyclists.
2. If the lane diet is expected to be sustainable for expected future traffic demand forecasts, consider converting mid-block sections of the median to streetscaping to further calm traffic and beautify the Downtown.



3.6 TENTH AVENUE AT WALLACE STREET

3.6.1 Location Description

Tenth Avenue is a two-lane arterial road that starts just south of Roger Creek in the north, and continues to the southern limits of Port Alberni. Wallace Street is a two-lane minor collector that connects to the arterial road network at Tenth Avenue (Figure 21). The intersection is controlled by a two-phase traffic signal. There are ~20 metre left turn lanes on all four approaches, and a right turn lane on the northbound approach only. Crosswalks are provided across all four legs of the intersection.

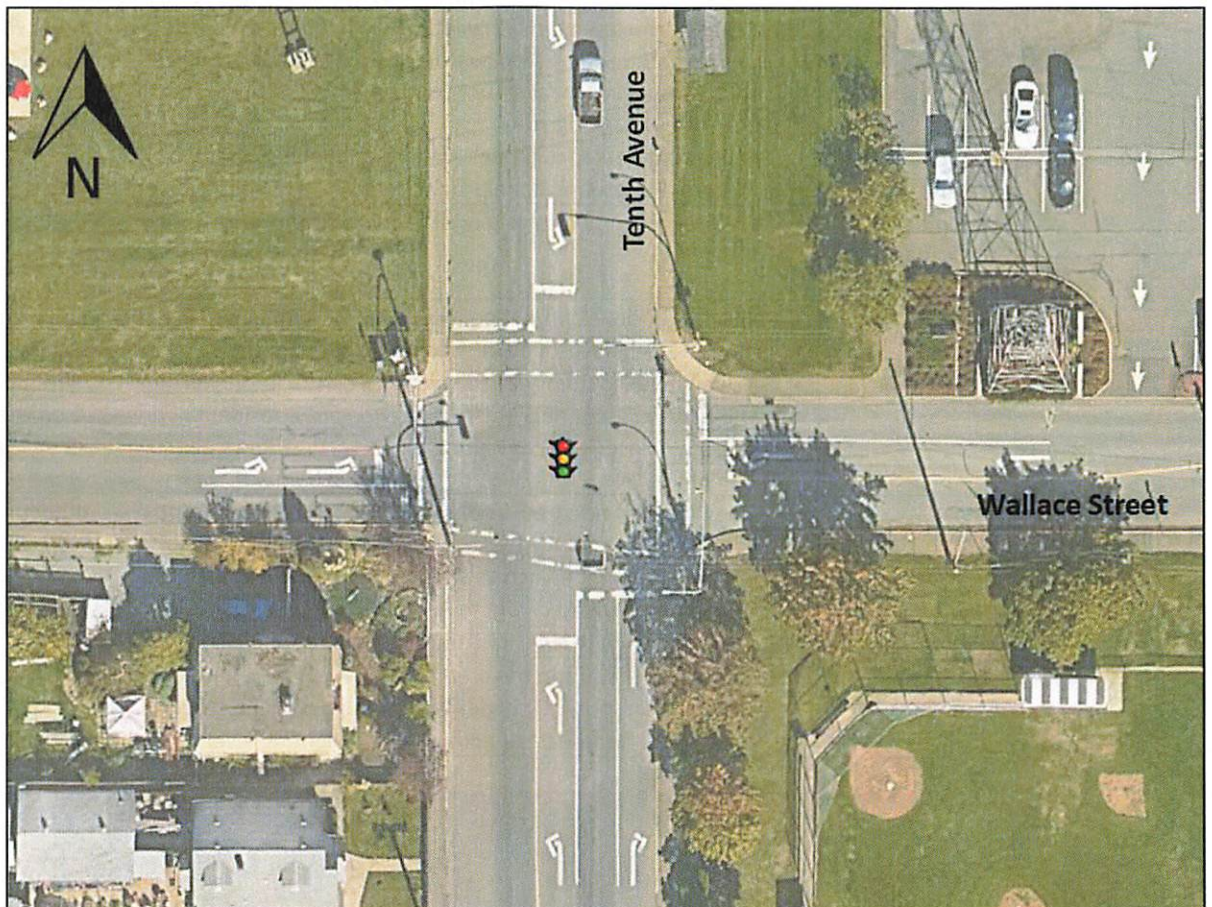


Figure 21: Tenth Avenue at Wallace Street

3.6.2 Site Observations

During the site visit in July 2021, the following observations were noted:

Table 7: Site Issues and Observations at Tenth Avenue and Wallace Street

Issue Type	Description
Physical Characteristics	<ul style="list-style-type: none"> Lanes are narrow, especially on the Wallace Street approaches. A large hydro transmission tower is immediately next to the curb on the north side of Wallace Street, east of the intersection (Figure 22).
Traffic Control	<ul style="list-style-type: none"> Traffic signal not likely warranted by traffic volumes. The secondary signal heads on Tenth Avenue are at an angle of approximately 35 degrees from the stop bar, which is well outside the 20 degree cone of vision. Unwarranted crosswalk warning signs provided on the northbound and southbound approaches on Tenth Avenue. These may be intended for use Playground Area signs. Pedestrian clearance phases are longer than necessary. 30 km/h Playground Zone provided on Wallace Street, east of the intersection.
Observed Traffic Patterns and Conflicts	<ul style="list-style-type: none"> Traffic signal timed to give priority to traffic on Tenth Avenue.
Adjacent Land Use and Accesses	<ul style="list-style-type: none"> Residential development on the west side of the intersection. Recreational playground in the southeast quadrant. Regional Public Library and Recreation Centre in the northeast quadrant. The only accesses near the intersection are a residential driveway on the south side of Wallace Street, west of the intersection, and a parking lot exit on the north side of Wallace Street, east of the intersection.
Active Transportation	<ul style="list-style-type: none"> Sidewalks provided on both sides of both roads, except discontinuous at the hydro tower in the northeast corner. Crosswalks provided across all four legs of the intersection. Bike lanes provided on Tenth Avenue. Bus stops on both sides of Tenth Avenue, north of the intersection.
Stakeholder Comments	<ul style="list-style-type: none"> Lots of pedestrians in the area. Large shelters recently added to bus stops on Tenth Avenue. Trees in the southeast quadrant impede lighting levels at night.



Figure 22: Hydro Transmission Tower on Wallace Street

3.6.3 Collision Analysis

There were 20 collisions recorded at the intersection of Tenth Avenue and Wallace within the five year study period. The collision patterns are illustrated in Figure 23 below.



Figure 23: Collision Analysis for Tenth Avenue at Wallace Street

Based on the collision data, the following trends were identified:

1. More than half the collisions (11/20) involved injuries.
2. The annual number of collisions was generally consistent (~4 per year) through the study period.
3. Collisions were most common between the months of December and March.
4. Most collisions occurred between the hours of 9:00 AM and 6:00 PM, with a spike of seven collisions recorded between 12:00 Noon and 3:00 PM.
5. Side impacts were the most common collision type (7/10), with running the red light frequently cited as the cause of the collision. Northbound vehicles on Tenth Avenue were often considered to be the ones running the red light.
6. There were four single vehicle collisions, including one impact with a deer on the southbound approach.
7. Inclement road conditions were cited as a contributing factor in three incidents; two were wet conditions, one was snow.

3.6.4 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Add W-054R Object Marker at the hydro transmission tower on the westbound approach.
2. Convert "Crosswalk Ahead" signs to "Playground Area" signs (see right) on Tenth Avenue.
3. Retime the pedestrian signal phases to align with provincial standards.
4. Confirm the intergreen (yellow-red) intervals adhere to technical guidelines.
5. Add tertiary signal heads on the right side of the northbound and southbound approaches on Tenth Avenue (Figure 24). This should improve the visibility of the signal indication, and reduce the incidence of red light running.



Long Term:

1. Monitor the area for wildlife, and install deer warning signage if necessary.
2. Monitor the intersection to determine if additional illumination is required.



Figure 24: Recommended Tertiary Signal Head, Tenth Avenue

3.7 HIGHWAY 4 / JOHNSTON ROAD AT CHERRY CREEK ROAD

3.7.1 Location Description

Highway 4 / Johnston Road is a provincial highway connecting Parksville to Tofino, with four lanes through the Cherry Creek Road intersection. Cherry Creek Road is a two-lane collector connecting the residential area and shopping mall in the north to the service/commercial area in the south (Figure 25). The intersection is controlled by a traffic signal with an advance left phase on the eastbound (Johnston Road) approach only. There are dedicated left turn lanes on all four approaches, and a channelized right turn lane on the westbound (Johnston Road) approach. Crosswalks are provided across all four legs of the intersection.



Figure 25: Highway 4 (Johnston Road) at Cherry Creek Road

3.7.2 Site Observations

During the site visit in July 2021, the following observations were noted:

Table 8: Site Issues and Observations at Hwy 4 (Johnston Rd) at Cherry Creek Rd

Issue Type	Description
Physical Characteristics	<ul style="list-style-type: none"> Downhill grade in westbound direction on Highway 4 (Johnston Rd). Westbound left turning traffic on Johnston Road obstructs the sight lines to opposing (eastbound) through traffic due to the slight curvature on Johnston Rd. The sight lines between northbound left turning traffic and southbound through traffic are obstructed by vehicles in the southbound left turn lane due to the skewed southbound approach. Johnston Road has no shoulders or bike lanes; the sidewalks west of the intersection are immediately adjacent to the traffic lanes.
Traffic Control	<ul style="list-style-type: none"> Traffic signal with advance left phase on eastbound approach only. The primary heads on each approach are well-placed, and match the laning.
Observed Traffic Patterns and Conflicts	<ul style="list-style-type: none"> Significant volumes of heavy truck traffic making northbound right turns. Westbound channelized right turn is often driven at fast speeds (Figure 26).
Adjacent Land Use and Accesses	<ul style="list-style-type: none"> Commercial land use in the northeast, southeast, and southwest quadrants. Residential properties in the northwest quadrant. Gas station access in the southwest corner is close (~10 metres) to the intersection, inviting weaving conflicts.
Active Transportation	<ul style="list-style-type: none"> Sidewalks provided on all but the south side of Johnston Road, east of the intersection. Crosswalks with audible signals provided across all four legs of the intersection. Painted sharrows and "Share the Road" signage on Cherry Creek Road. Bus stop on Cherry Creek Road (northbound) approach.
Stakeholder Comments	<ul style="list-style-type: none"> Traffic speeds are a concern at this location. Some conflicts on Johnston Road associated with the queue in the Tim Horton's drive through. ATC meeting noted Council request for a left turn phase. ATC noted issue with right turn vehicles not noticing pedestrians crossing the intersection. "Look for Pedestrians" signage added for southbound right turns.

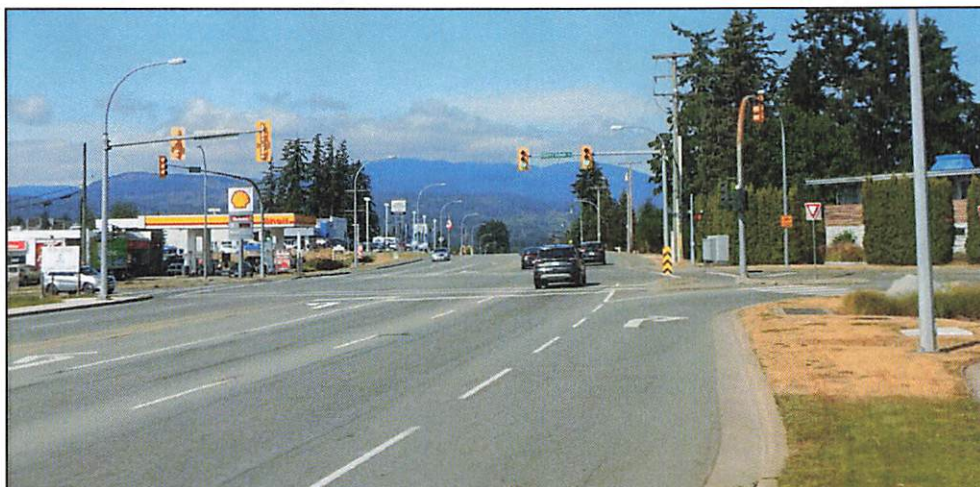


Figure 26: Highway 4 (Johnston Road), Westbound Approach to Cherry Creek Road

3.7.3 Collision Analysis

There were 49 collisions recorded at the intersection of Highway 4 (Johnston Road) and Cherry Creek Road within the five year study period. The collision patterns are illustrated in Figure 27 below.

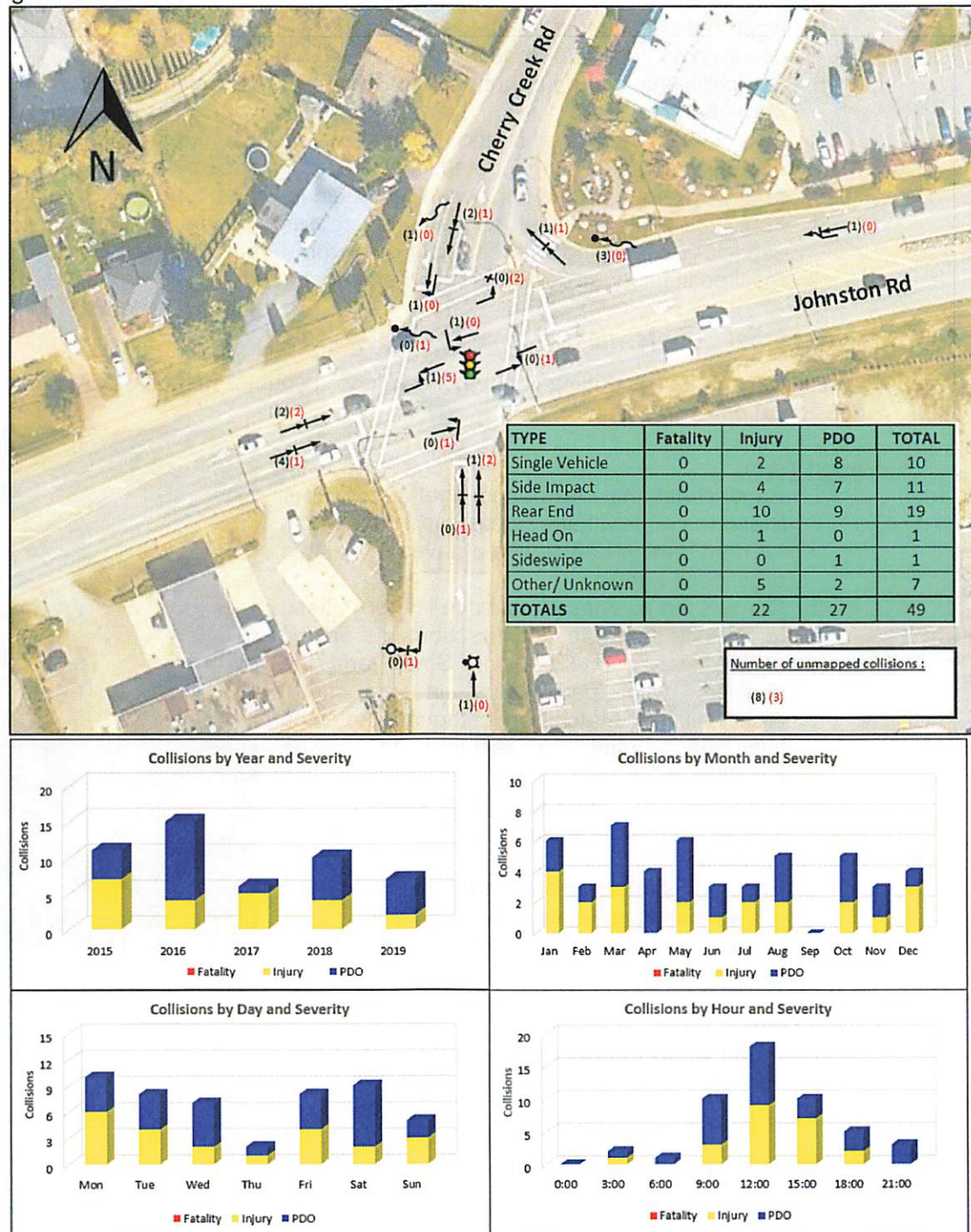


Figure 27: Collision Analysis for Highway 4 (Johnston Road) at Cherry Creek Road

Based on the collision data, the following trends were identified:

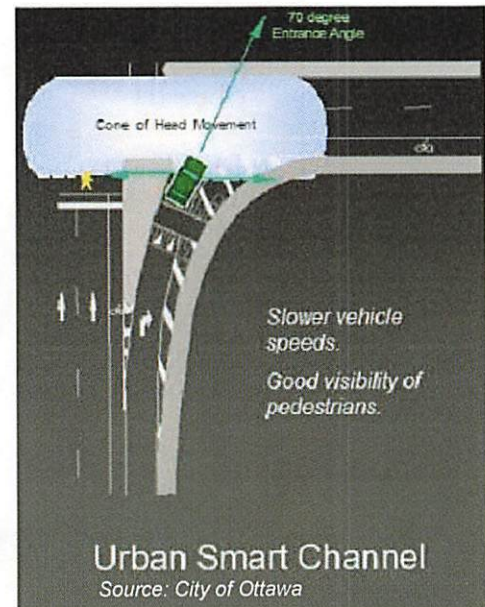
1. Approximately half (22/49) of all collisions resulted in injuries.
2. The annual collisions have been decreasing since 2016.
3. The monthly collisions are generally evenly distributed throughout the year.
4. Collisions are most frequent between 12:00 Noon and 3:00 PM.
5. Rear ends accounted for almost 40% (19/49) of all collisions. The majority of these occurred on Johnston Road.
6. Six collisions occurred between eastbound left turning vehicles and westbound through traffic.
7. Five collisions occurred on the channelized westbound right turn, including rear ends and off-roads, indicating a potential problem with speed.
8. Four single vehicle collisions were attributed to winter conditions.
9. Four collisions involved pedestrians crossing the north leg of the intersection, especially conflicting with eastbound left turns from Johnston Street. Two of these resulted in injurious collisions with the pedestrians.

3.7.4 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Reconstruct the westbound right turn corner island to create a safer "smart" approach angle for right turning traffic (with a paved or painted apron; see right).
2. Convert the eastbound advance left turn phase to protected-only to address both the limited sight distance on Johnston Street and the conflicts with pedestrians in the north crosswalk. A matching westbound protected left phase may be required to ensure consistency on both approaches.
3. Consider an anti-skid treatment on the intersection approaches to reduce rear-end collisions.
4. Ensure this intersection is a priority for ice and snow clearing in winter.
5. Invite additional speed enforcement at this location.



Long Term:

1. If and when the opportunity arises, close the east access to the service station on Johnston Road.

3.8 HIGHWAY 4 / JOHNSTON ROAD AT GERTRUDE STREET

3.8.1 Location Description

Highway 4 / River Road is a provincial highway connecting Parksville to Tofino, with four-lanes through the Gertrude Street intersection. Gertrude Street is the key arterial road connecting Highway 4 to the Downtown via Stamp Avenue and 3rd Avenue. Gertrude Street is four lanes south of the highway, and two lanes north of the highway (Figure 28). Turning movements on the highway are made from the through lanes. Gertrude Street has dedicated left turn lanes on each approach, and a dedicated right turn lane on the northbound approach. The intersection is controlled with a traffic signal with advance left turn phases on all but the eastbound approach on Highway 4. Crosswalks are provided across all four legs of the intersection.



Figure 28: Highway 4 (Johnston Road) at Gertrude Street

3.8.2 Site Observations

During the site visit in July 2021, the following observations were noted:

Table 9: Site Issues and Observations at Hwy 4 (Johnston Rd) at Gertrude St

Issue Type	Description
Physical Characteristics	<ul style="list-style-type: none"> No dedicated left turn lanes on Johnston Road, despite heavy turning volumes. The absence of opposing left turn lanes causes vehicles in the inside lanes to obstruct the sight lines to oncoming vehicles in the outside lanes (Figure 29). Overhead lane use signs are provided on the Gertrude Street approaches. Hydro poles and trees in the intersection corners obstruct sight lines.
Traffic Control	<ul style="list-style-type: none"> Traffic signal with advance left turn phases on all but the eastbound movement on Johnston Road. The signal cycle is extraordinarily long to manage the traffic demand. Street name signs are small, which could contribute to issues with tourist wayfinding.
Observed Traffic Patterns and Conflicts	<ul style="list-style-type: none"> Westbound left turns significantly reduce the westbound through capacity. Abundant on-street parking within the functional area of the intersection invites parking conflicts and obstructs sight lines.
Adjacent Land Use and Accesses	<ul style="list-style-type: none"> Commercial business on all four quadrants. The convenience store in the southwest quadrant has busy accesses in close proximity to the intersection.
Active Transportation	<ul style="list-style-type: none"> Large volume of crossing pedestrians crossing at the intersection. Sidewalks are provided on both sides of all approaches Crosswalks are provided across all four legs of the intersection, and have audible pedestrian phases. A bus stop is provided on the south leg of Gertrude Street.
Stakeholder Comments	<ul style="list-style-type: none"> Very heavy northbound right and westbound left turning movements. Traffic turning left on Johnston Road has sight lines obstructed by opposing traffic in the inside lanes. On-street parking conflicts in the vicinity of the intersection. Frequent red-light running at the intersection, especially during peak hours. Gertrude Street needs bicycle lanes. Tourist cyclists through town use Arrowsmith Road.



Figure 29: Left Turns from Through Lanes on Johnston Street

3.8.3 Collision Analysis

There were 81 collisions recorded at the intersection of Highway 4 (Johnston Road) and Gertrude Street within the five year study period. The collision patterns are illustrated in Figure 30 below.

