



REGIONAL  
DISTRICT  
OF NANAIMO

**ASSOCIATION OF VANCOUVER ISLAND AND COASTAL COMMUNITIES (AVICC) 2023  
RESOLUTIONS**

**RECOMMENDATION**

That the Board approve resolutions to forward to the Association of Vancouver Island and Coastal Communities for consideration at its Annual General Meeting and Convention in April 2023.

**BACKGROUND**

The Association of Vancouver Island and Coastal Communities (AVICC) represents local governments of Vancouver Island, Sunshine Coast, qathet/Powell River, the North Coast and the Central Coast. As one of several area associations operating under the umbrella of the Union of BC Municipalities (UBCM), AVICC aims to secure united action among members to promote greater autonomy within local government in co-operation with UBCM and other local government associations. The AVICC Annual Convention provides a forum to bring forward community issues and ideas through resolutions and debate. The 2023 Annual AVICC Convention will be held in Nanaimo from April 14 to April 16, with the City of Nanaimo and the Regional District of Nanaimo hosting.

Board approval of resolutions is required by January 24, 2023 to meet the February 9, 2023 deadline set by AVICC. AVICC encourages members to focus resolutions on new issues of provincial interest, and issues identified in the resolution should be relevant to other local governments across BC. In the past three years, the RDN has submitted 16 resolutions to AVICC/UBCM. Of those, 12 have been endorsed and referred to the appropriate government body. A table of 2020-2022 resolutions is provided as Attachment 1. Resolutions for possible submission are proposed below for the Board's consideration. Alternatively, the Board may decide not to submit resolutions this year.

**1. Parking on Ministry of Transportation Rights-of-Way**

***Background***

The Regional District of Nanaimo, like other regional districts across BC, receives numerous requests from the public to address vehicles illegally parked on roads and rights-of-way, particularly in proximity to regional parks, trails, beach access, and boat launches. Recreational areas are extremely popular and attract high volumes of users from the region and other areas of the Province. There is often insufficient dedicated parking resulting in illegal parking.

These factors combine and impact area residents and others by blocking access to private properties, impeding the free flow of traffic, creating unsafe conditions for pedestrian traffic, and blocking access for emergency first responders. In some areas, vehicle owners are parking or leaving their vehicles for extended periods of time, at boat launching areas, causing congestion and unsafe conditions.

Parking enforcement is outside the jurisdiction of regional districts, as provincial/rural roads fall under the authority of the Province of BC. Complaints about parking are often made to a regional district and then referred to the RCMP or Ministry of Transportation and Infrastructure (MOTI). The RCMP has jurisdiction to enforce the Motor Vehicle Act (MVA) relating to parking. However, this is not a high priority for the police, given other priorities and pressures. MOTI staff have limited ability to deal with illegally parked vehicles or to otherwise regulate parking in or near recreational areas that are managed by the RDN.

Currently, the BC MVA provides municipalities with authority to enforce parking regulations within their boundaries. The same authority is not provided to regional districts. Extending authority to regional districts to enforce parking regulations will address gaps in legislation that create unnecessary problems for rural communities.

In 2019 the RDN submitted three parking-related resolutions, and similar resolutions have been submitted over the years by various regional districts. This is one of the items that would likely be captured in the legislative reform initiative in the longer term, but it is a matter of ongoing importance to regional districts across BC and there may be value in maintaining visibility of this issue at the provincial level.

### **Resolution**

WHEREAS regional districts have not been granted the authority to regulate vehicle parking on roadways in rural areas;

AND WHEREAS the Province and the RCMP have limited resources to regulate and enforce the increased volume of vehicles parked illegally on roads and rights-of-way that cause congestion and unsafe conditions for other vehicles, pedestrians and emergency first responders:

THEREFORE BE IT RESOLVED that the Province of British Columbia grant regional districts the authority under the BC Motor Vehicle Act to regulate and enforce vehicle parking on provincial roads and rights-of-way with the same authority as municipalities.

## **2. Regional Water Supply Strategies**

### **Background**

Recent work underway at the RDN, under the auspices of the RDN's Drinking Water and Watershed Protection (DWWP) Program, Climate Action Technical Advisory Committee (CATAC), and Sea Level Rise and Climate Adaptation Program along with the severe weather events experienced by the province over the last few years have brought renewed focus on the management of water for human consumption, environmental needs, and overland flooding. Some specific examples within the RDN have highlighted the lack of and need for a regional water supply strategy; further investigation indicates that the situation is the same in much of the rest of the province.

CATAC is poised to release a report entitled *Climate-Informed Water Supply Planning and Communication Approaches in the Regional District of Nanaimo*. This report will highlight not only that there are many water purveyors operating side by side in a small geographical area without any apparent coordination on a watershed scale, but also that some purveyors, particularly the smaller ones, do not have a plan in place or the resources available to address supply challenges as the local climate changes.

