

Summary of September 26, 2026, Meeting with Achieving For Delta Candidates:

SFRES met at the Ladner Yacht Club at 9:00 AM. Thanks to Rick Easthorn for hosting the meeting.

In attendance for SFRES as Directors were Ross Rettie, Todd Strukoff, and Warren Barnard. Jane Fee, Board Member of the Floating Home Association of BC, was also in attendance.

Representatives of Achieving For Delta were Mayor George Harvie, Councillor Alicia Guichon, and Council candidates Jennifer Cassar, Sonya Sangsster, and Nick Kanakos.

The meeting overall was very positive with Achieving For Delta members genuinely interested and participating a relaxed and non-political discussion. SFRES described the two issues of the Moratorium of new individual float home leases, and the urgent need for dredging channel dredging. We pointed out that the Ladner downtown was denied development by the province in stark contrast to Steveston. We touched on the status of the Westham Island Bridge repairs being subject to approval by Roberta Dight of Transport Canada. Todd had just taken key members of TransLink on a boat excursion through the Westham Island Bridge channels where he promptly collided with the shear wall for the first time.

1. Head Lease:

Mayor George Harvie discussed the Head Lease issue in detail. He said that the current Council decision not to proceed was political in nature. Councillor Alicia Guichon was out of town and was not able to attend the council meeting where this decision was made. Mayor Harvie said that he has fully discussed the Head Lease with the Council candidates, and there is agreement that Delta should be open to taking on the Head Lease from the province. He gave his commitment that he would revisit the Head Lease decision with the new Council. Mayor Harvie also suggested that Delta could also collect a fee to support a longterm dredging program.

2. Dredging of the Secondary Channels:

Warren, referencing the Delta Economic Report that stated that the income generated by taxation at all levels for the business activity on the local river totalled some 10.4 M dollars annually. Surely some of that income could be used to dredge the secondary channels so that the income derived from the marine business, could be sustainable. To dredge the Ladner waterfront channel from the harbour to and including the Canoe Pass float home zone would require approximately \$2.5M. SFRES also raised the issue of implementing a Fireboat and/or a Police boat B service.

3. The 2-year Moratorium on Residential Float Home Leases:

The 2-year moratorium on float home leases was established in 2015 by Ministerial Order, to pause individual new float home leases, so that the issue could be examined in detail to determine if this was the best use of Crown land foreshore, and was this form of housing one that the Ministry would support. Every two years the 2-year moratorium is renewed for another two years and has now been in place for more than a decade, without any planning progress by the province.

The SFRES has proposed that an exemption be granted to Delta, where the municipality has developed a complete system of regulation for float homes, including recognizing that they are a valid form of housing. Float Homes zones are already formalized and are included in Delta's Official Community Plan. The SFRES has also proposed an exemption to the moratorium in Delta for a pilot project using Delta's process to monitor the success of using Delta's permit process to monitor float home leasing. We are still hopeful that the success of such a pilot project could lead to a permanent exemption of the moratorium in Delta, with the cooperation of Delta and the WLRS Ministry the implementation of the process and strict monitoring of all the requirements.

Mayor Harvie said that he believes that a big part of the reluctance of the province moving forward with such projects is because of the concern over the indigenous reaction. Mayor Harvie raised the issue with the ministry at UBCM to a sound of crickets response.

4. Poor Response Time on Lease Renewals:

Ross presented the issues resulting from poor lease renewal performance by the province. He described the effect of a foreshore lease term less than a standard mortgage (amortization) period. The result being a purchaser's inability to finance a property purchase. A cash sale market results in devaluation of property and improvements, which is currently a direct consequence of the provincial lack of performance. The ability to obtain insurance becomes very limited. The lowest form of tenure being promoted by the province is month to month lease term with a 30 day expulsion clause requiring complete restoration off the foreshore upon vacancy. This progressive reduction in the length of tenure being implemented by the province appears to be expanding, and includes residential leasing of Provincial Crown Upland. With 98% of the province Crown Land, virtually all of the population of the provinces potentially being denied use of Crown land for residential purposes.

5. Terminal 2 and the Potential New Pipeline Terminal at Roberts Bank:

Mayor Harvie also spoke about his plan to establish a Committee of Stakeholder that could be instrumental in getting significant amenities for Delta from these very large projects of National importance. One such amenity could be a surcharge for dredging.

6. Existing Delta Head Lease of Boundary Bay Airport:

Delta currently holds the Boundary Bay Airport Head Lease with the Federal Government and manages sub-leasing of the Airport.

A program similar to the Airport Lease Program could be implemented with a Head Lease from the province for the Delta waterfront.

Prepared by the SFRES Directors