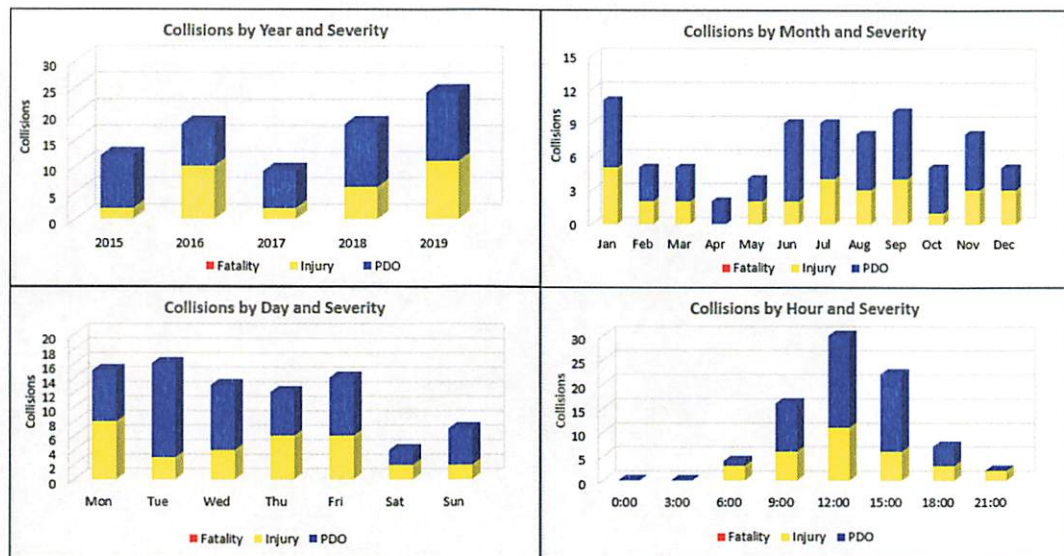
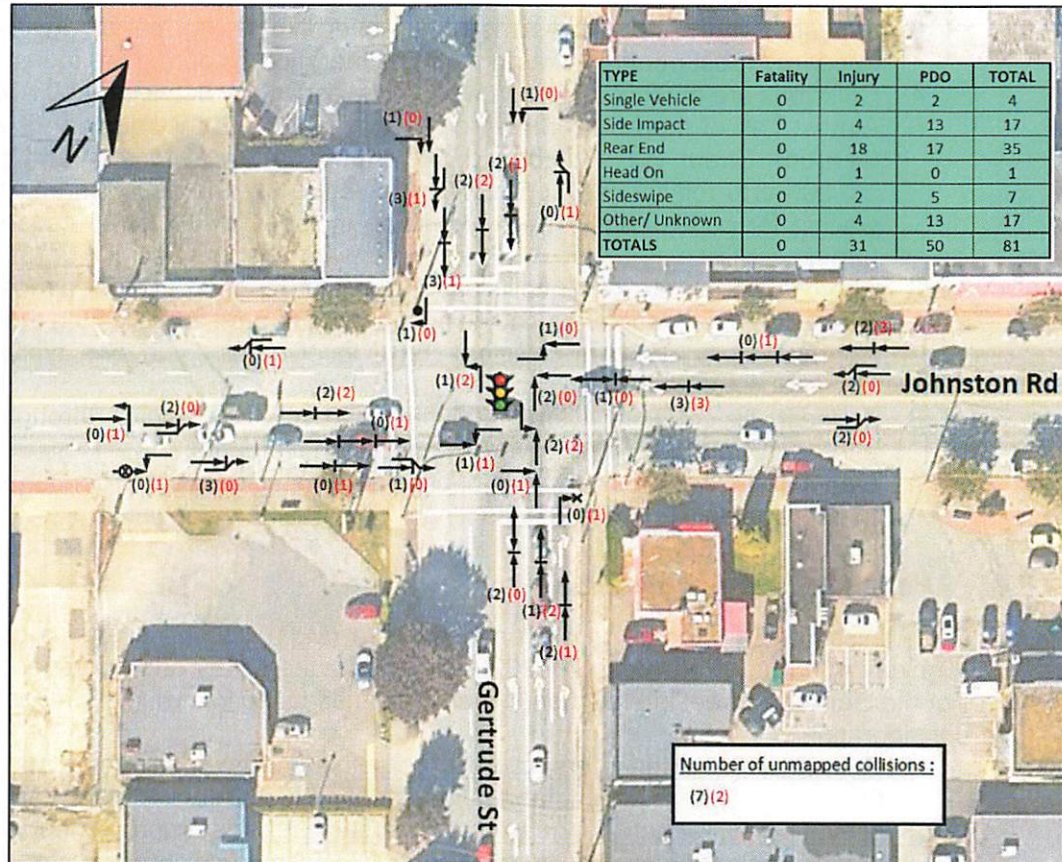


Figure 30: Collision Analysis for Highway 4 (Johnston Road) at Gertrude Street

Based on the collision data, the following trends were identified:

1. The majority of collisions (50/81) involved property damage only, likely due to the slower and more congested traffic at the intersection.
2. Annual collisions have been steadily increasing since 2015.
3. January has the most collisions (11/81 over five years), but otherwise the collisions appeared most frequently during the summer months during the tourist season.
4. Collisions are most common on weekdays, especially between 9:00 AM and 6:00 PM.
5. Almost half of the collisions were rear-ends (35/81), the majority of which were on Gertrude Street (11 southbound; 8 northbound). Seven rear end collisions were attributed to left turning conflicts, and five were attributed to right turning vehicles waiting for pedestrians. One pedestrian incident in 2016 was caused by this right turning conflict.
6. Approximately 15% of all collisions in the study period (12/81) directly involved on-street parking manoeuvres, including stopping to park and entering the traffic lane.
7. Approximately 10% of all collisions (8/81) involved lane changes, typically resulting in side-swipe collisions.
8. At least six collisions were attributed to drivers proceeding through a red signal, especially involving left turn versus through movements.
9. One collision with a cyclist was caused by a vehicle turning from Johnston Road into the convenience store and impacting a cyclist on the sidewalk.

3.8.4 Potential Countermeasures

The Ministry of Transportation and Infrastructure (MoTI) commissioned a corridor study of Highway 4 through Port Alberni in 2020 to evaluate the safety and operation of the corridor. For the Gertrude Street intersection, the study identified the following improvement options for consideration:

1. Curb extensions at the intersection corners: this improvement would improve the safety of the intersection for pedestrians, and beautify the corridor.
2. Removal of on-street parking near intersection: this improvement would improve intersection sight lines, and remove parking conflicts (which accounted for ~15% of all collisions) from the vicinity of the intersection (Figure 31).



Figure 31: On-Street Parking on Highway 4 (Johnston Road) at Gertrude Street

3. Lane diet from four to three traffic lanes: this improvement would create space for cyclists, but may not provide sufficient traffic capacity to allow Johnston Road to sufficiently accommodate provincial highway traffic, especially with the heavy turning movements at the Gertrude Street intersection.

The first two improvements should be advanced for consideration. The lane diet is planned for further analysis of existing and forecast traffic demand to determine if this is feasible.

Additional potential counter-measures to improve intersection safety are listed below:

Short Term:

1. Add a protected northbound right turn signal phase that overlaps the westbound left turn. This should improve the right turn capacity without conflicting with pedestrians.
2. Add a Leading Pedestrian Interval (LPI) to give priority to crossing pedestrians, and improve pedestrian visibility and safety.
3. Confirm the intergreen phases are sufficient to manage conflicts on opposing traffic movements.
4. Consider anti-skid treatment on the approaches to reduce rear-end collisions.
5. Replace small road name signs on signal arms with larger signs to improve wayfinding. Advance guide signage to the Downtown (especially on the westbound approach) may also benefit drivers turning south, reducing lane change conflicts.

Long Term:

1. Relocate power lines underground, and relocate street lighting to traffic signal poles to reduce intersection clutter.
2. Seek a network solution to facilitate travel between Highway 4 and the Downtown. A major north-south arterial approximately 800-1,000 metres east of Tenth Avenue would be consistent with TAC guidelines for network development, and may be necessary to accommodate future growth on the east side of the city (Figure 32). This arterial should ideally connect to Highway 4 in the north.



Figure 32: Future East Arterial Road

3.9 THIRD AVENUE AT BUTE STREET

3.9.1 Location Description

Third Avenue is a four lane arterial, and the key route between Highway 4 (via Gertrude Avenue and Stamp Avenue) and the Downtown. Bute Street is a local road connecting the services on Third Avenue to the residential neighbourhoods to the east (Figure 33). The two roads connect at a “T” intersection, with a stop condition on Bute Street only. A short (~15 metre) left turn lane is provided on the southbound approach on Third Avenue. A signed/marked crosswalk is provided across the south leg of the intersection.

With a CCRI score of 1.13, the intersection of Third Avenue and Bute Street exceeds the critical collision rate for similar intersections in British Columbia, indicating a specific concern with this location.

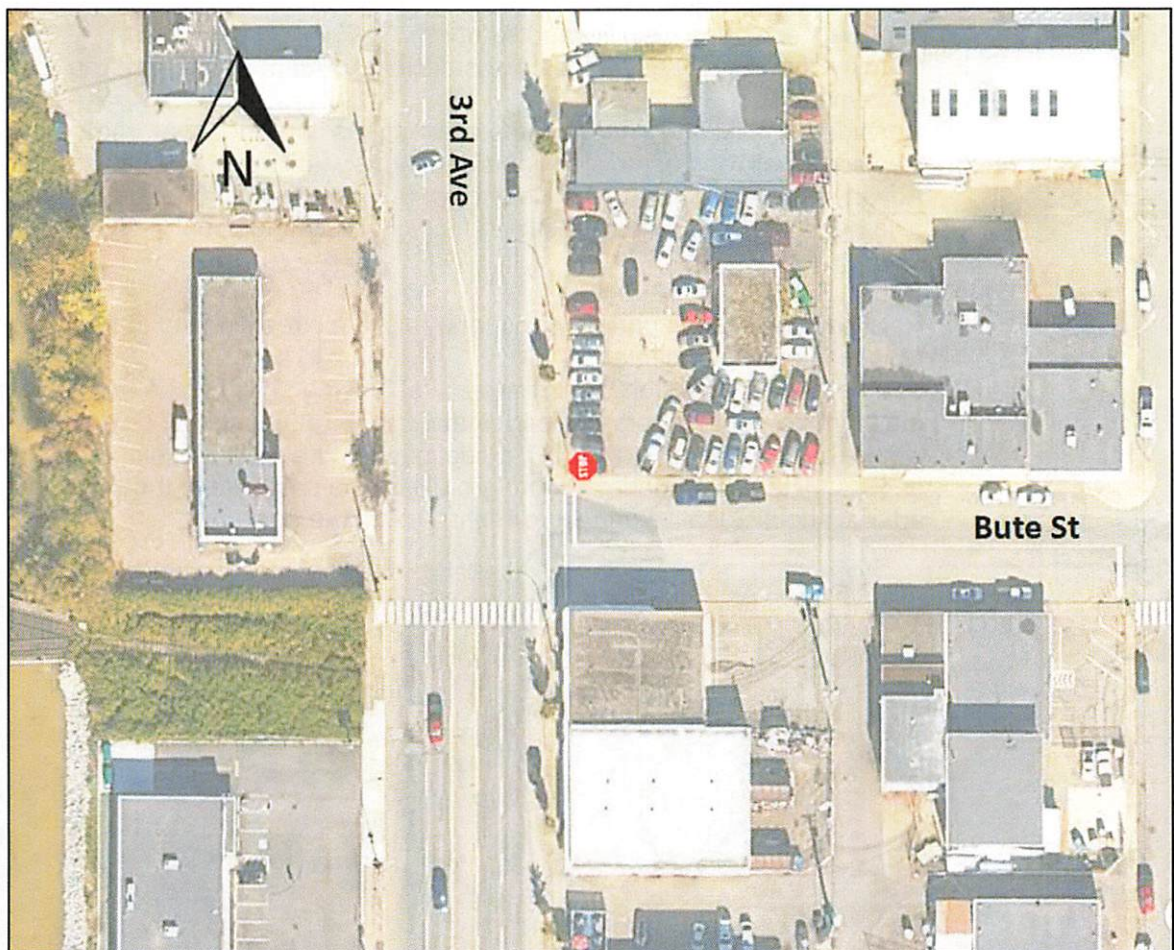


Figure 33: Third Avenue at Bute Street

3.9.2 Site Observations

During the site visit in July 2021, the following observations were noted:

Table 10: Site Issues and Observations at Third Avenue and Bute Street

Issue Type	Description
Physical Characteristics	<ul style="list-style-type: none"> On-street parking limits sight distance for vehicles on the Bute Street approach. Wide painted median on Third Avenue may be candidate for a pedestrian refuge on the south side of the intersection.
Traffic Control	<ul style="list-style-type: none"> Stop control on Bute Street; free flow traffic on Third Avenue.
Observed Traffic Patterns and Conflicts	<ul style="list-style-type: none"> Drivers on Bute Street occasionally ignored the stop sign, and failed to come to a stop before proceeding onto Third Avenue. Observed issues with traffic speeding on Third Avenue. Frequent conflicts with pedestrians crossing Third Avenue, both at and near the painted crosswalk.
Adjacent Land Use and Accesses	<ul style="list-style-type: none"> The adjacent land uses include a car dealership, service station, and the methadone clinic/injection site. The private access on the west side of Third Avenue (opposing Bute Street) and the access on the east side of Third Avenue, immediately north of Bute Street, both appear to be redundant. These could be closed with future redevelopment, which would reduce turning conflicts at the intersection.
Active Transportation	<ul style="list-style-type: none"> Sidewalks available on both sides of Third Avenue and Bute Street. Signed/marked crosswalk provided on Third Avenue, on the south side of the intersection. Road is four lanes with a painted median, which is too wide for shoulder signage alone, according to TAC guidelines. The southeast sidewalk ramp does not align with the crosswalk. Sharrows are painted on Third Avenue, and bike racks are provided in the southeast corner of the intersection. Bus stops are provided downstream of the intersection in both directions on Third Avenue.
Stakeholder Comments	<ul style="list-style-type: none"> Advisory Traffic Committee (ATC) received concerns about pedestrian collisions on Third Avenue in 2019. There is a significant pedestrian crossing demand between the methadone clinic/injection site on the east side of Third Avenue and the commercial development and greenspace on the west side of Third Avenue. Some of these pedestrians may not be inclined to use pedestrian-activated flashers, if provided.

3.9.3 Collision Analysis

There were 18 collisions recorded at the intersection of Third Avenue and Bute Street within the five year study period. The collision patterns are illustrated in Figure 34 below.

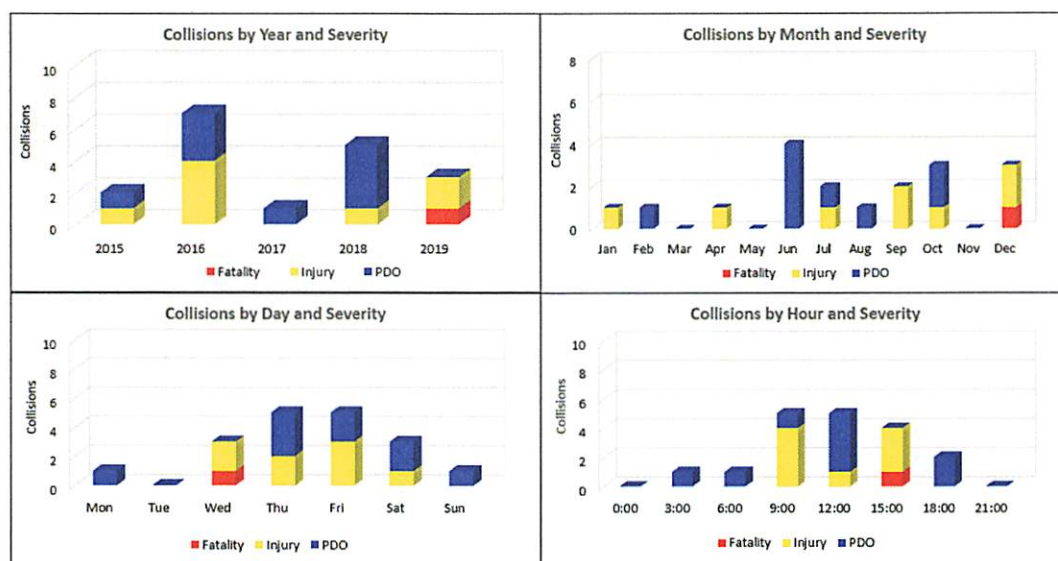
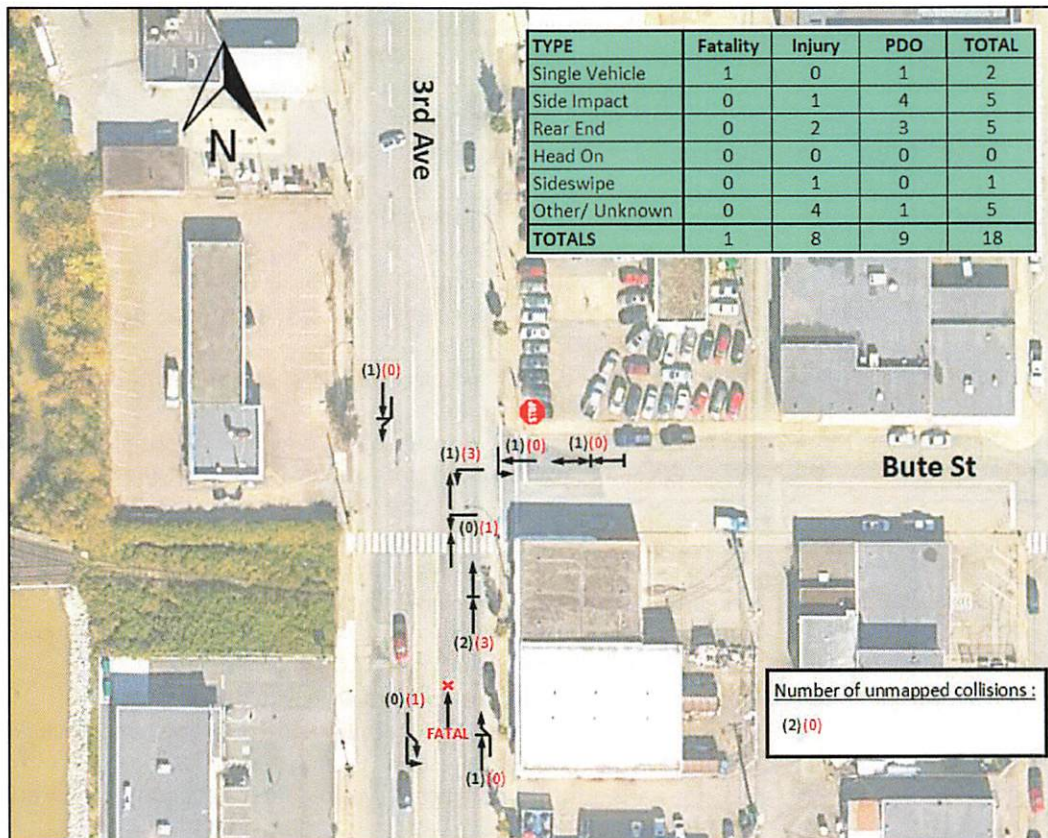


Figure 34: Collision Analysis for Third Avenue at Bute Street



Based on the collision data, the following trends were identified:

1. The annual collisions appear to be decreasing since a peak of seven incidents in 2016.
2. The majority of collisions (12/18) occurred during the summer and early autumn months (June to October).
3. Most collisions occurred during the daytime, between 9:00 AM and 6:00 PM.
4. Seven collisions were attributed to drivers failing on Bute Street failing to yield and/or misjudging the gaps on Third Avenue.
5. Five of the collisions involved vehicles stopping to allow pedestrians to cross at the crosswalks. A sixth collision was a pedestrian fatality on Third Avenue in December 2019.
6. Two collisions involved drivers changing lanes on Third Avenue.

3.9.4 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Install curb extensions at the Third Avenue crosswalk to help reduce traffic speeds and improve pedestrian safety through enhanced visibility and a shorter crossing distance. The curb ramps should be reconstructed in the bulb to align with the crosswalk.
2. Restrict on-street parking on Third Avenue near the intersection to improve sight lines on the Bute Street approach.
3. Construct a ~2-3 metre wide raised median island refuge on Third Avenue to facilitate pedestrian crossing movements. The left side crosswalk signage should be moved to the refuge.
4. Install pedestrian-activated Rapid Rectangular Flashing Beacons (RRFBs) at the crosswalk to alert drivers to the presence of pedestrians in the crosswalk.
5. Add a red post reflector to the stop sign on Bute Street to reinforce the stop condition.

Long Term:

1. If the RRFBs are not sufficiently effective in improving pedestrian safety, install overhead crosswalk signage and consider upgrading the crosswalk to a Special Crosswalk if warranted.
2. Consider a lane diet on Third Avenue if the traffic volumes and future forecasts allow.
3. Close the redundant private accesses within the functional area of the intersection when redevelopment opportunities allow.

3.10 TENTH AVENUE AT BUTE STREET

3.10.1 Location Description

Tenth Avenue is a two-lane arterial road that connects Roger Creek in the north to the southern limits of Port Alberni. Bute Street is a two-lane local residential road connecting the residential neighbourhoods in central Port Alberni to Third Avenue (Figure 35). There are ~25 metre dedicated left turn lanes on the Tenth Avenue approaches, and a dedicated westbound right turn lane on Bute Street. The intersection is controlled with stop signs on the Bute Street approaches. A signed/marked crosswalk is provided across the north leg of the intersection on Tenth Avenue.

With a CCRI score of 1.15, the intersection of Tenth Avenue and Bute Street exceeds the critical collision rate for similar intersections in British Columbia, indicating a specific concern with this location.



Figure 35: Tenth Avenue at Bute Street

3.10.2 Site Issues

During the site visit in July 2021, the following observations were noted:

Table 11: Site Issues and Observations at Tenth Avenue and Bute Street

Issue Type	Description
Physical Characteristics	<ul style="list-style-type: none"> Westbound approach is on a downhill grade. Painted through/left and right lanes on the westbound approach of Bute Street, but there is only one lane on the eastbound approach. Eastbound approach sight lines limited by adjacent fencing and foliage. Crosswalk has one overhead luminaire on the northwest corner (Figure 36).
Traffic Control	<ul style="list-style-type: none"> Free flow on Tenth Avenue. Stop conditions on both Bute Street approaches. The stop sign on the eastbound approach is set a few metres in advance of the stop line. A signed/marked crosswalk is provided across the north leg of the intersection. Fire hall warning signage on Tenth Avenue, in both directions.
Observed Traffic Patterns and Conflicts	<ul style="list-style-type: none"> Congestion at the Redford Street signal to the north can cause long vehicle queues through the Bute Street intersection. Higher traffic speeds on Tenth Avenue, through the intersection.
Adjacent Land Use and Accesses	<ul style="list-style-type: none"> Large commercial developments on the northwest and northeast quadrants. Site accesses are outside the functional area of the intersection. Residential development on the southwest quadrant, with no conflicting access. Fire hall on the southeast quadrant has parking and accesses near the intersection on both the Tenth Avenue and Bute Street approaches.
Active Transportation	<ul style="list-style-type: none"> Sidewalks are provided on both sides of all approaches except the south side of Bute Street, east of the intersection (next to the fire hall). The crosswalk across the east leg of Bute Street has a kink near the south sidewalk ramp. Bicycle lanes are provided on Tenth Avenue, south of the intersection only. Bus stops are provided on Tenth Avenue in both directions, north of the intersection.
Stakeholder Comments	<ul style="list-style-type: none"> Pedestrian safety is a key concern.