DWWP will soon release the *French Creek Water Region Phase 3 Water Budget*, which includes a numerical model of water supply and demand in that water region and has used that model to build scenarios portraying water supply and demand in the future with projected population growth and forecast climate change. Apart from highlighting the fact that the groundwater resources in that area are already under significant pressure and describing the connections between groundwater and surface water, the study illustrates the number of water purveyors involved in managing the drinking water resource without any apparent coordination at the watershed scale.

The previous two examples are primarily concerned with drinking water. The Sea Level Rise and Adaptation Program has recently released floodplain mapping that portrays the effects of sea level rise and riverine flooding scenarios both currently and in the future with a changed climate. The analysis considers the region's extensive coastline and three major rivers. It can be seen from these maps that not only are a considerable number of existing dwellings vulnerable to damage from sea level rise and riverine flooding, but that many more properties will be affected in the future as the normal sea level increases and overland flooding from rain events happens more frequently. While governments have no opportunity to reduce the driving force of Sea Level Rise, they do have some, albeit limited, opportunity to influence the driving force of riverine flooding. By proactively managing the watersheds as part of regional water supply strategies, policies such as improved rainwater management guidelines and more extensive hydrometric and meteorologic monitoring networks could be required which not only have the potential to reduce the severity of flooding events, but also enhance groundwater recharge potential and enhance the water purveyor's ability to manage the surface water resource.

Satisfying ecological water demand is the primary requirement of all water purveyor's drinking water supply plans. Within the RDN, the Englishman River Water Service (ERWS) / Arrowsmith Water Service (AWS) and the City of Nanaimo are two examples of how ecological flow requirements can be satisfied and enhanced by integration into a drinking water supply plan. The advent of a regional water supply strategy would expand this type of planning to other rivers and major creeks in the watershed and build on the opportunities to better mitigate flooding and enhance the resiliency of drinking water supplies across the region.

Lastly and perhaps most importantly, the creation of regional water supply strategies would greatly increase awareness of the efforts being made to manage this precious resource. For example, the number of parties involved in the management of the water resources in French Creek Water Region makes interaction with the public on water supply and management issues extremely difficult. While not an exhaustive list of all stakeholders, the following entities are involved:

#### Major Water Purveyors

- Town of Qualicum Beach (TQB)
- City of Parksville (CoP)
- Regional District of Nanaimo (RDN)
- EPCOR Water West (EPCOR)
- Improvement districts

#### Land Owners

- MOSAIC Forest Management
- TQB, CoP, RDN
- Crown - BC and Canada
- Island Corridor Foundation (ex E&N Railway)

## Regulatory Bodies

- TQB, CoP, RDN Planning
- BC Ministry of Environment
- BC Ministry of Forests
- BC Ministry of Transportation and Infrastructure
- Canada Department of Fisheries and Oceans
- Island Health

Bringing these diverse groups together to discuss water supply strategy is a daunting task for regional government. Leadership, functional participation, and resources from the province to gather the stakeholders in the pursuit of a regional water supply strategy is the only way this will be accomplished. While the examples quoted here are from the RDN, other regions in the province all face similar challenges in drinking water purveyance, agricultural water supply, flood management, and natural environment preservation.

## **Resolution**

WHEREAS in the face of climate change and a rapidly increasing population; fresh water for human consumption, agriculture, industry, and ecological needs has become a precious commodity on Vancouver Island and across British Columbia;

AND WHEREAS there are many different purveyors involved in the supply of drinking water including governments and private companies, as well as many agencies responsible for development planning for the growing population;

THEREFORE BE IT RESOLVED THAT AVICC and UBCM advocate to the Ministry of Water, Land, and Resource Stewardship to provide leadership and functional involvement in the creation and management of consistent regional water supply strategies following the Regional District map of the province, with the aim of ensuring that resilient and sustainable drinking water supplies are in place now and for the future.

## **FINANCIAL IMPLICATIONS**

Beyond administrative resources to draft and submit resolutions, there are no material financial implications associated with submitting resolutions to AVICC. In the event the province extends parking enforcement authority to regional districts, financial and resource implications would relate to creating an establishing bylaw, drafting regulations, establishing and maintaining any necessary contracts, and fulfilling ongoing enforcement activities and obligations. Specific financial implications resulting from the province addressing these resolutions would be detailed in future reports.

## **REVIEWED BY**

- T. Osborne, General Manager, Recreation and Parks
- E. Tian, General Manager, Regional and Community Utilities
- D. Holmes, Chief Administrative Officer

## **ATTACHMENT**

1. RDN UBCM Resolutions 2020-2022