Figure 36: Crosswalk on Tenth Avenue at Bute Street

3.10.3 Collision Analysis

There were 13 collisions recorded at the intersection of Tenth Avenue and Bute Street within the five year study period. The collision patterns are illustrated in Figure 37 below.



Figure 37: Collision Analysis for Tenth Avenue at Bute Street

Based on the collision data, the following trends were identified:

1. Over half of the reported collisions (7/13) involved injuries.
2. Collisions appear most frequent during the winter months (November to February).
3. All collisions occurred between 9:00 AM and Midnight.
4. Although none of the collisions were with pedestrians, almost half of the collision reports (6/13) cited vehicles stopping for pedestrians in the crosswalk as a contributing factor.
5. Five collisions involved drivers on Bute Street failing to yield to traffic on Tenth Ave.
6. Winter conditions were attributed to one collision on the downhill westbound approach.

3.10.4 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Install Rapid Rectangular Flashing Beacons (RRFBs) at the crosswalk to improve pedestrian safety, and help alert drivers on Tenth Avenue to the presence of crossing pedestrians.
2. Relocate the eastbound stop sign on Bute Street closer to the stop line.
3. Repaint the east crosswalk to remove the kink, and thereby improve accessibility.
4. Consider an anti-skid treatment on Tenth Avenue, on the approaches to the crosswalk.
5. Review the signal timing at Redford Street (Section 3.2) to help manage the queueing issues through the Bute Street intersection.
6. Ensure this intersection is a priority for ice and snow clearing in winter, especially the westbound approach on Bute Street.

Long Term:

1. Consider curb extensions to reduce the crossing distance on Tenth Avenue, ensuring to leave sufficient width for the bicycle lanes. This should also help improve the sight lines on the eastbound approach.
2. Revisit the intersection illumination to ensure the lighting levels are appropriate for the crosswalk.
3. If the fire hall access to Tenth Avenue becomes a concern in future, install overhead fire hall traffic signals to give priority to fire trucks entering the roadway (Figure 38).



Figure 38: Existing Fire Hall Access on Tenth Avenue

3.11 TENTH AVENUE AT DUNBAR STREET

3.11.1 Location Description

Tenth Avenue is a two-lane arterial road that runs between Roger Creek in the north and the southern limits of Port Alberni. Dunbar Street is a local road that connects to the recreation centre on the west side of Tenth Avenue, and connects to Argyle Street as a minor crescent on the east side of Tenth Avenue (Figure 39). There are 15-20 metre left turn lanes on Tenth Avenue, but no other dedicated turning lanes at the intersection. The intersection is controlled by stop conditions on the Dunbar Street approaches. A signed/marked crosswalk is provided on Tenth Avenue, across the south leg of the intersection.



Figure 39: Tenth Avenue at Dunbar Street

3.11.2 Site Observations

During the site visit in July 2021, the following observations were noted:

Table 12: Site Issues and Observations at Tenth Avenue and Dunbar Street

Issue Type	Description
Physical Characteristics	<ul style="list-style-type: none"> Steep downhill grade in the northbound direction. The width of 10th Avenue is constrained at the bridge to the north. The illumination is limited to a couple luminaires in the northeast corner.
Traffic Control	<ul style="list-style-type: none"> Dunbar Street traffic has the stop condition; 10th Avenue is free flow. There is both overhead (orange) and side-mounted (standard) crosswalk signage.
Observed Traffic Patterns and Conflicts	<ul style="list-style-type: none"> The east leg of Dunbar Street is heavily used as a short-cut to Argyle Street for both inbound and outbound traffic. Traffic counts indicated peak hour volumes in the order of 150-200 vph turning westbound right and southbound left. Fast traffic speeds observed on 10th Avenue.
Adjacent Land Use and Accesses	<ul style="list-style-type: none"> The adjacent land use is park/recreational and residential. There are two residential accesses within the functional area of the intersection, located on the west side of 10th Avenue, south of Dunbar Street.
Active Transportation	<ul style="list-style-type: none"> There are sidewalks on both sides of 10th Avenue, and on the south side of Dunbar Street. There is an existing signed/marked crosswalk across 10th Avenue with an overhead orange crosswalk sign (Figure 40). The crosswalk is on a steep northbound downhill grade, and the west side is in darkness/shade. Painted sharrows are provided for cyclists on 10th Avenue.
Stakeholder Comments	<ul style="list-style-type: none"> Existing speeding problem on 10th Avenue. There are plans for new bike lanes on Tenth Avenue (see below). Westbound traffic on Dunbar Street often fails to yield to traffic on 10th Avenue. Advisory Traffic Committee (ATC) received a request for deer crossing signs in 2018. The City responded with a media awareness campaign. In 2019, Cycle Alberni requested the ATC consider a curb drop where the path connects to the curling club. This was agreed in a subsequent meeting. Council advised ATC of public opposition to closing Dunbar Street.



Figure 40: Existing Crosswalk on 10th Avenue, Looking South

3.11.3 Collision Analysis

There were 12 collisions recorded at the intersection of Tenth Avenue and Dunbar Street within the five year study period. The collision patterns are illustrated in Figure 41 below.

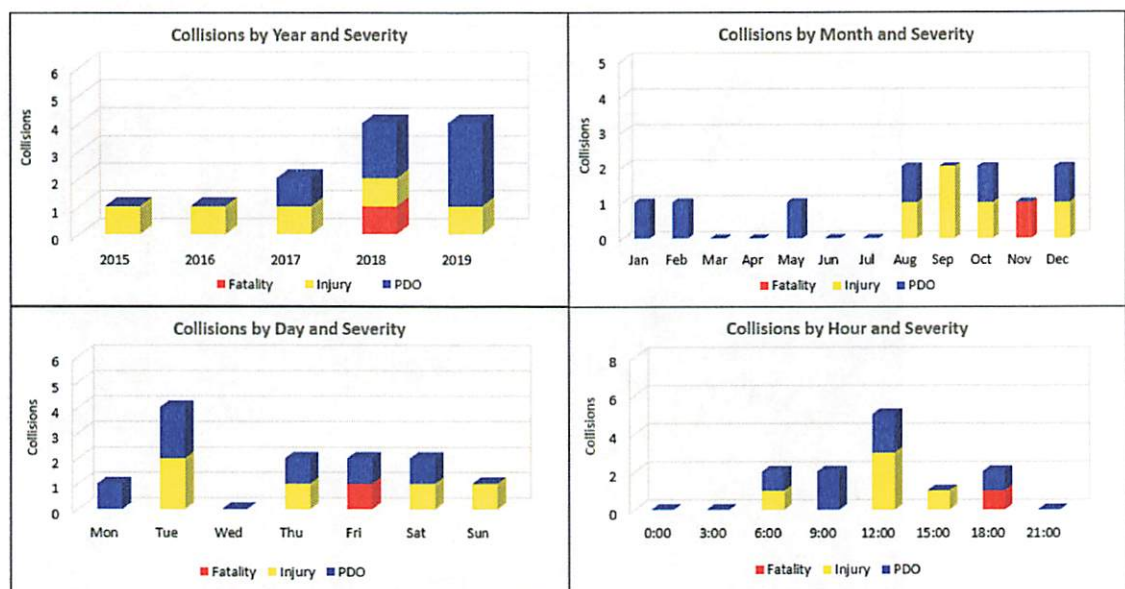
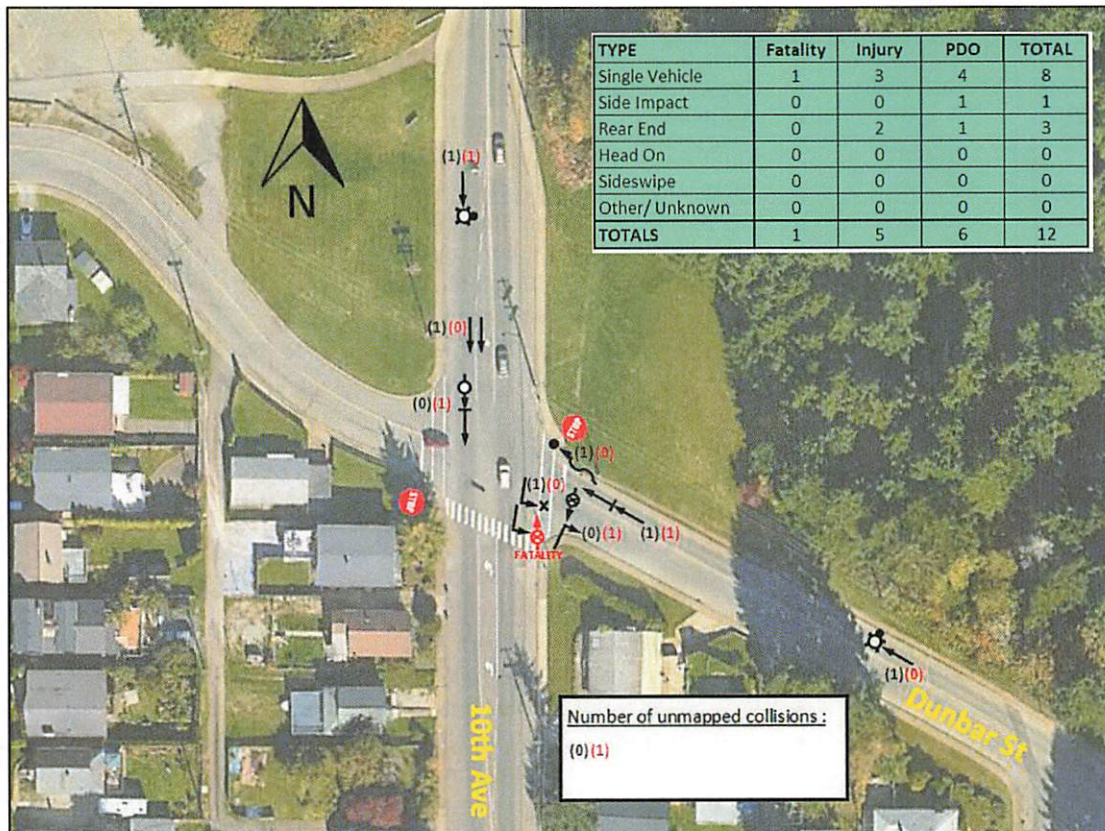


Figure 41: Collision Analysis for Tenth Avenue at Dunbar Street

Based on the collision data, the following trends were identified:

1. There were similar numbers of injury and property damage only collisions, but the intersection had one fatality involving a cyclist being struck by a southbound left turning vehicle in 2018.
2. The annual collisions have been increasing since 2015, with four per year in both 2018 and 2019.
3. Almost all collisions occurred during the autumn and winter months.
4. Approximately half (5/12) of all collisions occurred during the early afternoon.
5. Three collisions occurred with vulnerable road users (pedestrians and cyclists) crossing Dunbar Street in the crosswalk on the east side of the intersection.
6. Almost half the collisions (5/12) were attributed to movements related to the short-cutting route to Argyle Street (i.e. southbound lefts and westbound rights).
7. One collision involved a rear-end due to yielding to a pedestrian in the crosswalk on Tenth Avenue.
8. Three collisions involved impacts with deer, two to the north and one to the east.

3.11.4 Potential Countermeasures

To address the concerns at the intersection, the City is considering the removal of the existing left turn lanes on Tenth Avenue, and using the width for curb extensions and bicycle lanes (Figure 42). The curb extensions would help reduce traffic speeds on Tenth Avenue, while also improving pedestrian crossing safety through increased visibility and decreased crossing distance. The bicycle lanes would be painted green through the intersection in order to raise the awareness of the vulnerable road users in the area.

With the aforementioned improvements, the left turns on Tenth Avenue should be restricted with “No Left Turn” signage and ideally raised islands to restrict the Dunbar Street movements to right-in/right-out. This way, rear end conflicts on Tenth Avenue can be averted from both the heavy existing southbound left turning movements and the downhill northbound left turning movements.



Figure 42: Proposed Intersection Improvements
(Source: Urban Systems)

Following these improvements, the intersection should be monitored to determine if the left turn restrictions are effective, and if additional measures are needed to manage conflicts. Also, the safety of the Tenth Avenue/North Crescent intersection should be monitored to determine if the diverted Rec Centre traffic is adding to the conflicts at that location.

Irrespective of the outcome of the planned intersection upgrades, the following other improvements are also provided for the City's consideration:

Short Term:

1. Increase the illumination, which would dramatically improve safety for all intersection users (esp. cyclists and pedestrians). There is only one street light at the intersection now, which is insufficient for the crosswalk (which itself is in the shadow of the trees on the west side of the intersection).
2. Replace (or supplement) the overhead crosswalk sign with side-mounted, pedestrian-activated, RRFBs, to alert traffic to the presence of pedestrians in the crosswalk. This will address crosswalk safety, as well as the rear ends occurring when vehicles stop for pedestrians.

Long Term:

1. Close Dunbar Street from 11th Avenue to 12th Avenue to divert the heavy short-cutting traffic away from the local road (Figure 43). This should be completed in conjunction with the capacity upgrades at the Tenth Avenue/Argyle Street intersection (see Section 3.15). The closed section of Dunbar Street should be retained as a trail link.



Figure 43: Closure of Dunbar Street to Through Traffic

2. Improve the pathway on the bridge for cyclists, as this is a problematic bottleneck. Signage may offer some safety benefits, but a wider separated pathway would be safer and more effective.

3.12 SIXTH AVENUE AT ROGER STREET

3.12.1 Location Description

Sixth Avenue is a two-lane minor collector connecting from Roger Street south to Dry Creek Park. Roger Street is a two-lane collector connecting the residential neighbourhoods and recreational parks in the east to the waterfront in the west (Figure 44). The two roads connect at a “T” intersection with stop control on Sixth Avenue. There are no existing turning lanes or signed/marked crosswalks at the intersection.

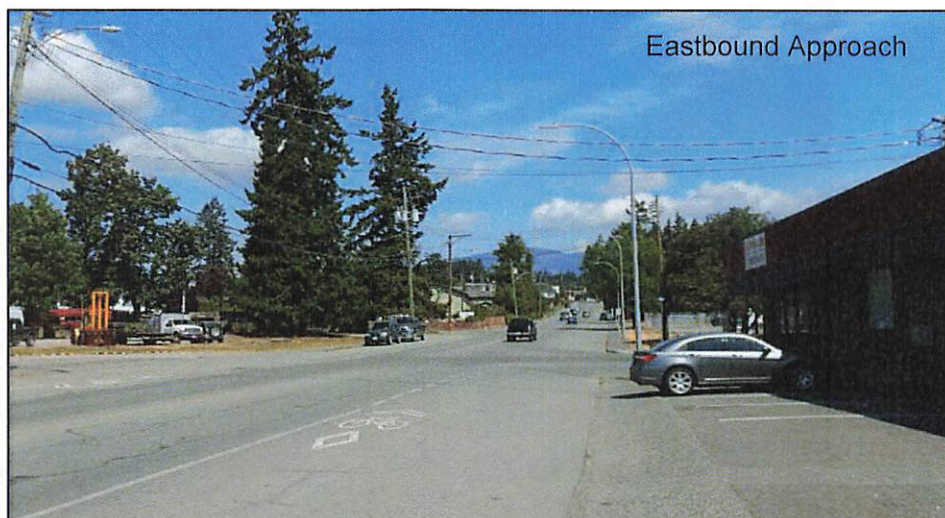


Figure 44: Sixth Avenue at Roger Street

3.12.2 Site Observations

During the site visit in July 2021, the following observations were noted:

Table 13: Site Issues and Observations at Sixth Avenue and Roger Street

Issue Type	Description
Physical Characteristics	<ul style="list-style-type: none"> There is a downhill grade on Roger Street toward the west. The Sixth Avenue approach is on an uphill grade. Sight lines looking west from Sixth Avenue are limited by bushes and parking in the southwest corner (Figure 45). There is sufficient width on the northbound approach to paint separate left and right turning lanes. The north side of the intersection is a private/gravel access.
Traffic Control	<ul style="list-style-type: none"> Traffic volumes on Roger Street create delays for left turning traffic on Sixth Ave. The centreline on Sixth Avenue is faded/missing.
Observed Traffic Patterns and Conflicts	<ul style="list-style-type: none"> The entering daily traffic volume is estimated to be less than 10,000 vpd.
Adjacent Land Use and Accesses	<ul style="list-style-type: none"> Industrial land use on the north side of the intersection. Service/office land use on the south side of the intersection. The parking lot in the southwest quadrant offers 90 degree parking within the functional area of the intersection (Figure 45).
Active Transportation	<ul style="list-style-type: none"> Sidewalks are provided on both sides of Sixth Avenue and Roger Street. Dedicated bicycle lanes are painted on Roger Street. Sharrows are painted on Sixth Avenue. An eastbound bus stop is provided on Roger Street.
Stakeholder Comments	<ul style="list-style-type: none"> Sixth Avenue provides an alternate route for north-south traffic, with no stop signs. Conflicts arise when drivers on Sixth Avenue fail to yield right-of-way. Sight lines are limited on Sixth Avenue approach.



Figure 45: Obstructed Sight Lines in Southwest Corner

3.12.3 Collision Analysis

There were 14 collisions recorded at the intersection of Sixth Avenue and Roger Street within the five year study period. The collision patterns are illustrated in Figure 46 below.

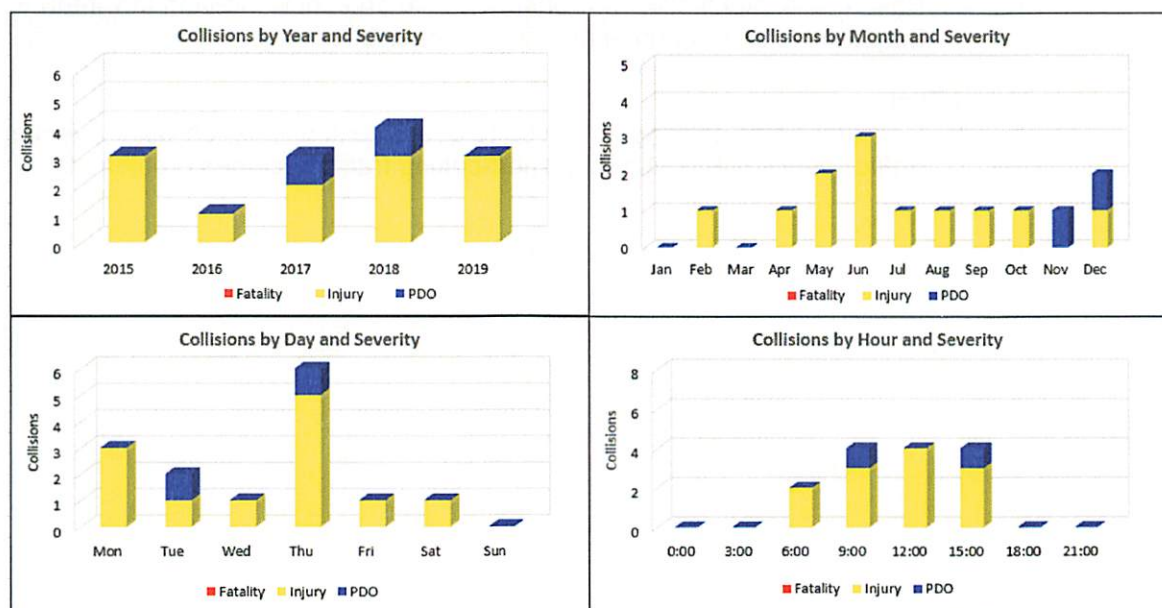
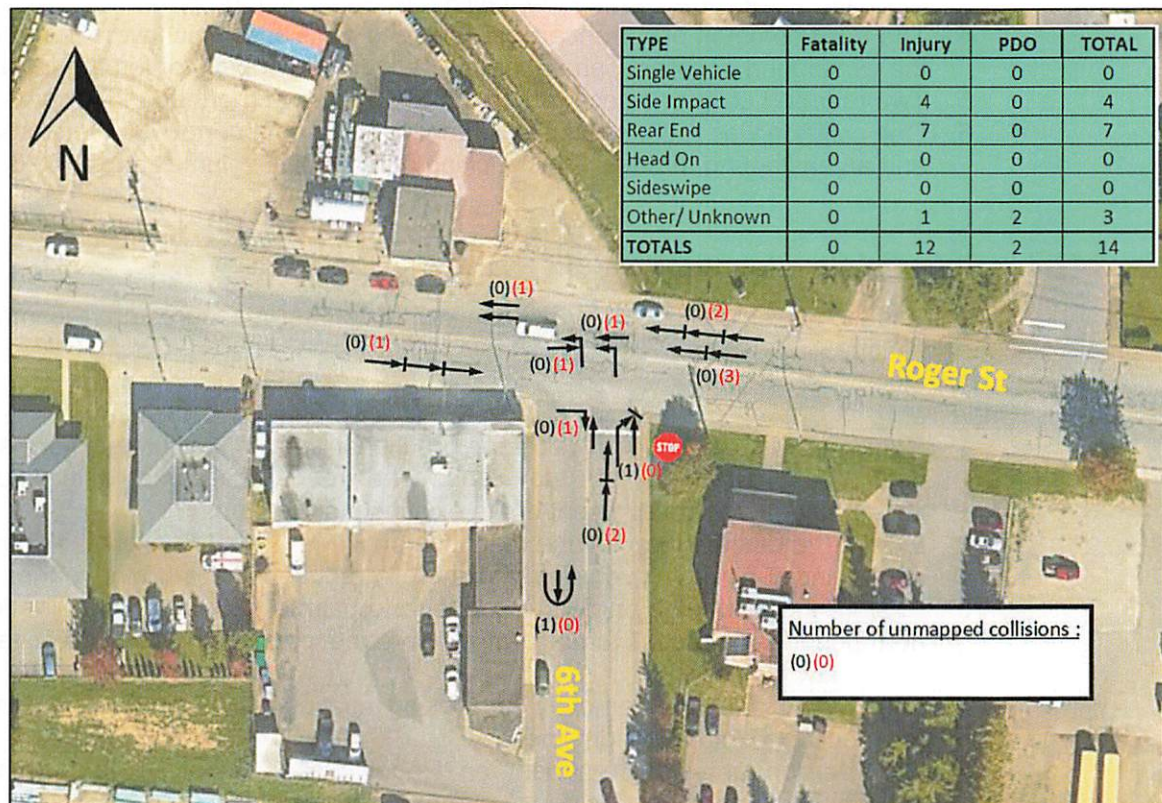


Figure 46: Collision Analysis for Sixth Avenue at Roger Street



Based on the collision data, the following trends were identified:

1. Almost all collisions (12/14) involved injuries.
2. Collisions were highest in the month of June, and occurred most often on Thursdays.
3. All collisions occurred during the daytime (6:00 am to 6:00 pm).
4. The most common occurrence were rear-end collisions, which were primarily (5/7) on the westbound approach, and generally related to stopping for left turning vehicles.
5. Two rear end collisions occurred on the Sixth Avenue (northbound) approach.
6. One collision was reported as a side impact between a northbound left turning vehicle and an eastbound through vehicle, citing heavy traffic volumes and limited visibility.

3.12.4 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Remove on-street parking within the functional area of the intersection, and paint a dedicated westbound left turn lane. The road width should be sufficient to accommodate the realignment of the existing bicycle lanes.
2. Extend the dashed bicycle lane markings on Roger Street to allow the shared use by eastbound right turning vehicles, and thereby reduce the eastbound rear end conflicts.
3. Restore the centreline on Sixth Avenue, and paint a ~20 metre lane line to separate northbound right and left turning traffic. On-street parking should be removed adjacent to the new laning.
4. Trim the foliage and remove 1-2 parking spaces in the southwest corner of the intersection to improve sight lines.
5. Consider an anti-skid treatment on Roger Street, especially on the westbound approach, to reduce the incidence of rear-end collisions.
6. Ensure this intersection is a priority for ice and snow clearing in winter, especially on the downhill westbound approach on Roger Street.

Long Term:

1. Consider traffic calming initiatives (e.g. curb extensions) on Sixth Avenue to manage traffic speeds if and when the short-cutting traffic becomes problematic.

3.13 THIRD AVENUE / STAMP AVENUE AT REDFORD STREET

3.13.1 Location Description

Third Avenue / Stamp Avenue is a four lane arterial, and the key route between Highway 4 (via Gertrude Avenue) and the Downtown. The road changes from Stamp Avenue to Third Avenue at the Redford Street intersection. Redford Street is a major four-lane arterial connecting the industrial area at Third Avenue in the west to Highway 4 (via Port Alberni Highway) in the east (Figure 47). There is a dedicated southbound left turn lane on Stamp Avenue, and a dedicated, channelized westbound right turn lane on Redford Street. The westbound approach also allows a second left turn from the through lane, which is enabled by the split-phasing on the traffic signal. Crosswalks are provided on all but the north leg of the intersection.



Figure 47: Third Avenue / Stamp Avenue at Redford Street

3.13.2 Site Observations

During the site visit in July 2021, the following observations were noted:

Table 14: Site Issues and Observations at Third Ave/Stamp Ave and Redford St

Issue Type	Description
Physical Characteristics	<ul style="list-style-type: none"> Downhill grade on Redford Street, on the approach to the intersection. Significant curve on Stamp Avenue on the southbound approach, which limits sight distance to signal. No northbound left turn lane, despite the width being available in the median.
Traffic Control	<ul style="list-style-type: none"> Split signal phasing on Redford Street, which allows for a double left westbound movement, and skipping the eastbound phase when there is no demand. The 2017 traffic counts did not suggest that a double westbound left turn movement was warranted (Note: the counts omitted the PM Peak Hour). Southbound advance flashers are continuous (Figure 48). Two northbound through lanes, but only one northbound primary signal head. The dashed guide line for the double westbound left turn was faded/missing. Redundant crosswalk sign facing away from traffic on the northeast corner. Street name signs are small, which may affect wayfinding in neighbourhood.
Observed Traffic Patterns and Conflicts	<ul style="list-style-type: none"> Westbound right turns are often negotiated at fast speeds. Significant volume of heavy trucks use the intersection. Fast traffic speeds through the intersection, especially on 3rd/Stamp Avenue.
Adjacent Land Use and Accesses	<ul style="list-style-type: none"> The west side of the intersection is industrial. A continuous wide access is provided on the south side of Redford Street, on the west side of the intersection. The southeast intersection quadrant is a commercial business with three accesses. One of these is located at the stop line on the northbound approach.
Active Transportation	<ul style="list-style-type: none"> Sidewalks are provided on both sides of 3rd/Stamp Avenue, and on the east leg of Redford Street only. Crosswalks are provided on all but the north leg of the intersection. The ramp on the southeast corner does not connect to the crosswalk on the south leg. Painted sharrows are provided on Redford Street.
Stakeholder Comments	<ul style="list-style-type: none"> There is an issue with speeding traffic on Stamp Avenue. A continuous amber flasher alerts southbound traffic to the presence of the signal. The flashers are not linked to the phase of the signal. The channelized westbound right turn invites faster turning speeds. Redford Street is a candidate for bicycle lanes.



Figure 48: Continuous Amber Flashers on Southbound Approach

3.13.3 Collision Analysis

There were 37 collisions recorded at the intersection of Third Ave/Stamp Ave and Redford Street within the five year study period. The collision patterns are illustrated in Figure 49 below.

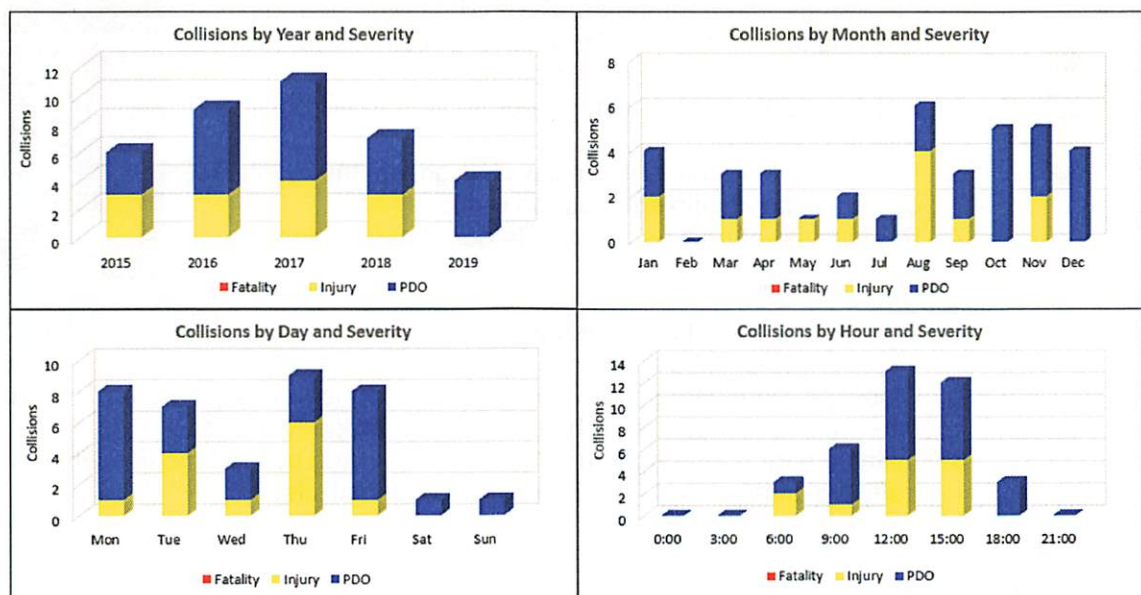
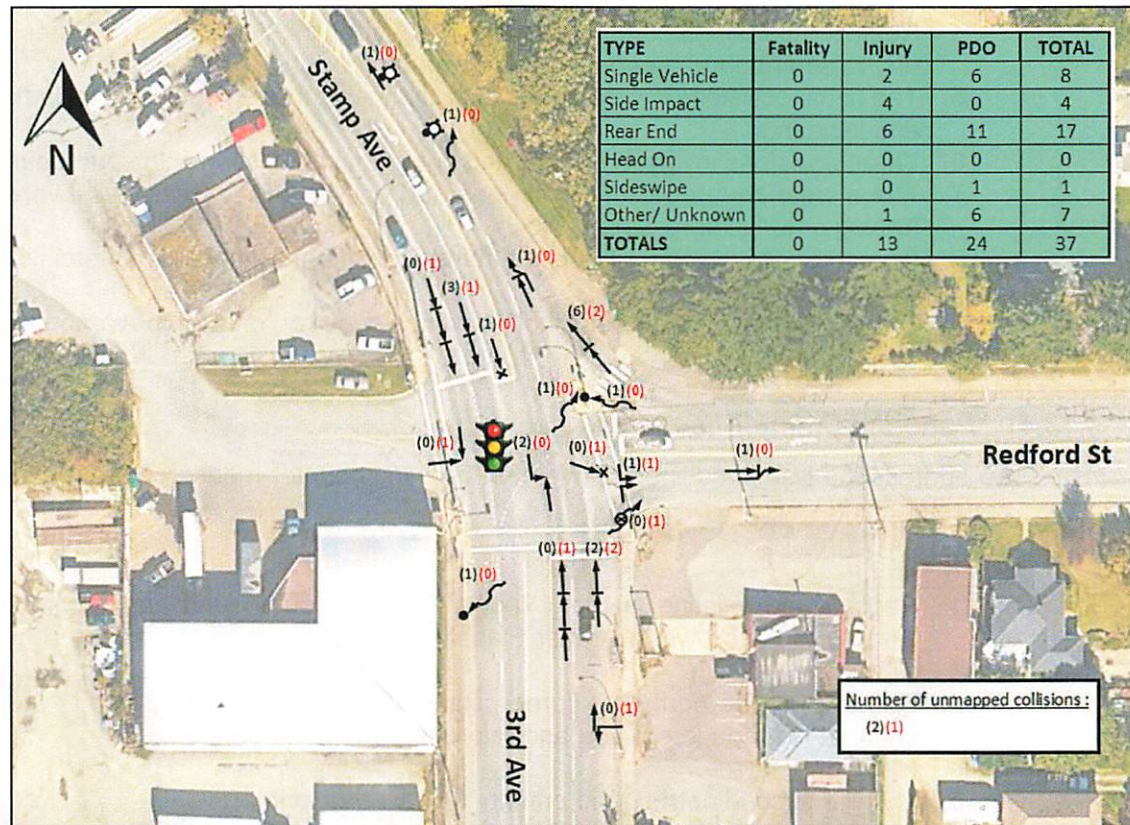


Figure 49: Collision Analysis for Third Ave/Stamp Ave and Redford Street

Based on the collision data, the following trends were identified:

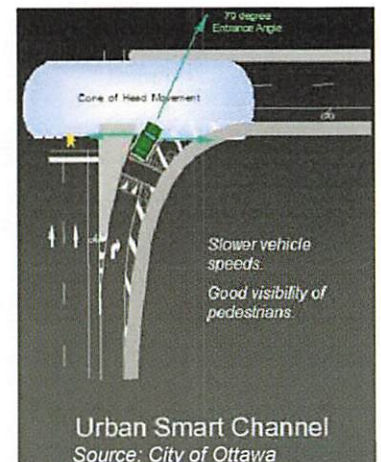
1. Approximately 2/3 of all recorded collisions were property damage only.
2. The annual number of collisions peaked in 2017 at 11, and has since decreased.
3. Almost all collisions occurred on weekdays, especially in the afternoon.
4. Rear end collisions comprised almost half of all incidents (17/37). These include six on the southbound approach and five on the northbound approach.
5. Ten of the collisions were associated with the westbound right turn, including eight rear end incidents.
6. Three collisions involved northbound right turns conflicting with southbound left turns.
7. There were two pedestrian collisions and one bicycle collision, all involving vehicles turning onto Redford Street.
8. One collision was attributed to a turning movement from the commercial access in the southeast corner.
9. Two collisions involved deer, both of which occurred on Stamp Avenue.

3.13.4 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Replace the existing warning flashers on the southbound approach with overhead "Prepare to Stop when Amber Flashing" signage, which is warranted by the limited sight distance.
2. Reconstruct the northeast corner island as a safer "smart channel" to reduce speeds and improve pedestrian safety (see right).
3. Install a second northbound primary signal head to improve guidance and the signal visibility.
4. Ensure the lane lines on Redford Street and dashed westbound left turn guide lines are painted to provide necessary guidance for turning traffic.
5. Install a deer crossing sign for northbound traffic on Stamp Avenue (see left).
6. Remove the redundant crosswalk sign on the northeast corner island, facing southbound traffic.
7. Replace street name signs with larger standard signs.



Long Term:

1. Conduct a traffic study to verify the necessary laning and signal phasing, and confirm if split phasing (which can limit intersection capacity) is warranted by traffic patterns.
2. Close the redundant private access at the northbound stop line on Third Avenue. The other two accesses should be sufficient for property access.
3. Install a northbound right turn lane in the existing painted median when warranted by traffic volumes and/or northbound rear end conflicts.

3.14 TENTH AVENUE AT ROGER STREET

3.14.1 Description

Tenth Avenue is a two-lane arterial road that starts just south of Roger Creek in the north, and continues to the southern limits of Port Alberni. Roger Street is a two-lane collector connecting the residential neighbourhoods and recreational parks in the east to the waterfront in the west (Figure 50). The intersection has dedicated left turn lanes on the northbound and westbound approaches, and dedicated right turn lanes on the southbound and eastbound approaches. The eastbound right turn lane has a corner island and a ~30 metre southbound merge lane on Tenth Avenue. The intersection is controlled by a traffic signal with an advance left turn phase for northbound traffic. Crosswalks are provided on all four legs of the intersection.

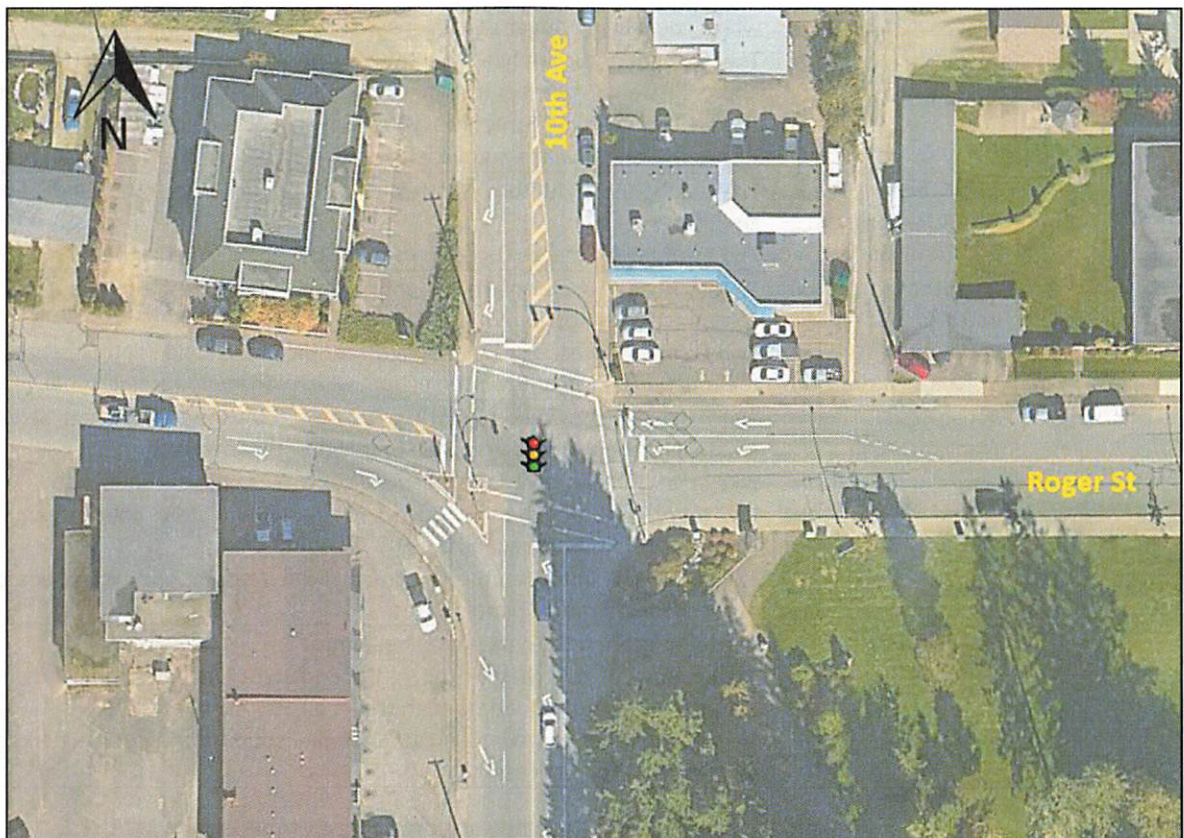


Figure 50: Tenth Avenue at Roger Street

3.14.2 Site Observations

During the site visit in July 2021, the following observations were noted:

Table 15: Site Issues and Observations at Tenth Avenue and Roger Street

Issue Type	Description
Physical Characteristics	<ul style="list-style-type: none"> Roger Street is on a slight downhill grade to the west, through the intersection. The traffic lanes are inconsistent on each approach; opposing lanes are not mirrored or well-aligned across the intersection. A short southbound merge lane is provided on 10th Avenue. Intersection sight lines are limited by adjacent foliage, especially in the northwest corner.
Traffic Control	<ul style="list-style-type: none"> Advance left phases for the northbound and westbound approaches only. The northbound approach has two primary heads, but only one through lane, which could invite driver confusion. The secondary signal head on the southbound approach is at an angle of approximately 35 degrees from the stop bar, which is outside the 20 degree cone. The east leg of Roger Street has a 30 km/h School Zone near the school. The raised island on the southwest corner is missing a chevron object marker.
Observed Traffic Patterns and Conflicts	<ul style="list-style-type: none"> The eastbound right turn is often driven fast, inviting traffic and pedestrian conflicts. The southbound merge condition is only 30 metres, which appears too short.
Adjacent Land Use and Accesses	<ul style="list-style-type: none"> The southeast quadrant has a public park. The other three quadrants are commercial businesses. Two commercial accesses on Roger Street (northeast and southwest) are within the functional area of the intersection, which can invite turning conflicts.
Active Transportation	<ul style="list-style-type: none"> Sidewalks are provided on both sides of 10th Avenue and Roger Street, and crosswalks are provided across all four legs of the intersection. Bike lanes are painted on the west and south legs of the intersection. Bus stops are provided on Roger Street, immediately downstream of the intersection in both directions. The signal pole in the southeast corner of the intersection may impede the use of the sidewalk ramp (Figure 51).
Stakeholder Comments	<ul style="list-style-type: none"> The intersection is busy at school bell times. Drivers turn at the channelized eastbound right turn at fast speeds, inviting conflicts with southbound through traffic on 10th Avenue. The southbound merge lane on 10th Avenue, south of the intersection, appears inadequate and unnecessary.



Figure 51: Signal Pole Near Southeast Sidewalk Ramp

3.14.3 Collision Analysis

There were 21 collisions recorded at the intersection of Tenth Avenue and Roger Street within the five year study period. The collision patterns are illustrated in Figure 52 below.

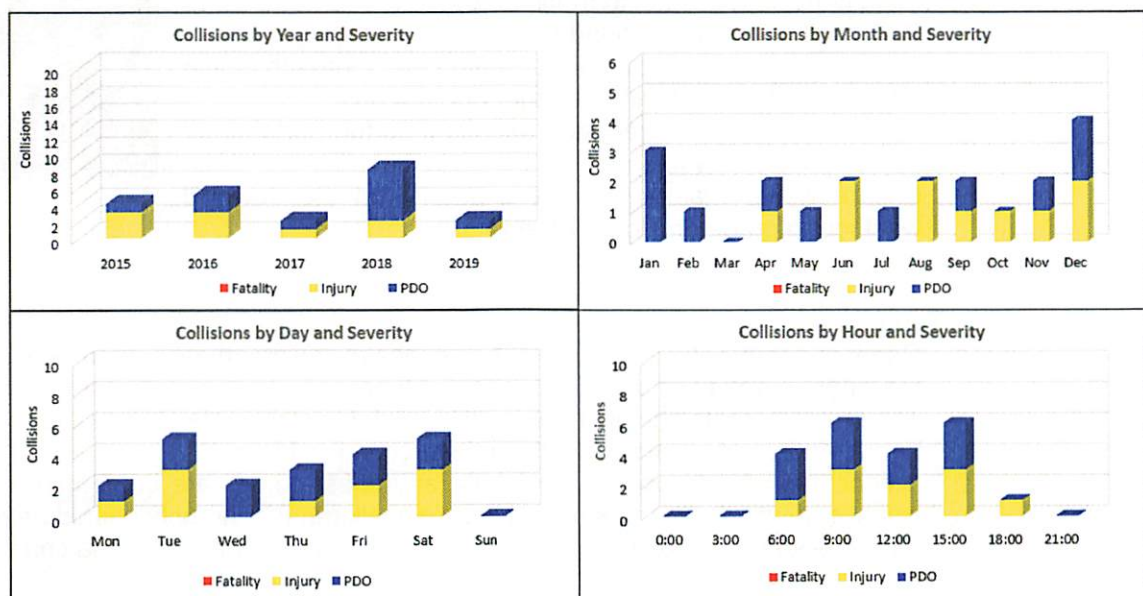
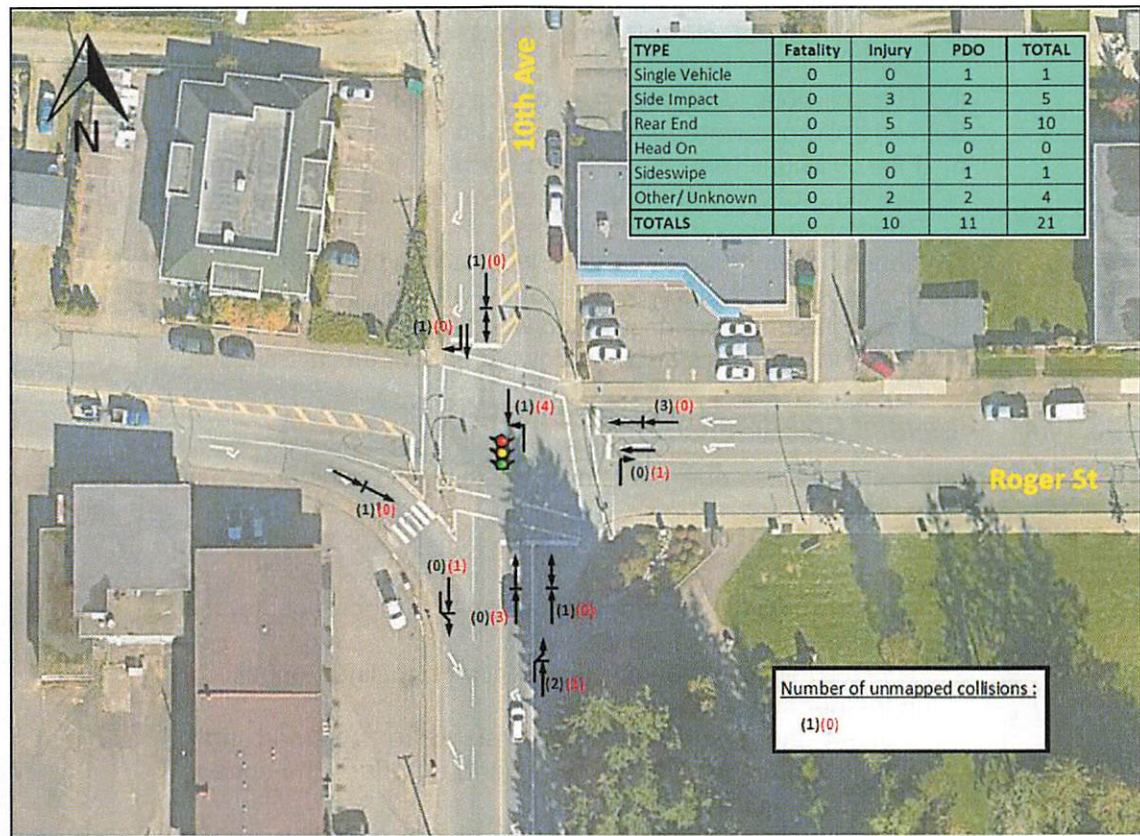


Figure 52: Collision Analysis for Tenth Avenue and Roger Street

Based on the collision data, the following trends were identified:

1. Approximately half the collisions involved injuries.
2. The average annual collisions are ~4-5 per year, but there was a notable increase to eight collisions in 2018.
3. Almost half of all collisions (8/21) occurred during the winter months, between December and February.
4. The collisions were almost all during daylight hours.
5. Ten collisions were rear-ends, most notably on the downhill westbound approach.
6. Five collisions were attributed to northbound left turns turning into southbound through vehicles, often with disagreement on the northbound advance left signal indication. These frequently involved injuries.
7. Three collisions involved vehicles changing from the northbound left turn lane to the northbound through lane, on Tenth Avenue.
8. Two collisions were associated with the eastbound right turn movement, including one rear end and one sideswipe downstream of the intersection.

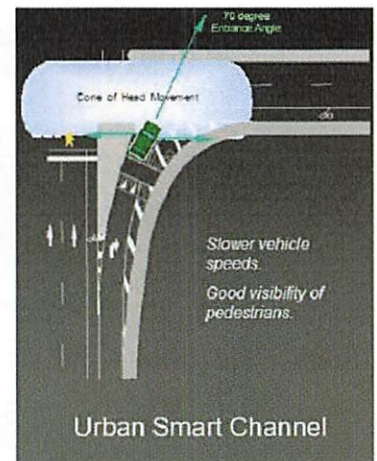
3.14.4 Potential Countermeasures

To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:



1. Add a W-054D hazard marker on the approach to the southwest corner island (see left).
2. Trim the foliage to improve intersection sight lines, especially in the northwest corner
3. Convert the southwest corner island to a “smart right channelized” corner island (see right) to reduce the speeds of the turning traffic.
4. Replace the existing southbound merge condition with a Yield condition, subject to traffic analysis.
5. Remove the second (redundant) primary signal head on the northbound approach in order to match the approach laning and to be consistent with the other approaches.
6. Install advance overhead lane use signs to the northbound approach to clarify laning.
7. Ensure winter maintenance is a priority on the downhill westbound grade on Roger Street.



Long Term:

1. Conduct a traffic study to confirm the necessary laning on each approach, and revamp the approaches to improve the lane balance and alignment across the intersection. The improvements should increase the available sight distance (esp. for opposing left turns), and create a more intuitive intersection for drivers.
2. If concerns about accessibility in the southeast corner are confirmed, relocate the signal pole at a further offset from the sidewalk ramp. The pole should be relocated to bring the southbound secondary signal head closer to the 20 degree cone of vision.

3.15 TENTH AVENUE AT ARGYLE STREET

3.15.1 Location Description

Tenth Avenue is a two-lane north-south arterial road that runs from Roger Creek to the southern limits of Port Alberni. Argyle Street is a four-lane arterial connecting the residential neighbourhoods in the east to the Downtown and waterfront in the west (Figure 53). The intersection is controlled by a four-way stop, and has a dedicated eastbound left turn lane on Argyle Street, and a dedicated southbound right turn lane on Tenth Avenue. Crosswalks are provided across all four legs of the intersection. The full-movement intersection of Tenth Avenue/ North Crescent is located approximately 25 metres to the north.

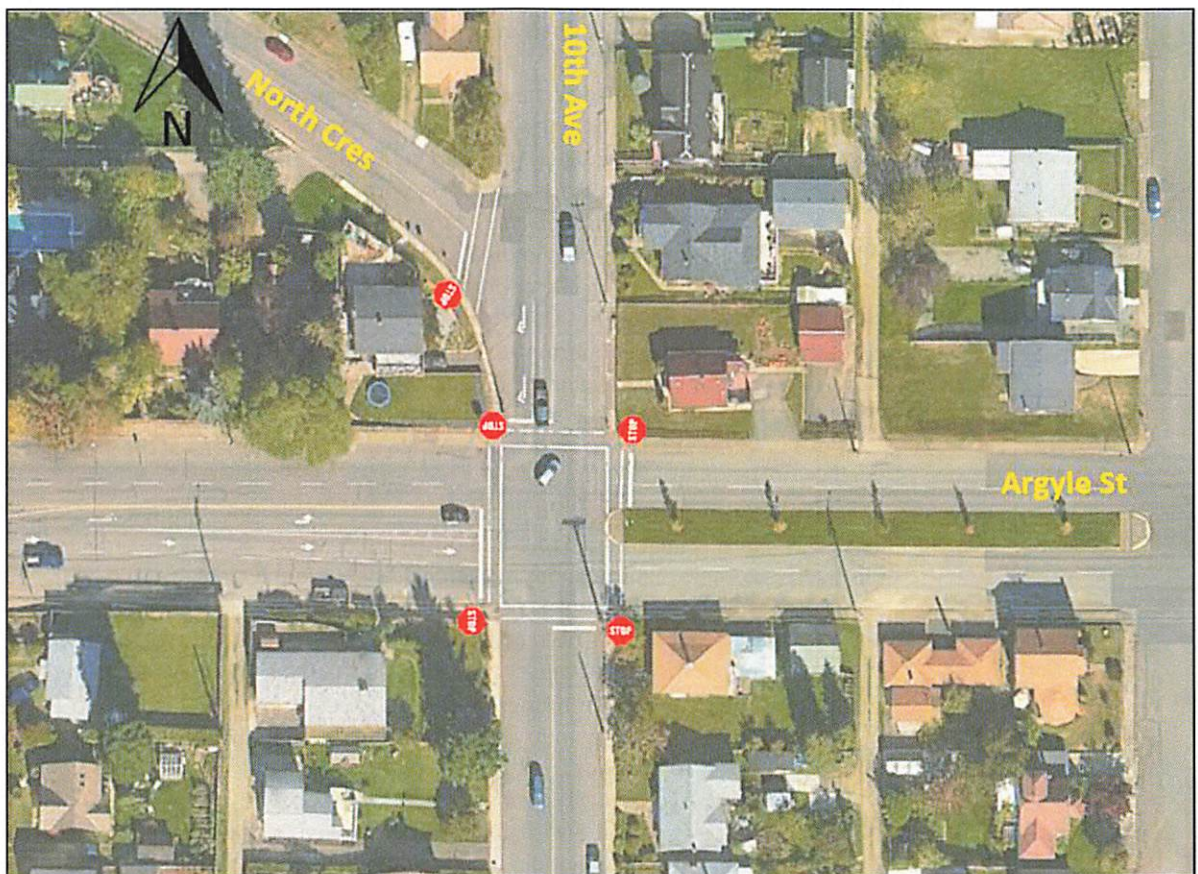


Figure 53: Tenth Avenue at Argyle Street

3.15.2 Site Observations

During the site visit in July 2021, the following observations were noted:

Table 16: Site Issues and Observations at Tenth Avenue and Argyle Street

Issue Type	Description
Physical Characteristics	<ul style="list-style-type: none"> Significant downhill grade on the eastbound approach. Illumination of the intersection is limited. Wide median on westbound approach provides refuge for crossing pedestrians. The North Crescent intersection is within the functional area of the 10th/Argyle intersection, thereby inviting traffic conflicts. Acute angle of 10th/North Crescent intersection obstructs sight lines.
Traffic Control	<ul style="list-style-type: none"> Intersection is controlled by a four-way stop. Stop signs are provided on the right side of the road only, even on the westbound approach with a median available. Westbound left turn lane could be built into the existing median, but this would eliminate the existing pedestrian median refuge. School Area signage is provided on Argyle Street to the west and 10th Avenue to the south. This signage appears appropriate, since the school provides alternate programs to which few students would be expected to commute by walking.
Observed Traffic Patterns and Conflicts	<ul style="list-style-type: none"> Traffic volumes are not heavy for four-lanes on Argyle Street, but are significant with an estimated entering ADT of 7,200 vpd. This volume would increase if Dunbar Street was closed to through traffic.
Adjacent Land Use and Accesses	<ul style="list-style-type: none"> Residential properties existing on all four corners of the intersection. A commercial development (Quality Foods) and the Choices Alternative Learning school exist to the south, on 10th Avenue. There are no private accesses within the functional area of the intersection. Only the intersection with North Crescent is near the intersection.
Active Transportation	<ul style="list-style-type: none"> Sidewalks are provided on both sides of all approaches, and crosswalks are available across all four legs of the intersection. Ramps are provided on all four corners, but the ramps have significant lips in the median island on Argyle Street, and in the northwest corner of the intersection, which may affect accessibility. Bike lanes are painted on both sides of 10th Avenue south of the intersection, but not north of the intersection. Painted sharrows are provided on Argyle Street.
Stakeholder Comments	<ul style="list-style-type: none"> The sight lines for traffic entering 10th Avenue from North Crescent are obscured by the acute geometry, and can be exacerbated further by on-street parking along 10th Avenue. Pedestrian safety is a concern at this location. There is an issue with drivers not yielding right-of-way at the four-way stop. Some drivers do not obey the stop signs. 10th/Argyle is a candidate for a future roundabout, and has significant space available. A roundabout would also provide the additional intersection capacity to accommodate displaced traffic from Dunbar Street, if deemed suitable for closure (see Section 3.11).

3.15.3 Collision Analysis

There were 12 collisions recorded at the intersection of Tenth Avenue and Argyle Street within the five year study period. The collision patterns are summarized in Figure 54 below.

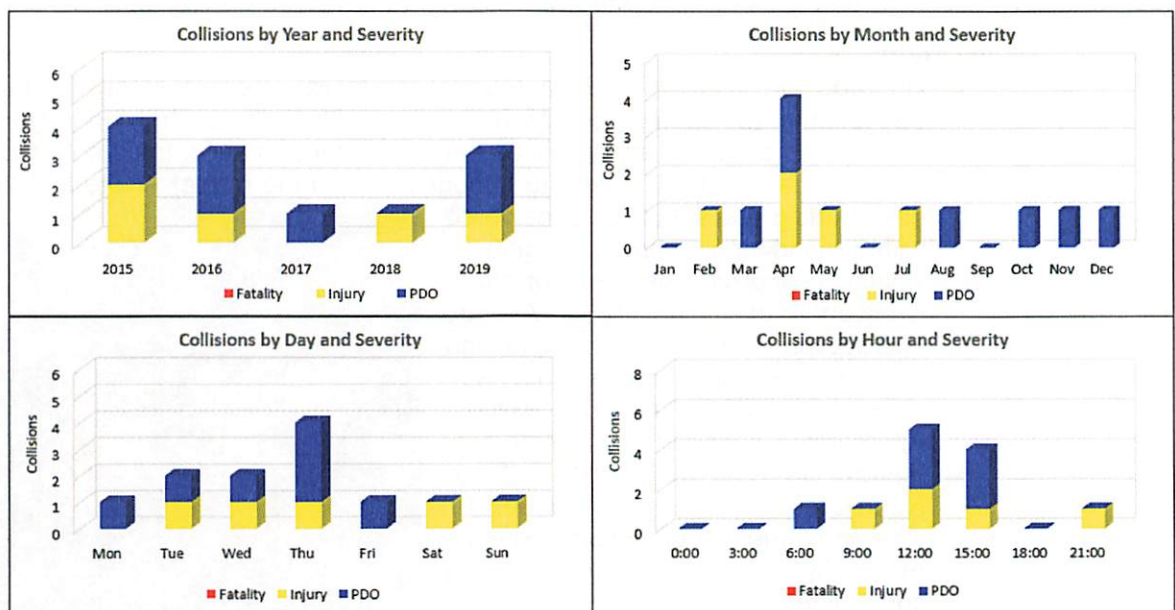
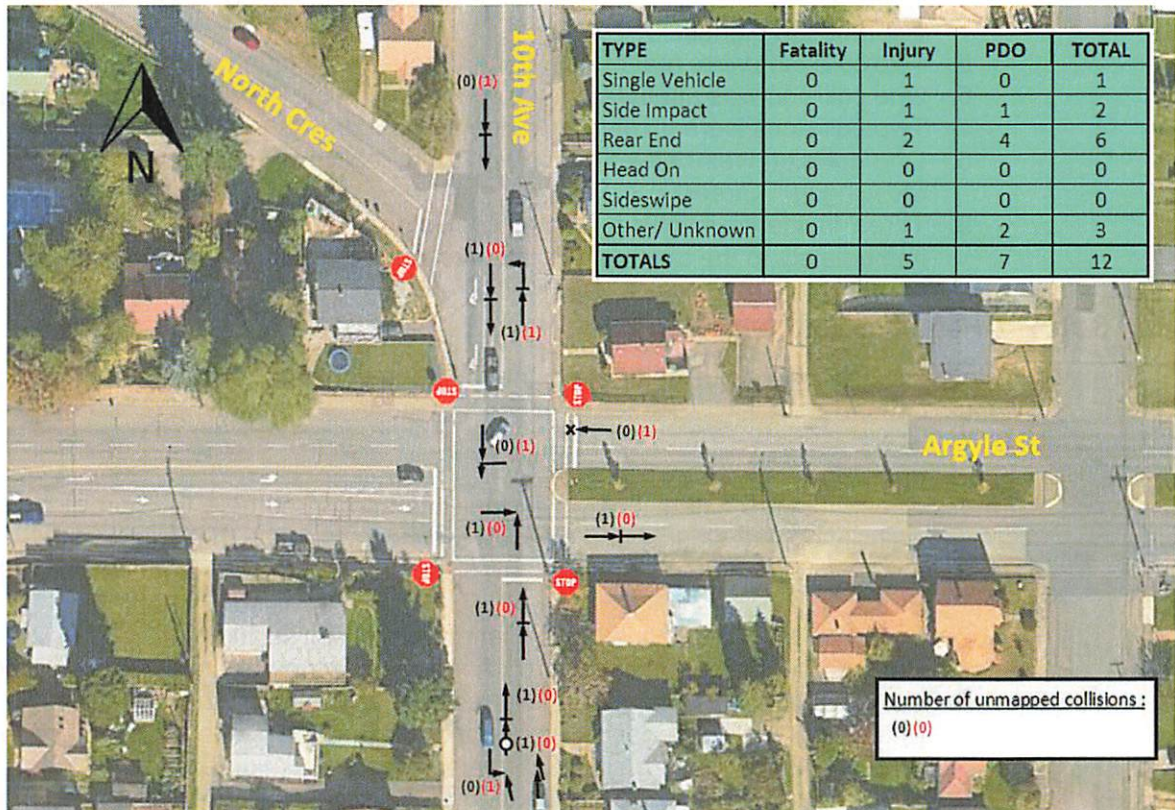


Figure 54: Collision Analysis for Tenth Avenue at Argyle Street

Based on the collision data, the following trends were identified:

1. The majority of recorded collisions (7/12) involved property damage only.
2. The annual collisions decreased to one per year in 2017-2018, but increased in 2019.
3. The highest frequency of collisions occur in the month of April.
4. The majority of collisions (9) occurred between 12:00 Noon and 6:00 PM, when volumes are highest.
5. Two collisions were rear ends with northbound left turning vehicles into North Crescent.
6. One collision was attributed to icy conditions on the downhill eastbound approach.
7. Two collisions were 90 degree incidents from drivers not yielding right-of-way.
8. One collision was between an eastbound vehicle on Argyle Street and a pedestrian crossing 10th Street.
9. Three incidents involved turning conflicts at the Quality Foods parking lot access immediately to the south of the intersection.

3.15.4 Potential Countermeasures

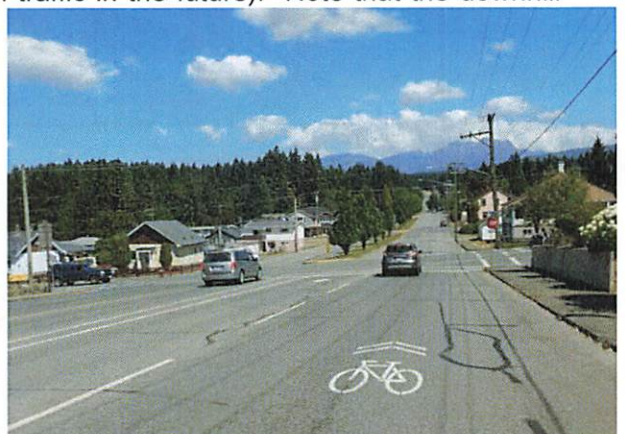
To address the issues outlined above, the following counter-measures are recommended for consideration:

Short Term:

1. Construct curb extensions on all four intersection corners to improve the safety and visibility of pedestrians, and relocate the stop signs into the bulbs.
2. Install a second stop sign in the median island on the eastbound approach of Argyle Street.
3. Continue the 10th Avenue bicycle lane north of Argyle Street.
4. Remove on-street parking on 10th Avenue near the supermarket, and replace with a short two-way left turn lane to help reduce parking and turning conflicts.
5. Ensure winter maintenance is a priority on the downhill eastbound grade on Argyle Street, and consider an anti-skid treatment for the pavement.
6. Reconstruct the sidewalk ramps to improve accessibility, especially on the northwest corner and the east median island.

Long Term:

1. Upgrade the intersection to a roundabout to (a) improve safety for vehicles and pedestrians, (b) address compliance issues with traffic control, and (c) improve the intersection capacity, especially as may be needed to accommodate displaced traffic from Dunbar Street (if closed to through traffic in the future). Note that the downhill eastbound grade should be considered with a roundabout option (see right).
2. Adjust the approach geometry on North Crescent at the 10th Avenue intersection and restrict inbound and outbound left turn movements with signage and/or raised islands. Alternately consider a cul-de-sac, thereby diverting all turning traffic to North Crescent via Eighth Avenue.
3. Upgrade the intersection lighting, especially if a roundabout is constructed.





4 SUMMARY AND RECOMMENDATIONS

Within the recent five-year study period (2015 to 2019), there were 5,752 recorded collisions in the ICBC claims records for the Port Alberni area. Of these, 2,644 were attributed to parking lots, and 3,108 were attributed to the public road system. Therefore, there was an annual average of over 600 collisions on the streets of Port Alberni between 2015 and 2019.

To improve the safety of the local road network, the City of Port Alberni and the Insurance Corporation of British Columbia (ICBC) commissioned this Network Screening. The objectives of this study were to (a) isolate the Top 15 priority locations (with no more than three highway locations), (b) evaluate the site issues and collision history at each location, and (c) recommend potential counter-measures to reduce the frequency and severity of collisions. The parking lot collisions could be considered separately in a future study, if desired by the City.

To isolate the Top 15 priority locations within the five-year study period, all highway intersections with 12 or more non-parking related collisions, and all city intersections with 20 or more non-parking related collisions were screened out of the list of collision records. Then these intersections were ranked separately according to collision frequency, collision rate, severity index, and Critical Collision Rate Index (CCRI). The combined ranking established the list of the Top 15 locations for further study.

Based on the detailed safety analysis in Section 3, the short and long term recommendations for each location are summarized in Table 17. Although not always explicit in the recommendations, all options for major upgrades to laning and traffic control are assumed to be analyzed and verified with traffic analysis prior to implementation.

When the City of Port Alberni determines which of the recommended improvements will be advanced for implementation, ICBC should be consulted for potential cost-sharing opportunities under the Road Improvement Program (RIP). Road improvements that are able to demonstrably reduce collisions are generally eligible for ICBC funding as a function of the expected savings in collision claims.

Table 17: Summary of Recommended Improvements

Rank	Intersection	Recommended Short Term Improvements	Recommended Improvements for Future Consideration
1	Gertrude Street / Stamp Avenue at Roger Street	<ul style="list-style-type: none"> Remove redundant SB primary signal head. Revisit signal timing and consider queue detection. Reconstruct NE corner to improve geometry. Add a Leading Pedestrian Interval (LPI) for pedestrian priority. Rebuild SE and SW corner islands as “smart channels” and remove EB advance warning signage and 30 km/h speed. Prune trees to improve lighting, esp. in NW corner. Consider application of anti-skid treatment*, esp. SB approach. Invite additional enforcement for speed and distracted driving. 	<ul style="list-style-type: none"> Convert left turn phases to protected-only if and when warranted. Upgrade the intersection to a roundabout. Monitor the area to determine need for wildlife warning signs.
2	Tenth Avenue at Redford Street	<ul style="list-style-type: none"> Implement lane diet and painted bike lanes, as proposed. If bike boxes are painted in the northbound and southbound right turn lanes, these may necessitate “No Right Turn on Red” restrictions and a leading bicycle signal phase. Add a second primary head to the Redford Street approaches. Add a Leading Pedestrian Interval (LPI) for pedestrian priority. Confirm intergreen signal phases are sufficient for clearance. Ensure lane lines are painted and visible for guidance. Replace median signage on Tenth Ave approach. Consider application of anti-skid treatment*. Ensure intersection is a priority for ice and snow clearing. 	<ul style="list-style-type: none"> Convert left turn phases to protected-only if and when warranted. Manage access density in the vicinity of intersection as opportunities arise.
3	Highway 4 (River Road) at Beaver Creek Road	<ul style="list-style-type: none"> If feasible, upgrade intersection to a roundabout (as per recent corridor study), to achieve benefits of safety, speed management, and traffic capacity. If not feasible: <ul style="list-style-type: none"> Reconstruct NE corner island to create “smart channel”. Add sidewalk ramps to improve accessibility Remove redundant crosswalk signage 	<ul style="list-style-type: none"> Widen River Road to create paved shoulders/bike lanes. Install RRFBs at crosswalk when warranted (if no roundabout option) Consider developing the internal network to provide alternate routing to City Centre.
4	Tenth Avenue at Burde Street	<ul style="list-style-type: none"> Ensure adjacent foliage is trimmed to maintain sight lines. Construct curb extensions at Tenth Avenue crosswalk. Install RRFBs at crosswalk to improve safety and warn drivers. Revisit intersection lighting as required. Invite additional speed enforcement. 	<ul style="list-style-type: none"> Revisit EB and WB approach laning on Burde Street when warranted. Relocate utility lines underground. Signalize intersection when warranted by traffic demand and growth.
5	Third Avenue at Argyle Street	<ul style="list-style-type: none"> Implement lane diet on Argyle Street to improve sight lines. Implement lane diet on Third Avenue, and eliminate the existing left lane drop ~150 metres to the north. Remove 2-3 parking stalls on each approach, near intersection. Ensure intersection is a priority for ice and snow clearing. 	<ul style="list-style-type: none"> Consider “reverse in” angle parking to reduce parking conflicts, or parallel parking to improve safety for cyclists. Consider streetscaping Downtown to improve aesthetics and calm traffic.
6	Tenth Avenue at Wallace Street	<ul style="list-style-type: none"> Add W-054R “Object Marker” to tower on WB approach. Convert existing “Crosswalk Ahead” signs to “Playground Area” signs on Tenth Avenue. Retime pedestrian signal phases to match provincial standards. Confirm intergreen signal phases are sufficient for clearance. Add tertiary signal heads to right side of NB and SB approaches. 	<ul style="list-style-type: none"> Monitor the area to determine need for wildlife warning signs. Monitor the intersection to determine if additional illumination is required.
7	Highway 4 (Johnston Road) at Cherry Creek Road	<ul style="list-style-type: none"> Rebuild NE corner island as a “smart channel”. Convert EB advance left phase to protected-only to address limited sight distance on Johnston Street and ped conflicts. Consider application of anti-skid treatment*. Ensure intersection is a priority for ice and snow clearing. Invite additional speed enforcement. 	<ul style="list-style-type: none"> Close the east access to the adjacent service station if and when the opportunity arises.

Rank	Intersection	Recommended Short Term Improvements	Recommended Improvements for Future Consideration
8	Highway 4 (Johnston Road) at Gertrude Street	<ul style="list-style-type: none"> As per the recent corridor study, consider intersection curb extensions, removal of on-street parking, and lane diet on the highway (if supported by findings of traffic analysis). Add protected NB right turn phase, overlapping WB left phase. Add a Leading Pedestrian Interval (LPI) for pedestrian priority. Confirm intergreen signal phases are sufficient for clearance. Consider application of anti-skid treatment*. Upgrade street name signs to improve visibility and wayfinding. 	<ul style="list-style-type: none"> Relocate adjacent powerlines underground to reduce intersection clutter. Seek a network solution to facilitate travel between Hwy 4 and Downtown on the east side of the city.
9	Third Avenue at Bute Street	<ul style="list-style-type: none"> Install curb extensions at the Third Avenue crosswalk. Restrict on-street parking on Third Avenue near intersection. Construct a 2-3 m raised median island refuge on Third Avenue. Install RRFBs at the Third Avenue crosswalk. Add a red-post reflector to the WB stop sign on Bute Street. 	<ul style="list-style-type: none"> If RRFBs are not sufficiently effective, supplement with overhead signage. Consider a lane diet on Third Avenue. Close redundant accesses within the functional area of the intersection.
10	Tenth Avenue at Bute Street	<ul style="list-style-type: none"> Install RRFBs at the Tenth Avenue crosswalk. Relocate the EB stop sign on Bute Street closer to the stop line. Repaint the east crosswalk to remove kink in alignment. Consider application of anti-skid treatment*. Ensure intersection is a priority for ice and snow clearing. 	<ul style="list-style-type: none"> Consider curb extensions to improve safety for pedestrians. Revisit intersection illumination. Install overhead beacons at fire hall if needed for emergency response.
11	Tenth Avenue at Dunbar Street	<ul style="list-style-type: none"> Consider curb extensions and painted bike lanes as planned. Monitor the effects on the Tenth Avenue left turn demand. Increase intersection illumination to improve safety. Replace overhead crosswalk sign with RRFBs. 	<ul style="list-style-type: none"> Close Dunbar Street between 11th Ave and 12th Ave to eliminate short cut. Upgrade the pathway on the bridge to the north for ped/cycle safety.
12	Sixth Avenue at Roger Street	<ul style="list-style-type: none"> Remove on-street parking within vicinity of intersection. Extend dashed bicycle lane markings on Roger Street. Restore centreline on Sixth Avenue, and paint NB lane line. Trim foliage and remove 1-2 parking spaces in SW corner. Consider application of anti-skid treatment* on Roger Street. Ensure intersection is a priority for ice and snow clearing. 	<ul style="list-style-type: none"> Consider traffic calming initiatives (e.g. curb extensions) on Sixth Avenue to the south to manage traffic speeds when short-cutting traffic becomes problematic.
13	Third Avenue / Stamp Avenue at Redford Street	<ul style="list-style-type: none"> Replace existing SB warning flashers with standard overhead "Prepare to Stop when Amber Flashing" signage. Reconstruct NE corner island as "smart channel". Install a secondary NB primary signal head. Ensure lane lines on Redford Street and dashed WB left turn guide lines are painted. Install deer crossing warning signage on Stamp Avenue. Remove redundant crosswalk signage on NE corner island. Upgrade street name signs to improve visibility and wayfinding. 	<ul style="list-style-type: none"> Conduct a traffic study to verify necessary laning and signal phasing for the intersection. Close the redundant private access on the NE corner. Install a NB right turn lane on the existing painted median on the south leg when warranted by safety and left turn demand.
14	Tenth Avenue at Roger Street	<ul style="list-style-type: none"> Add W-054D hazard marker on the SW corner island. Trim foliage to improve sight lines, esp. in NE corner. Convert SW corner island to "smart channel". Replace SB acceleration/merge lane with a Yield condition. Remove redundant NB primary signal head. Install advance overhead lane use signs on NB approach. Ensure intersection is a priority for ice and snow clearing. 	<ul style="list-style-type: none"> Conduct a traffic study to confirm the necessary laning on each approach, and revamp approaches accordingly. If SE corner is a concern for accessibility, relocate signal pole away from ramp, and closer to the 20 degree cone of vision.
15	Tenth Avenue at Argyle Street	<ul style="list-style-type: none"> Construct curb extensions on all four intersection corners. Install a second EB stop sign in the median island. Continue Tenth Avenue bicycle lane north of Argyle Street. Remove on-street parking on Tenth Avenue near supermarket, and replace with a Two-Way Left Turn Lane. Ensure intersection is a priority for ice and snow clearing. Reconstruct sidewalk ramps (esp. NW) to improve accessibility. 	<ul style="list-style-type: none"> Upgrade the intersection to a roundabout, esp. to accommodate diverted traffic from Dunbar Street (if and when closed as a short cut). Restrict left turns at intersection of Tenth Ave/North Crescent. Upgrade intersection lighting.

* Anti-skid treatments refer to both a specific pavement coating to improve friction and the removal of ruts which exacerbate ponding and icing in wet / winter conditions. These should be applied at any locations with frequent rear end conflicts, esp. on downhill approaches to intersections.

5 CLOSURE

This Network Screening has been prepared by McElhanney Ltd. (McElhanney) for the benefit of the City of Port Alberni and the Insurance Corporation of British Columbia (ICBC). The information and data contained herein represent McElhanney's best professional judgment in light of the knowledge and information available to McElhanney at the time of preparation.

McElhanney Ltd. denies any liability whatsoever to other parties who may obtain access to this report for any injury, loss or damage suffered by such parties arising from their use of, or reliance upon, this document or any of its contents without the express written consent of McElhanney, the City of Port Alberni, or ICBC.

McELHANNEY LTD

Prepared By:



Hameed Dagher
Transportation Technologist

Reviewed by:



Joel Taker, PEng
Traffic Engineer



V. Glenn Stanker, PEng, PTOE
Sr. Transportation Engineer



APPENDIX A: PROJECT INITIATION MINUTES

Time: 4:00 – 5:00 PM

Date: Thursday, March 11, 2021

Location: by videoconference

Attendees:

Rob Dickinson, Director of Engineering & Public Works, City of Port Alberni
Margaret Gibbs, PEng, Road Safety Engineer, Road Improvement Program, ICBC
Glenn Stanker, PEng, PTOE, Sr. Transportation Engineer, McElhanney Ltd.
Hameed Dagher, Traffic/Safety Technologist, McElhanney Ltd.

Minutes:

1. There are approximately 79 km of arterial roads, 67 km of collector roads, and 191 km of local roads (~300 km total) within Port Alberni.
2. The existing roads in Port Alberni are wide, and there are consequently a lot of problems with excessive traffic speeds.
3. The main north-south roads in town are 3rd/Gertrude, 10th, and Beaver Creek. The main east-west roads in town are Redford and Argyle.
4. There are likely only about 5-10 real problematic locations in the city, esp. Roger Street at Stamp Avenue/Gertrude Street. After that, the collision data is likely to be much less.
5. There is an Active Transportation Plan for the city. The pedestrian/cycle crashes should be reviewed.
6. Other recent background documents include the Highway 4 study (2020), the truck route study. Rob can send copies of these studies as well as recent minutes from the city's Traffic Safety Committee and other complaint records of relevance.
7. ICBC can provide up to five years of claims data (2015 to 2019 inclusive) for the study.
8. The RCMP would also be a good contact for local traffic safety issues; Rob can send the contact name to McElhanney.
9. There have been recent pedestrian fatalities, but some of these were not necessarily related to road safety issues.
10. The study deadline is July-August, 2021.

IVGS

Date: November 1, 2021
File No: 0230-20-AVCFC
To: Mayor & Council
From: T. Pley, CAO
Subject: Alberni Valley Community Forest Corporation [AVCFC] | Resolutions of Shareholder

Prepared by: <i>T. SLONSKI</i> Director of Corporate Services	Supervisor: <i>T. PLEY</i> T. PLEY	CAO Concurrence: <i>T. Pley</i> T. Pley, CAO
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RECOMMENDATION[S]

THAT Council endorse the Alberni Valley Community Forest Corporation Resolutions of Shareholder in Writing as presented.

PURPOSE

For Council to endorse the Resolutions of Shareholder.

BACKGROUND

The City of Port Alberni is the sole shareholder of the AVCFC as such, and on an annual basis, Council is required to endorse the Resolutions of Shareholder in Writing in accordance with the Articles of the Company and in order that the Annual Report may be filed.

ALTERNATIVES/OPTIONS

n/a

ANALYSIS

The Resolutions of Shareholder for endorsement by Council includes:

- Requirement to hold Annual General Meeting [AGM] held September 8, 2021
- Acceptance of the financial statements dated December 31, 2020
- Appointment of Directors to hold office until the next AGM or until successors are elected or appointed [Directors Gary Swann, Ed Proteau, Warren Lauder, Robert A. Cole, Chris Duncan, Jim Sears and Dwayne Hearn]
- Endorsement of the appointment of R. Anderson & Associates Inc., as auditor of the Company for the current fiscal year.

IMPLICATIONS

Should Council not move forward with the endorsements it would not permit the filing of the Annual Report and compromise the company's good standing.

F6

COMMUNICATIONS

n/a

BYLAWS/PLANS/POLICIES

Following Council's endorsement of the attached Resolutions, the City will proceed with having the 2021 Annual Report filed with the Companies Registrar.

SUMMARY

The AVCFC Resolutions of Shareholder in Writing are provided for Council's endorsement. The shareholder's resolution is required in order that the Annual Report for the company may be filed and in order to ensure the company remains in good standing.

ATTACHMENTS/REFERENCE MATERIALS

1. Resolutions of Shareholder in Writing

ALBERNI VALLEY COMMUNITY FOREST CORPORATION
(the "Company")

RESOLUTIONS OF SHAREHOLDER IN WRITING

WHEREAS the City of Port Alberni is the sole shareholder of Alberni Valley Community Forest Corporation;

PURSUANT to the Articles of the Company, the following resolutions are passed as resolutions of the sole shareholder of the Company, duly consented to in writing by all of the directors of the sole shareholder of the Company.

RESOLVED that the requirement of holding the Annual General Meeting of Shareholders of the Company for the year of 2021, was held the 8th day of September, 2021.

FINANCIAL STATEMENTS

RESOLVED that the presentation of a report of the Directors to the Shareholders on the affairs of the Company and financial statements dated December 31, 2020 be accepted, and that all acts and proceedings of the Directors since the date of recognition be confirmed and approved.

APPOINTMENT OF DIRECTORS

RESOLVED that the following persons be and are hereby appointed directors of the Company, so that the Board of Directors is therefore composed of the following seven persons, to hold office until the next Annual General Meeting or until their successors are elected or appointed.

Gary Swann
Ed Proteau
Warren Lauder
Robert A. Cole

Chris Duncan
Jim Sears
Dwayne Hearn

AUDITOR

RESOLVED that the appointment of R. Anderson & Associates Inc. as auditor of the Company for the current fiscal year of the Company be endorsed.

Signed by the council members of the City of Port Alberni on the ____ day of _____, 2021.

Mayor: Sharie Minions

Corporate Officer: Twyla Slonski



RECEIVED

OCT 22 2021

CITY OF PORT ALBERNI

Administration
Box 3333 | 6250 Hammond Bay Road
Nanaimo, BC Canada V9R 5N3
t: 250.758.4697 f: 250.758.2482
e: info@virl.bc.ca w: www.virl.bc.ca

October 22, 2021

Mayor Sharie Minions
City of Port Alberni
4850 Argyle Street
Port Alberni, BC V9Y 1V8
Original sent: sharie_minions@portalberni.ca

☒ Council
☒ Mayor
☒ CAO
☐ Finance
☒ Corporate Services
☒ Agenda
☐ Economic Development
☐ Engineering/PW
☐ Parks, Rec. & Heritage
☐ Development Services
☐ Community Safety
☐ Other
RCM - NOV 8, 2021
File # 7960-01

Dear Mayor Minions,

Re: Appointment to the 2022 Vancouver Island Regional Library Board

It is time to consider your 2022 representation on the Vancouver Island Regional Library (VIRL) Board of Trustees. VIRL is the fifth largest library system in British Columbia serving more than 457,000 residents on Vancouver Island, Haida Gwaii, and Bella Coola on the Central Coast. VIRL enhances lives through universal access to knowledge, lifelong learning, and literacy in the communities we serve.

In appointing your representative, the *Library Act* (August 12, 2020), section 17 (2) states:
"All subsequent regular appointments must be made each November at the first meeting of the municipal council or regional district board."

The term of office is January 1 to December 31. Reappointment of sitting members is encouraged for continuity, with no more than 8 consecutive years served.

The *Library Act*, section 55, reimbursement of expenses states: "(1) The members of a library board are not entitled to be paid by the library board for their services but may be reimbursed by it for reasonable travelling and out of pocket expenses, including child care expenses, necessarily incurred by them in performing their duties under this Act. (2) A library board may not reimburse a member for any expenses if another body reimburses the member for the expenses or pays the expenses."

Please submit for both your appointed Trustee and Alternate:

1. Certified copy of the Resolution (by provincial legislation)
2. VIRL 2022 Appointment Form
3. 2022 Financial Statement of Disclosure
4. Direct Deposit Authorization form (for travel expense reimbursement)

Strong Libraries ■ Strong Communities

Bella Coola Bowser Campbell River Chemainus Comox Cortes Island Courtenay Cowichan Cowichan Lake Cumberland Gabriola Island Gold River Hornby Island Ladysmith Masset Nanaimo Harbourfront Nanaimo North Nanaimo Wellington Parksville Port Alberni Port Alice Port Clements Port Hardy Port McNeill Port Renfrew Quadra Island Qualicum Beach Queen Charlotte Sandspit Sayward Sidney/North Saanich Sointula Sooke South Cowichan Tahsis Tofino Ucluelet Union Bay Woss

REGULAR COUNCIL AGENDA - NOVEMBER 8, 2021

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By December 10, 2021, return completed forms to Mariah Patterson, Executive Assistant, mpatterson@virl.bc.ca. Please call 250-729-2310 or [email](#) if you have any questions.

Thank you for your continued support of Vancouver Island Regional Library!

Sincerely,

A handwritten signature in black ink, appearing to read 'Ben Hyman', with a horizontal line extending from the end of the signature.

Ben Hyman
Executive Director

cc: Tim Pley, CAO, City of Port Alberni
Sara Darling, Deputy City Clerk, City of Port Alberni



Board of Trustees 2022 Appointment Form

Select Municipality or Regional District _____

has appointed

Municipality/ Regional District



Name

to the Vancouver Island Regional Library (VIRL) Board for the term January 1 – December 31, 2022.
This appointment will continue until a successor is appointed, as provided under Section 18(3) of the Library Act, unless the member is removed for cause as provided under Section 18(4) of the Library Act.

Mailing/Courier Address

Address: _____

City: _____ Postal Code: _____

Email

Primary: _____ Secondary: _____

Phone (Check main contact number)

☒ Home: _____ ☐ Cell: _____

☐ Other: _____

Birthdate (required for insurance): _____

Administration Contact

Name: _____ Title: _____

Telephone: _____ Email: _____

Trustee / Alternate Signature

Date

Submit by December 10, 2021 to Mariah Patterson, Executive Assistant,
mpatterson@virl.bc.ca with:

- ☐ Certified Copy of the Resolution
- ☐ 2022 Statement of Financial Disclosure
- ☐ Direct Deposit Authorization form for travel claim reimbursements (if not provided in the previous year)

Statement of Disclosure

Financial Disclosure Act

You must complete a Statement of Disclosure form if you are:

- a nominee for election to provincial or local government office*, as a school trustee or as a director of a francophone education authority
- an elected local government official
- an elected school trustee, or a director of a francophone education authority
- an employee designated by a local government, a francophone education authority or the board of a school district
- a public employee designated by the Lieutenant Governor in Council

**("local government" includes municipalities, regional districts and the Islands Trust)*

Who has access to the information on this form?

The Financial Disclosure Act requires you to disclose assets, liabilities and sources of income. Under section 6 (1) of the Act, statements of disclosure filed by nominees or municipal officials are available for public inspection during normal business hours. Statements filed by designated employees are not routinely available for public inspection. If you have questions about this form, please contact your solicitor or your political party's legal counsel.

What is a trustee?— s. 5 (2)

In the following questions the term "trustee" does not mean school trustee or Islands Trust trustee. Under the Financial Disclosure Act a trustee:

- holds a share in a corporation or an interest in land for your benefit, or is liable under the Income Tax Act (Canada) to pay income tax on income received on the share or land interest
- has an agreement entitling him or her to acquire an interest in land for your benefit

Person making disclosure:	<input style="width: 95%;" type="text"/> <small><i>last name</i></small>	<input style="width: 95%;" type="text"/> <small><i>first & middle name(s)</i></small>
Street, rural route, post office box:	<input style="width: 95%;" type="text"/>	
City:	Province:	Postal Code:
Level of government that applies to you:	<input type="radio"/> provincial <input type="radio"/> local government <input type="radio"/> school board/francophone education authority	

If sections do not provide enough space, attach a separate sheet to continue.

Assets – S. 3 (a)

List the name of each corporation in which you hold one or more shares, including shares held by a trustee on your behalf:

Liabilities – s. 3 (e)

List all creditors to whom you owe a debt. Do not include residential property debt (mortgage, lease or agreement for sale), money borrowed for household or personal living expenses, or any assets you hold in trust for another person:

<i>creditor's name(s)</i>	<i>creditor's address(es)</i>

Income – s. 3 (b-d)

List each of the businesses and organizations from which you receive financial remuneration for your services and identify your capacity as owner, part-owner, employee, trustee, partner or other (e.g. director of a company or society).

- Provincial nominees and designated employees must list all sources of income in the province.
- Local government officials, school board officials, francophone education authority directors and designated employees must list only income sources within the regional district that includes the municipality, local trust area or school district for which the official is elected or nominated, or where the employee holds the designated position

<i>your capacity</i>	<i>name(s) of business(es)/organization(s)</i>

Real Property – s. 3 (f)

List the legal description and address of all land in which you, or a trustee acting on your behalf, own an interest or have an agreement which entitles you to obtain an interest. Do not include your personal residence.

- Provincial nominees and designated employees must list all applicable land holdings in the province
- Local government officials, school board officials, francophone education authority directors and designated employees must list only applicable land holdings within the regional district that includes the municipality, local trust area or school district for which the official is elected or nominated, or where the employee holds the designated position

<i>legal description(s)</i>	<i>address(es)</i>

Corporate Assets – s. 5

Do you individually, or together with your spouse, child, brother, sister, mother or father, own shares in a corporation which total more than 30% of votes for electing directors? (Include shares held by a trustee on your behalf, but not shares you hold by way of security.)

☐ no ☐ yes

If yes, please list the following information below & continue on a separate sheet as necessary:

- the name of each corporation and all of its subsidiaries
- in general terms, the type of business the corporation and its subsidiaries normally conduct
- a description and address of land in which the corporation, its subsidiaries or a trustee acting for the corporation, own an interest, or have an agreement entitling any of them to acquire an interest
- a list of creditors of the corporation, including its subsidiaries. You need not include debts of less than \$5,000 payable in 90 days
- a list of any other corporations in which the corporation, including its subsidiaries or trustees acting for them, holds one or more shares.

signature of person making disclosure

date

Where to send this completed disclosure form:

Local government officials:

... **to your local chief election officer**

- with your nomination papers, and

... **to the officer responsible for corporate administration**

- between the 1st and 15th of January of each year you hold office, and
- by the 15th of the month after you leave office

School board trustees/ Francophone Education Authority directors:

... **to the secretary treasurer or chief executive officer of the authority**

- with your nomination papers, and
- between the 1st and 15th of January of each year you hold office, and
- by the 15th of the month after you leave office

Nominees for provincial office:

- with your nomination papers. If elected you will be advised of further disclosure requirements under the *Members' Conflict of Interest Act*

Designated Employees:

... **to the appropriate disclosure clerk (local government officer responsible for corporate administration, secretary treasurer, or Clerk of the Legislative Assembly)**

- by the 15th of the month you become a designated employee, and
- between the 1st and 15th of January of each year you are employed, and
- by the 15th of the month after you leave your position

Print Form

Clear Form



Administration
Box 3333 | 6250 Hammond Bay Road
Nanaimo, BC Canada V9R 5N3
t: 250.758.4697 f: 250.758.2482
e: info@virl.bc.ca w: www.virl.bc.ca

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☐ **Start** Direct Deposit Payments

OR

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Fax:

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Title:

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Your statement of account from your bank will show payment from Vancouver Island Regional Library.

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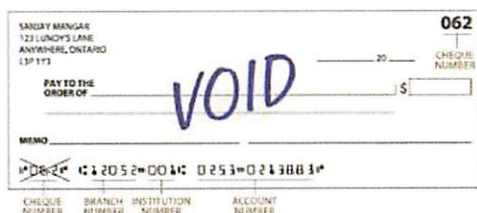
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Transit No.

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Account No.

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Vancouver Island Regional Library
Box 3333
Nanaimo, BC V9T 6M9

Attention: Finance Dept.
Fax: 250.729.2331
Email: apclerk@virl.bc.ca

Questions?

Call: 250.585.9068
Email: apclerk@virl.bc.ca

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NOV 01 2021

CITY OF PORT ALBERNI

From: MCF Info MCF:EX <MCF.Info@gov.bc.ca>

Sent: October 29, 2021 3:44 PM

To: CityPa <citypa@portalberni.ca>

Subject: Letter from Cory Heavener and Renaa Bacy, Office of the Provincial Director of Child Welfare

☒ Council
☒ Mayor
☒ CAO
☐ Finance
☒ Corporate Services
☒ Agenda
☐ Economic Development
☐ Engineering/PW
☐ Parks, Rec. & Heritage
☐ Development Services
☐ Community Safety
☒ Other *Proclamation*
File # *RCM - Nov 8, 2021*
0400-20-MCF

VIA E-MAIL

Ref: 264010

Her Worship Mayor Sharie Minions and Council

City of Port Alberni

E-mail: citypa@portalberni.ca

Dear Mayor Minions and Council:

As the Provincial Director of Child Welfare and Provincial Director of Adoption and Permanency, we are honoured to proclaim November as Adoption Awareness Month. This month is about raising awareness for adoption in British Columbia and celebrating the families who have welcomed children and youth as permanent members of their family.

Every child deserves the love and support of a nurturing family. November is about celebrating the adoptive families that have made a difference in the lives of children by providing care, guidance, and a sense of belonging. Adoptive families are committed to ensuring stability and sharing their love, whether that is in their role as parent, sibling, or extended family member.

November is also about recognizing that there are children who are still waiting for permanent homes. There continues to be a need for more adoptive families in British Columbia to offer their support to help children grow and develop into their full potential.

There are many online resources, information, and support services that can help families who are considering adoption. [Adopt BC Kids](#) is an online portal that allows British Columbians wishing to adopt children and youth from foster care to complete an adoption application. [The Adoptive Families Association of British Columbia](#) provides information and support services for families who wish to adopt now or in the future. We encourage you to share these resources with your community members who are interested in learning more about adoption or who are ready to open their hearts and homes.

Please join us in celebrating November as Adoption Awareness Month to recognize all the individuals who have grown their family and their hearts through adoption, and to all those who may do so in the future. On behalf of the Government of British Columbia, thank you for your continued leadership in supporting adoptive families in your community.

Sincerely,

Cory Heavener
Assistant Deputy Minister and
Provincial Director of Child Welfare

Renaa Bacy
Provincial Director of Adoption

II

Sent on behalf of the Office of the Provincial Director of Child Welfare by:



Client Relations Branch

Executive Operations

Ministry of Children and Family Development

This communication and any accompanying document is confidential and is intended solely for the addressed recipient(s). If you received this e-mail message in error, please delete the e-mail and any attachments and contact the Client Relations Branch, Ministry of Children and Family Development at: MCF.Info@gov.bc.ca.

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NOV 03 2021

CITY OF PORT ALBERNI

From: Info <info@sparc.bc.ca>

Sent: October 29, 2021 10:43 AM

Subject: Accessible Parking Awareness Month

<input checked="" type="checkbox"/> Council	<input type="checkbox"/> Economic Development
<input checked="" type="checkbox"/> Mayor	<input checked="" type="checkbox"/> Engineering/PW
<input checked="" type="checkbox"/> CAO	<input type="checkbox"/> Parks, Rec. & Heritage
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File # 5486-03 *RCM-Nov 8, 2021* *See Summary*

Hello Community,

November is Accessible Parking Awareness Month! (APAM)

Through APAM, our goal is to reach out to local government to build increased awareness around existing and emerging needs for accessible parking, as well as strengthen efforts to better meet the needs of people with disabilities. We want to draw attention to the need for designated accessible parking and put measures in place to ensure these spaces are respected and protected. Through our active enforcement helpline, we have been gathering data around misuse of accessible parking which we have compiled into a report (attached with this email).

To support local efforts, small grants of \$500 are available to celebrate the different ways that communities have been successful in advocating for accessible parking or taking steps towards an accessible community.

This campaign is more about *Celebrating your successes in moving towards true inclusion*. Initiatives could include webinars/events/community outreach/education and awareness campaigns related to:

- Establishing accessibility as a priority in your community by
 - Creating accessible spaces or places in your community
 - Making design changes or physical improvements that contribute to greater accessibility. This could include but are not limited to-
 - Designated accessible Parking spaces
 - Curb ramps and Safe path of travel
 - Pathways and other walking spaces etc.
- Creating a more informed, aware, and inclusive environment by
 - Educating communities on invisible or hidden disabilities
 - Spreading awareness about the role of accessible parking spaces in providing independence for people with disabilities
 - Advocating for accessibility to Local businesses who will also benefit from an expanded customer base

We will be happy to share more information.

Please do not hesitate to reach us at info@sparc.bc.ca with the subject line – **Accessible Parking Awareness Month** if you would like to host an event or campaign based on the themes above or wish to explore potential opportunities for partnership. We have attached a grant application form for those wishing to apply and an accessible parking month poster shareable for social media.

Thank you for the role that you play every day in making this vision a reality!

I2

**Accessible parking makes
communities complete**

NOVEMBER

is Accessible Parking
Awareness Month

 **sparc bc**
people. planning. positive change.



Forest Enhancement
Society of British Columbia

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OCT 22 2021
CITY OF PORT ALBERNI

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<input type="checkbox"/> Finance	<input type="checkbox"/> Development Services
<input checked="" type="checkbox"/> Corporate Services	<input type="checkbox"/> Community Safety
<input type="checkbox"/> Agenda	<input checked="" type="checkbox"/> Other <i>See Info.</i>
File # <i>0230-01</i>	

October 26, 2021

Re: B.C. Forestry Workers are Climate Change Heroes

Dear Mayor Sharie Minions and Port Alberni (City) Council,

Climate change is a concern for many people around the world. In British Columbia, there are local people taking action on climate change right here in our forests.

Forestry helps mitigate climate change which makes our forests the biggest nature-based tool we have. – S. Kozuki

One approach to tackle climate change is **to adapt** to increases in drought, wildfires, flooding, and other extreme weather occurrences. As a society we could learn to adapt.

The second approach is **to take action** to prevent or at least limit further climate change. To do that, we need to improve the management of greenhouse gases. International carbon accounting standards recognize that forestry helps mitigate climate change which makes our forests the biggest nature-based tool we have.

The government of British Columbia has climate scientists and expert carbon modellers on staff who evaluate projects for potential greenhouse gas benefits and carbon expenditures to determine how much net benefit there will be.

Trees will absorb carbon dioxide once they start growing and will continue to absorb carbon for many years. **Planting trees** that otherwise would not be planted, usually following natural disasters such as insect epidemics or catastrophic wildfires, is a significant way to help mitigate climate change. We can also **fertilize trees** to help them grow faster and therefore absorb carbon dioxide faster. And finally, we can **reduce the burning of wood waste** so there are less greenhouse gas emissions. The emissions profile from the open burning of wood contains not only carbon dioxide but also very potent greenhouse gases including methane and nitrous oxide. Using the wood instead of burning it helps reduce these greenhouse gases.

The enclosed ***B.C. Forestry Workers Are Climate Change Heroes*** brochure highlights several local climate change heroes working on projects funded by the Forest Enhancement Society of BC. We also invite you to watch our newly released video *B.C. Forestry Workers Are Climate Change Heroes* at www.bit.ly/ClimateChangeHeroes so that you can support the action being taken on climate change by sharing it with the people in your networks. Together, we can **all** be Climate Change Heroes.

Sincerely,

Steven F. Kozuki, RPF
Executive Director,
Forest Enhancement Society of BC

(120) MC-21188

Jla



CLIMATE CHANGE HEROES

B.C. Forestry Workers are Climate Change Heroes

Climate change is a concern for many people around the world. In British Columbia, there are local people throughout the province taking action on climate change through their work in forestry.

We produced and shared a video to highlight some of the nature-based forestry solutions that the hard-working women and men within B.C.'s forestry sector are implementing to take action on climate change. **Tree planting**, the **fertilization of trees**, and **reducing the burning of wood waste** after harvesting are some of those solutions. Our goal is to provide an educational video to help British Columbians better understand the important role of forestry to help in the achievement of British Columbia's and Canada's climate change targets. We encourage you to watch the video and share it with your colleagues and friends to help build awareness of the important work happening in forests throughout our province.

—Steve Kozuki, RPF, Executive Director, Forest Enhancement Society of BC



Forest Enhancement
Society of British Columbia

Learn how the hard-working women
and men in B.C.'s forestry sector
are climate change heroes.

Nature-Based Forestry Solutions: Taking Action on Climate Change



About FESBC

The B.C. government has invested \$238 million in the Forest Enhancement Society of BC (FESBC), of which \$237.6 million has been allocated for 269 forest enhancement projects as of March 2021. FESBC has empowered local people and funded local projects that contribute to the achievement of our climate change goals and enhance B.C.'s forests through:

- wildfire risk mitigation,
- accelerated ecological recovery after wildfires,
- wildlife habitat enhancement, and
- increased utilization of forest fibre.

Visit our website to learn more about the 269 FESBC-funded projects throughout British Columbia www.fesbc.ca

Central Chilcotin Rehabilitation Ltd. (CCR)

CCR is an indigenous company, a collaborative venture between the Tšideldel First Nation and the Tl'etinqox Government, operating on traditional territory west of Williams Lake. CCR has become one of FESBC's largest funding recipients with projects valued at 29 million dollars. They are motivated by a desire to protect their communities from wildfire, to take care of the land, and to participate in the forest bioeconomy.



Otis Guichon | Chief, Tšideldel First Nation

"All of the things we've been doing, looking after the forest, even way back in history that is how we lived. We lived off the land. We need to keep it clean, just like you would keep your freezer clean at home."

—excerpt from the Climate Change Heroes video



Joe Alphonse | Chief, Tl'etinqox Government

"The people that arrived here in British Columbia, when they first looked at the forest, I tell people the forest was managed so well it looked untouched. Our people relied on that, and we want to get back to that."

—excerpt from the Climate Change Heroes video



Zanzibar Holdings Ltd.

Nicole Harrison | Silviculture Operations
Zanzibar Holdings Ltd.

Tree planting is one of the ways forestry contributes to reducing potent greenhouse gases and forests are extremely important storage places for carbon. Zanzibar is a tree planting company working with funding from FESBC to reforest the Hanceville fire. In fact Zanzibar, along with 23 other partners and the Office of the Chief Forester, has helped us plant over 70 million trees in B.C. in the last 5 years. These trees are going to develop into forests much sooner than if the areas were left to reforest naturally.



Our New VIDEO



Arrow Transportation Systems Inc.

Greg Kilba | Division Manager
Arrow Transportation Systems Inc.

Historically, there has always been wood waste from harvesting operations to get logs to the sawmill and every fall crews would go out and burn piles of wood waste. "We've been utilizing that fibre by either bringing it in as biomass logs or taking a horizontal grinder and trucks out to the slash piles, grinding them, and creating hog fuel. That hog fuel is then burned inside Domtar's generator creating electricity for Domtar, and any excess energy gets sold back into the grid."

—excerpt from the Climate Change Heroes video



Williams Lake First Nation

Aaron Higginbottom | Senior Manager Natural Resources
Williams Lake First Nation

The Williams Lake Community Forest has carried out pre-commercial thinning to reduce the density of the overstory to give culturally important plants the opportunity to better express themselves. Thinning and fertilizing these trees creates more berries for the Williams Lake First Nation. "This program allows First Nations to take the first steps back into land management. The community forest provides opportunities for the Williams Lake First Nation to help in environmental stewardship, bringing the forest back, and creates employment and revenue."

—excerpt from the Climate Change Heroes video

Special Thanks to all of our featured Climate Change Heroes

CLIMATE CHANGE HEROES

Bill Layton
Zanzibar Holdings Ltd.

Dave Conly
FESBC

Ervin Charleyboy
Central Chilcotin Rehabilitation Ltd.

Gerri Lust
Arrow Transportation Systems Inc.

Gord Pratt
FESBC

Jim Snetsinger
FESBC

John Walker
Williams Lake First Nation
Stewardship Forester

Ken Day
Consultant for Williams Lake
Community Forest

Percy Guichon
Central Chilcotin Rehabilitation Ltd.

Ray Watts
Arrow Transportation Systems Inc.

Robert Hember
Office of the Chief Forester





FESBC by the numbers*

269 APPROVED PROJECTS

throughout B.C.

\$357 MILLION DOLLARS

in economic activity created by 269 projects

5.3 MILLION TONNES

of CO₂e sequestered or avoided = 1.1 million cars off of the road for a year

2,214 JOBS

full time equivalent jobs created

3.9 MILLION CUBIC METRES OF FIBRE UTILIZED

= 80,000 truckloads of fibre recovered and not burned

63 FIRST NATIONS LED PROJECTS

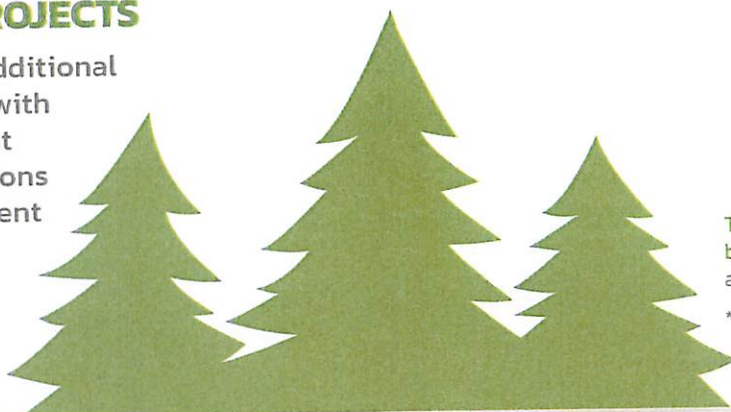
and 23 additional projects with significant First Nations involvement

70+ MILLION TREES PLANTED

with FESBC funding

These projects are funded in part by the Government of Canada and the Province of B.C.

*All numbers current as of March 2021



Message from FESBC Board Chair Jim Snetsinger

Over the past five years, the Forest Enhancement Society of BC has funded 269 projects across the province of British Columbia. We've had over 86 projects which have either been led by First Nations or had significant First Nations involvement. Projects have recovered 80,000 truckloads of wood fibre which may have otherwise been burned, and enhanced the utilization of that fibre. Additionally, projects have sequestered or avoided 5.3 million tonnes of CO₂e which is like taking 1.1 million cars off of the road for one year.

We're very pleased to share our **B.C. Forestry Workers are Climate Change Heroes** video with you to highlight some of the projects which have been funded by the Provincial government in your forests.





Learn More

If you'd like to learn more about the Forest Enhancement Society of BC and how people in British Columbia's forests are helping create climate change solutions, reduce wildfire risk, and keep workers employed through our funded projects, connect with us!

Steve Kozuki, FESBC Executive Director
skozuki@fesbc.ca or 1.877.225.2010

Subscribe to our FESBC Newsletter:

www.fesbc.ca

Follow us on:  

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OCT 26 2021

CITY OF PORT ALBERNI



<input checked="" type="checkbox"/> Council	<input type="checkbox"/> Economic Development
<input checked="" type="checkbox"/> Mayor	<input type="checkbox"/> Engineering/PW
<input checked="" type="checkbox"/> CAO	<input type="checkbox"/> Parks, Rec. & Heritage
<input type="checkbox"/> Finance	<input checked="" type="checkbox"/> Development Services
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<input checked="" type="checkbox"/> Agenda	<input type="checkbox"/> Other
File #	RCM - NOV 8, 2021

October 26, 2021

Ref: 268550

Mayors and Regional District Chairs of British Columbia

Dear Mayors and Chairs:

I am writing to you to provide you with an overview of the proposed legislative amendments in [Bill 26](#), the *Municipal Affairs Statutes Amendment Act (No. 2), 2021* that was introduced by Minister Josie Osborne in the B.C. Legislature today.

Bill 26 proposes amendments to various pieces of provincial legislation including the *Community Charter* and the *Local Government Act* among other acts. The amendments will address a variety of topics including:

- new tools to help local governments support housing supply by streamlining their development approval processes,
- modernized public notice requirements,
- the requirement for councils and boards to consider codes of conduct, and
- community specific amendments including allowing the dissolution of the Jumbo Glacier Mountain Resort Municipality.

Together, the amendments in this bill will have meaningful impact by providing authorities that support efficient and effective local government operations. These amendments address issues not contemplated by existing legislation, and they will enable local governments to respond to circumstances in their community and provide new tools to increase the efficiency and timelines of housing development.

The Province's news release and information bulletin for the legislation are available here:

<https://news.gov.bc.ca/25595>

<https://news.gov.bc.ca/25596>

Progress of Bill 26 in the B.C. Legislature can be tracked [here](#).

Here are further details regarding the items in Bill 26. I will send a circular with further technical details on the amendments to local government Chief Administrative Officers shortly.

Ministry of Municipal Affairs Local Government

Mailing Address:
PO Box 9490 Stn Prov Govt
Victoria BC V8W 9N7
Phone: 250 356-6575
Fax: 250 387-7973

Location:
6th Floor, 800 Johnson Street
Victoria BC V8W 1N3
www.gov.bc.ca/muni

J1b

Development Approvals Process Review

To support the streamlining of local government development approvals process and increased housing supply, this bill proposes legislation to remove the default requirement for local governments to hold public hearings for zoning bylaws that are consistent with an official community plan and enable local governments to delegate minor development variance permits to local government staff.

The Province initiated the Development Approvals Process Review (DAPR) to improve the efficiency and effectiveness of development approvals as a way to support the affordability and timeliness of new housing supply getting to market. Stakeholders who participated in DAPR consultations identified process improvement in relation to public hearings and delegation of authority in certain matters from council to municipal staff as two initial areas of action that could have an impact on streamlining development approvals.

Modernizing Public Notice Requirements

We have heard from local governments that the existing notice requirements under local government legislation do not fully meet community needs and the realities of modern electronic communication, particularly in smaller and rural communities.

Bill 26 addresses these concerns by modernizing the options for providing statutory notice to citizens, similar to other provinces. The bill creates a new “local choice” option for local governments to determine and specify, by bylaw, the means of public notice that will have the broadest reach in their communities. This change recognizes that local governments are in the best position to determine how to notify and engage community members and provide greater flexibility for them to reach a wider audience.

Where the existing rules are working well for communities, there will be no requirement to change, and they may continue to use the newspapers for notice. However, the new rules provide additional choices and modernized options for communities that determine they have need for additional or alternative approaches.

Code of Conduct

The bill contains changes that aim to strengthen the responsible conduct of local elected officials. Codes of conduct set shared expectations for behaviour, and these amendments will add a new requirement for all municipal councils and regional district boards to publicly consider the development of a code of conduct for their council or board members.

Currently, there is no requirement for local governments to develop codes of conduct or engage in a conversation about having a code of conduct. The changes in this bill create a standardized process for elected officials to engage in regular and meaningful dialogue about how they will govern together while demonstrating their accountability to the public.

The proposed approach has been developed through a joint Ministry Working Group with UBCM and LGMA and responds to calls for more tools to strengthen local government responsible conduct and was

supported through an endorsed resolution of the membership of the Union of BC Municipalities at the September 2021 Convention.

These changes will not take effect until a regulation to bring them into force is passed – likely in Spring 2022. Additional guidance material will be provided to local governments when the changes are brought into force.

Dissolution of Jumbo Glacier Mountain Resort Municipality

Amendments in this bill will enable the dissolution of the Jumbo Glacier Mountain Resort Municipality (Jumbo). Jumbo was incorporated as a mountain resort municipality in 2013, with no residents, to facilitate the development of a ski resort in the Jumbo Valley.

Specialized provisions are required for the dissolution of Jumbo as the existing authorities are not sufficient to dissolve a municipality without residents or to accommodate changes to revert this area to the Regional District of East Kootenay. The amendments will also repeal the authority to incorporate a mountain resort municipality without residents, like Jumbo, in the future.

The provisions in this bill to enable the dissolution of the municipality at Jumbo are also integral to the agreement between the province and the Ktunaxa Nation to create an Indigenous Protected and Conserved Area in the Jumbo Valley.

Islands Trust Act Amendments

Bill 26 includes amendments to the *Islands Trust Act* that address specific requests made by the Islands Trust. The amendments will support effective governance by ensuring the Islands Trust is able to meet its specialized mandate to “preserve and protect” the Trust Area.

The Islands Trust has demonstrated leadership in reconciliation efforts in its dealings with First Nations’ interests in Islands Trust governance and activities. The proposed changes in this bill amend the *Islands Trust Act* to include a specific reference to First Nations in the Trust’s objective statement in the Act to recognize and enshrine its ongoing relationship and reconciliation efforts with First Nations.

Amendments will also enable the Islands Trust to provide financial support to third parties for activities that provide education about or preserve the environment and unique amenities of the Trust Area. This ability to support community efforts to educate about the Islands Trust environment and unique amenities complement the existing ability to support heritage and history projects that already exists in the Act.

And finally, the proposed amendments will streamline development approvals processes in the Islands Trust by enabling local trust committees to adopt and amend Development Approval Information bylaws. This change is consistent with other authorities of Local Trust Areas in the Trust and will create efficiencies in approval processes.

Powell River Incorporation Act

Bill 26 adds new targeted amendments to the unique statute incorporating the City of Powell River – the *Powell River Incorporation Act* (PRIA) - as requested by the City of Powell River. The PRIA contains extensive limitations on municipal regulation of the mill in Powell River and the “Mill Site” area of the City. These provisions protected the operations of the pulp mill at the time of incorporation but reduced activity of the mill and transfer of mill lots to the City have made these restrictions a constraint on economic development of those lots – now owned by the City.

The proposed amendments will support the City’s economic development objectives by removing city owned parcels from the “Mill Site” area to allow for further development of those parcels. This proposal is supported by the current mill owner, Paper Excellence and the Tla’amin First Nation.

I trust you find this information helpful, and I also appreciate you communicating back this information from the province to your councils and boards, to your local government staff and to your communities.

Kind regards,



Tara Faganello
Assistant Deputy Minister

pc: Honourable Josie Osborne, Minister of Municipal Affairs
Gary MacIsaac, Executive Director, UBCM
Nancy Taylor, Executive Director, LGMA
Todd Pugh, Executive Director, Civic Info
Chief Administrative Officers of BC

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NOV 01 2021

CITY OF PORT ALBERNI



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<input checked="" type="checkbox"/> Agenda	<input checked="" type="checkbox"/> Other

File # 040-20-mm435280-01

Recm Nov 8, 2021
Cam Summay

October 29, 2021

Ref: 268537

Mayors and Regional District Chairs of British Columbia

Dear Mayors and Chairs:

I am pleased to announce that the Province of British Columbia recently launched the CleanBC Roadmap to 2030. Building on actions in our 2018 CleanBC plan, the Roadmap to 2030 is a stronger, more ambitious climate plan to reach our 2030 emissions reductions targets and build a strong, low-carbon economy.

The Roadmap to 2030 includes actions across eight pathways including: low-carbon energy; transportation; buildings; communities; industry; agriculture, aquaculture and fisheries; forest bioeconomy; and negative emissions technologies. Highlights of the Roadmap include:

- New requirements to make all new buildings net-zero emissions by 2030
- A nation leading adoption of zero-emission vehicles with 90 percent ZEVs by 2030 and 100 percent by 2035
- An accelerated shift towards active transportation and public transit
- A commitment to increase the price on carbon pollution to meet or exceed the federal benchmark, with supports for people and businesses
- Requirements for new industry projects to have enforceable plans to reach net-zero emissions by 2050
- Stronger regulations that will nearly eliminate industrial methane emissions by 2035
- Increased clean fuel and energy efficiency requirements
- A Clean Transportation Action Plan will support emission reductions by focusing on efficiency-first transportation options

Local governments across B.C. have consistently shown leadership and commitment to taking action on climate change. Continuing the partnership between local governments and the province is key to achieving our shared goals. The Roadmap to 2030 highlights the prominent role that communities have in reaching those goals and commits to establishing a new program in 2022 to support local government climate actions through flexible, predictable funding.

.../2

Ministry of Municipal Affairs

Office of the Minister

Mailing Address:
PO Box 9056 Stn Prov Govt
Victoria BC V8W 9E2
Phone: 250 387-2283
Fax: 250 387-4312

Location:
Parliament Buildings
Victoria BC V8V 1X4

<http://www.gov.bc.ca/muni>

Jlc

The expanded climate actions in the Roadmap to 2030 will accelerate our transition to a net-zero future and ensure we meet B.C.'s legislated greenhouse gas target of 40 percent below 2007 levels by 2030. To learn more and to read the CleanBC Roadmap to 2030, please visit: www.cleanbc.gov.bc.ca and read the [news release](#).

I would also like to share with you the [2021 Climate Change Accountability Report](#). The report includes detailed information on CleanBC progress over the 2020-2021 period to reduce carbon pollution, prepare for climate impacts and create low-carbon economic opportunities for people across B.C. It also includes emissions data for the 2019 reporting year.

Sincerely,

A handwritten signature in black ink, appearing to read 'Josie', followed by a long horizontal flourish.

Josie Osborne
Minister

pc: Chief Administrative Officers

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NOV 01 2021

CITY OF PORT ALBERNI

From: Bonita Greening [REDACTED]
Sent: Monday, November 1, 2021 12:22 PM
To: Council <council@portalberni.ca>
Cc: editor@albernivalleynews.com
Subject: **Possible Spam** Burde St ponds and property

<input checked="" type="checkbox"/> Council	<input type="checkbox"/> Economic Development
<input checked="" type="checkbox"/> Mayor	<input type="checkbox"/> Engineering/PW
<input checked="" type="checkbox"/> CAO	<input type="checkbox"/> Parks, Rec. & Heritage
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File # 0220-01 *Recd Nov 8, 21*

It is with a heavy heart that prompted me to write this letter to whom it concerns, and it should concern the whole of this valley! The San Group are a company of investors, to make more monies, I appreciate them investing in Port Alberni, but the purchase of this beautiful nature area, that a large amount of persons, dogs, enjoy, they've gone too far!! Why would anyone want to destroy this area when the town has so many old, sometimes abandoned houses and stores, and properties?

My Mom, Elsie Greening has lived next to these ponds and trails for 19 yrs, she supports this letter. As frequent visitors, our family and friends find our much needed sanity and connection to nature when walking the trail, watching the ponds and it's inhabitants. We've seen a black bear, a cougar, besides all of the of the other noted life.

Port Alberni has 2 parks on Somass River that are natural, Seaton and Somass park, being used by many all year round. I propose the city buy the Burde St property and make it a park for all to be in nature close to town. In the future as this town grows, this property will become even more important, tourism, the health of PA residents to escape into nature!

To develop this property will kill all that live there!
Please be considerate of our best qualities in this valley!
Thank you for your time,
Bonita Greening
Lawrence Konjolka
Elsie Greening

Sent from my iPhone

Tld

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NOV 03 2021

CITY OF PORT ALBERNI

From: Mike Jones [REDACTED]
Sent: Wednesday, November 3, 2021 8:18 AM
To: Twyla Slonski <Twyla_Slonski@portalberni.ca>
Subject: Council Correspondence

<input checked="" type="checkbox"/> Council	<input type="checkbox"/> Economic Development
<input checked="" type="checkbox"/> Mayor	<input type="checkbox"/> Engineering/PW
<input checked="" type="checkbox"/> CAO	<input type="checkbox"/> Parks, Rec. & Heritage
<input type="checkbox"/> Finance	<input type="checkbox"/> Development Services
<input type="checkbox"/> Corporate Services	<input type="checkbox"/> Community Safety
<input checked="" type="checkbox"/> Agenda	<input checked="" type="checkbox"/> Other <i>Comm Summary</i>
File # <u>3360-01</u>	

Dear Mayor and Council,

I would like to draw your attention to a discrepancy between the Zoning Bylaw and the OCP in regards to Secondary Suites. Currently, Section 6.10.2 of the Zoning Bylaw, which states "An accessory building shall not be used as a dwelling, except for a permitted caretaker's dwelling unit as provided for in Section 6.16." does not conform to the OCP. Below I've listed the relative OCP sections for your reference. I'd like to draw particular attention to sections D 4.0 and D 4.2.3 and their mention of secondary suites within or associated with a SFD, and secondary suites contained within a primary dwelling or located in an out building.

OCP Section C 1.5 Community Residential • To ensure that a range of housing choice is provided in order to meet the needs of current and future residents.

OCP Section D 4.0 Affordable Housing The provision of affordable housing is central to the liveability of a community. A number of measures can be used to quantify the threshold for affordability. One such measure used by Canada Mortgage and Housing Corporation is that the cost of adequate shelter should not exceed 30% of household income. A range of affordable housing options should be provided to accommodate a wide range of lifestyles and economic profiles such as young families, seniors, singles, those on a fixed income or are low-income households. Such housing can consist of a range of forms including multi-family, high density detached single-family residential, or secondary suites within or associated with single-family dwellings in single-family neighbourhoods. The Plan does not support concentration of specialty housing such as specialty senior's housing in a single location. Rather, it promotes integration of such housing throughout the community in order to provide greater housing diversity.

OCP Section D 4.1.2 The provision of a wide-range of housing choice for the benefit of all demographic and socio economic segments is encouraged.

OCP Section D 4.1.3 The City supports efforts to provide integrated special needs, affordable, and rental housing within the community.

OCP Section D 4.2.3 Development of secondary suites is encouraged within those areas zoned to permit one family dwellings in order to provide for a wider range of housing choice. These can be contained within the primary residential building or in the form of "granny flat" in an ancillary outbuilding subject to zoning regulations.

OCP Section E 4.1 The zoning bylaw is a document that divides the City into a number of land use categories or zones. Each zone designation includes regulations that detail a range of issues such as the type of uses that are permitted to occur on the associated property, minimum lot density, building setbacks and height restrictions, and parking and landscaping requirements. As such, the zoning bylaw must be updated on an on-going basis as necessary to ensure consistency with the Official Community Plan.

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I'd also like to point out that in the Zoning Bylaw section 4 definition of Secondary Suite, there is no requirement for a secondary suite to be part of the primary dwelling. I've included the definition for your reference. "SECONDARY SUITE means a dwelling unit that is an accessory to a single detached dwelling and is comprised of one or more habitable rooms, intended for use as a separate and independent residence. A secondary suite contains sleeping facilities, a bathroom, and cooking facilities that are for the exclusive use of the occupant(s) of the suite."

In conclusion, I would ask that Council update Section 6.10.2 of the Zoning Bylaw to allow secondary suites to be permitted in accessory buildings.

Thanks you,

Mike Jones
River Road

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NOV 03 2021

CITY OF PORT ALBERNI

To Mayor and Council,

<input checked="" type="checkbox"/> Council	<input type="checkbox"/> Economic Development
<input checked="" type="checkbox"/> Mayor	<input type="checkbox"/> Engineering/PW
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<input checked="" type="checkbox"/> Corporate Services	<input type="checkbox"/> Community Safety
<input checked="" type="checkbox"/> Agenda	<input checked="" type="checkbox"/> Other <i>Chair Summary</i>
File # <u>0220-01</u> <i>Rec. Nov 8, 2021</i>	

In the summary posted of the last council meeting, it was noted that the Director of Parks and Recreation gave an update on an inquiry concerning the hammer throw landing area construction. I watched the council meeting and, though the Director gave a nice recap of the actual track and field event and the number of youths who won national recognition as well as mention of ongoing collaboration with the Fall Fair Association, she neglected to answer a single question regarding the construction and filling in of the hammer throw landing area.

This will be the third council meeting since I first asked questions regarding the hammer throw construction and deconstruction. The only answer I have gotten from that first council meeting was that the work was funded from a park's operations budget.

No one has answered how much it cost to do the work. Or whether the Fall Fair Association was consulted before the work began. One can only assume they were not because the landing area was filled in before the fair began.

Why were they not consulted?

Who authorized the work? Did the CAO know?

Did the Director of Parks take it upon herself to have this area developed?

How much did it cost?

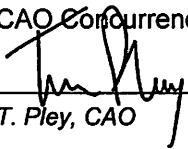
It would appear that council did not know of the work, nor do they seem interested in knowing the answers to my questions. It also seems that getting any straight answers from this administration and council is very difficult if not impossible. When all we get are non-answers or deflections it only leads to more suspicion and more questions. Citizens have a right to have their concerns investigated and answered even if those questions may be uncomfortable or seem mundane, otherwise there is an erosion of trust in our local government.

Thank you,

Randy Fraser

JIF

Date: November 1, 2021
File No: 1855-20-SCS
To: Mayor & Council
From: T. Pley, CAO
Subject: Release from In-Camera | Results & Award of RFPs No. 015; 016; 017 & 018-21
 UBCM Strengthening Communities' Services in Support of Unsheltered Homeless

Prepared by: <i>T. SLONSKI</i> DIRECTOR OF CORPORATE SERVICES	Supervisor: <i>T. PLEY</i> CHIEF ADMINISTRATIVE OFFICER	CAO Concurrence:  T. Pley, CAO
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RECOMMENDATION[S]

This report is being provided for information purposes only.

PURPOSE

To inform the general public of the City's award of four RFPs in relation to services in support of Port Alberni's unsheltered homeless.

BACKGROUND

On September 7, 2021 Council directed staff to issue four RFP's to deliver on a portion of the grant funds received through the UBCM Strengthening Communities' Services Fund to support unsheltered homeless and related community health and safety challenges. The RFPs issued related to the provision of Youth Outreach Services; Homeless Outreach Services; Drop in Centre Provision including capital upgrades; and Temporary Employment. Responses received for proposals were as follows:

- Homeless Outreach Services [RFP 015-21] received three proposals;
- Temporary Employment for Unsheltered Homeless [RFP 016-21] received two proposals;
- Youth Outreach Services [RFP 017-21] received one proposal; and
- Drop in Centre Provision [RFP 018-21] received two proposals.

Following a review of proposals received, including review by a third-party consultant, Council proceeded to award the RFPs as follows:

1. Homeless Outreach Services – Kuu-us Crisis Line Society
2. Temporary Employment for Unsheltered Homeless – CMHA-PA
3. Youth Outreach Services – ADAPS; and
4. Drop in Centre Provision – The Salvation Army

Service Agreements have been executed between the City of Port Alberni and the parties noted above.

ALTERNATIVES/OPTIONS

n/a

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ANALYSIS

n/a

IMPLICATIONS

n/a

COMMUNICATIONS

This report serves as notice to the public of the award of four RFPs issued by the City in support of Port Alberni's unsheltered homeless.

BYLAWS/PLANS/POLICIES

n/a

SUMMARY

On September 7, 2021 Council authorized staff to issue four RFPs to deliver on a portion of the grant funds received through the UBCM Strengthening Communities' Services Fund to support unsheltered homeless and related community health and safety challenges. Following a review of proposals based on a matrix of identified criteria, service providers were selected and Service agreements have been executed by the parties involved.

A progress report will be provided to Council at a Regular meeting in the New Year.

ATTACHMENTS/REFERENCE MATERIALS

n/a

Councillor Report

November 8, 2021

Councillor Debbie Haggard

October 14, 2021 – Community Action Team - Highlights from the meeting include:

- Dr. Evan Hoffman is conducting a two-day session, November 18 & 19, to explore conflicting points of view, emotions and beliefs around substance illness, with the intent of coming up with practical suggestions.
- Ron Merk and Ellen Froot were re-elected as co-chairs of the CAT. Both indicated this would be their last year as co-chair.
- Bridging the Gap has received funding from the Salvation Army to operate its services for three days per week.

October 19, 2021 – I attended the **Alberni Valley Evacuation Route Plan** public engagement session. The ACRD, Tseshaht First Nation, Hupacasath First Nation and the City of Port Alberni are working together to develop a community evacuation plan.

October 20, 2021 – Alberni Clayoquot Health Network – Highlights from the meeting include:

- The current contract for the ACHN Coordinator is due for renewal. The ACRD will issue an RFP for the position for an additional three years.
- A committee was selected to review the role and responsibilities of the ACHN coordinator and to assist in the RFP process.
- Tamarack is expanding the Communities Building Youth Futures Collective Impact Initiative to support another six communities from this fall to March 31, 2023. This project is to support youth, aged 15 – 30 years old, to finish high school and transition successfully into post-secondary or decent work. We have been invited to participate as one of the 6 communities.

October 20, 2021 – Ending Working Poverty in British Columbia – With 42% of people living in poverty considered to be working poor, ending working poverty could cut Canada's poverty rate almost in half. There was a panel discussion which included the provincial government, a local employer and non-profits providing information on what they are doing to make strides towards the end of working poverty.

October 22, 2021 – I met with Mayor Minions for our monthly meeting. We focused on the homelessness issue in our community.

October 27 -28, 2021 – Vancouver Island Economic Alliance Summit – Sessions attended included the following:

- *Doughnut Economics: From a Radical Idea into Transformative Action* – The vision of Doughnut Economics was presented and how this vision can be used to create sustainable communities.

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- *Regional Spotlight – Applying Doughnut Economics: How Local Government Can Lead Economic Development Fit for the 21st Century* – Nanaimo is the first Canadian city to adopt Doughnut Economics to guide all city initiatives in order to build a community that is environmentally, socially and economically sustainable.
- *The Geography of Disruption* – 2020-21 delivered one of the biggest disruptions to modern life that most of us have ever experienced. However, the forces of disruption innovation and dematerialization might take us into the future.
- *Keynote Presentation: Honourable John Horgan, Premier of British Columbia* – Premier Horgan's presentation focused on recovery from the pandemic, socially, environmentally and economically.
- *It's Good to Produce Goods – It's Getting Complicated Out There and That's a Good Thing* – The agri-food landscape is continuously changing in order to remain competitive. Food cultures and trends, along with climate change implications were examined and how these factors will affect the food systems on Vancouver Island.
- *Modernizing Our Forest Practices – How Will We Make This Happen?* – This session reported on findings from the VIEA's Waste Wood Recovery Pilot Project, pathways to Indigenous Reconciliation in the forest industry and details on BC's new Modernizing Forest Policy.
- *7th Annual Economic Report* – Senior Economist highlighted the key findings in VIEA's Economic Report, including how key industries have been affected and emerging trends that appear in the data.

October 28, 2021 – Alberni Valley Chamber of Commerce Board meeting – Highlights from the meeting include:

- The Board has decided to update their strategic plan. A facilitator was selected and the process will begin in the New Year.
- A grant application was submitted for a shop local campaign, which will also include the communities of Tofino and Ucluelet.
- The Paper Chase 2022 was cancelled due to the many constraints associated with COVID-19.
- McLean Mill will host a Festival of Trees and a Heritage Christmas Village during the month of December.

November 2, 2021 – Council members and Scott Smith, Director of Development Services|Deputy CAO, walked the perimeter of the Somass lands in order to get a better scope and range of the property. During this exercise, potential ideas were discussed regarding future development.

COUNCILLOR ACTIVITY REPORT
PRESENTED BY COUNCILLOR RON PAULSON
November 3, 2021

1. **October 26/21 – Attended monthly meeting with Mayor Minions.**
2. **October 26/21 – Attended Alberni Clayoquot Continuing Care Society Directors meeting at Chances Rim Rock facility.**
 - a. **Guest delegation representing Vancouver Island Health (via ZOOM) – Carmela Vezza, Operations Director, Long Term Care and Tim Orr, Executive Director, Long Term Care.**
 - i. **Discussion around VIHA's role in ensuring at standard of care for Residents Island wide.**
 - b. **Agenda items:**
 - i. **Executive Director's Report**
 - ii. **Departmental Reports**
 - iii. **Management Team Meeting Minutes**
 - iv. **Financial Report**
 - c. **Next Meeting November 30/21.**
3. **October 27/31 – Alberni Clayoquot Regional District Director's Meeting**
 - a. **Delegation representing the B.C. Ferry Authority – Presenter Marc Tremblay, Director, Board of Directors, B.C. Ferry Authority**
 - i. **A power point presentation was given with highlights of B.C. Ferries operations.**
 1. **B.C. Ferries controls 35 vessels and 47 terminals**
 2. **Conduct 25 regulated routes with 180,000 sailings, 21.7 million passengers and 8.8 million vehicles**
 3. **B.C. Ferries oversees 8 unregulated routes (Lady Rose Marine Services) on behalf of the Province (funded by the Province).**
 - ii. **A question and answer session ensued with great conversation around ensuring the Lady Rose crisis may be avoided in the future with proper succession planning and business modelling.**
 - b. **A Memorandum of Understanding has been signed between the ACRD and the Alberni District Fall Fair Society to support evacuees with hobby farm animals during an emergency or disaster.**
 - c. **The Organics Diversion Program has diverted over 265 tonnes away from the landfill the first few weeks of operation.**
4. **November 2/21 – Attended a tour of the recently acquired Somass Sawmill Site. I was surprised at the size of the property and can certainly see the potential for positive development on the site for our community.**

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From: Helen Poon
Sent: November 3, 2021 12:58 AM
To: Sara Darling <sara_darling@portalberni.ca>; Twyla Slonski <Twyla_Slonski@portalberni.ca>
Subject: Council report

Council report, submitted 3 Nov 2021:

26 Oct 2021 - I had a meeting with Mayor Minions to discuss various priorities.

2 Nov 2021 - Along with the rest of Council, I toured the Somass Mill site. I'm proud of the decision that led to the City acquiring this property. The future of this site looks very bright indeed.

Helen Poon
Councillor, City of Port Alberni

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October Council Report Dan Washington

October 06 2021: Chaired the Audit Committee Meeting. New format making the reports easier to read and understand. Mayor and Council Travel and Development expenses are down due to online meetings rather than traveling and meeting in person. Reviewed General Revenue Fund by Department as well as all Capital Funds.

October 06 2021: Attended the Heritage Commission Meeting held at Sproat Lake Community Hall. Toured the facility prior to the meeting. Lots of improvements and more to come. Thanks to Penny Cote for offering this venue. Heard reports from members, full report will follow shortly at a regular City Council Meeting.

October 13 2021: Attended the Public Advisory Group (PAG) formally WIWAG. This meeting is a gathering of all the Western Forest Products advisory groups. CEO Don Demens gave updates and outlined the agenda. Items included recognition and special acknowledgements of long serving members of all the advisory groups. Presentations were given on Life cycles of Forest Carbon as well as Reconciliation and Indigenous Partnerships.

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