



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

**REGULAR MEETING OF THE COUNCIL
OF THE VILLAGE OF LIONS BAY
HELD ON TUESDAY, SEPTEMBER 20, 2022 at 6:00 PM
COUNCIL CHAMBERS, 400 CENTRE ROAD, LIONS BAY
AND VIA ZOOM VIDEO CONFERENCE**

Link to join the meeting: <https://us02web.zoom.us/j/82717672583>

To join via phone, dial 778-907-2071 – Meeting ID: 827 1767 2583

AGENDA

1. Call to Order

2. Closed Council Meeting (6:00 PM)

Proposed topics for discussion in the absence of the public:

- A. Consideration of legal matters
- B. Consideration of enforcement matters

THAT the meeting be closed to the public on the basis of matters to be considered under the following sections of the *Community Charter* and where required, the Council does consider that the matters could reasonably be expected to harm the interests of the municipality if they were held in public:

- 90** (1) A part of a council meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:
- d) the security of the property of the municipality;
 - f) (f)law enforcement, if the council considers that disclosure could reasonably be expected to harm the conduct of an investigation under or enforcement of an enactment;
 - g) litigation or potential litigation affecting the municipality;
 - i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose;
 - n) the consideration of whether a council meeting should be closed under a provision of this subsection or subsection (2);

Council anticipates reconvening the open meeting to discuss the balance of the Agenda.

3. Reporting Out from Closed Portion of Meeting

4. Adoption of Agenda

- 5. Public Participation (2 minutes per person totalling 10 minutes maximum)**
- 6. Public Delegation Requests Accepted by Agenda Deadline (10 minutes maximum)**

7. Review & Approval of Minutes of Prior Meetings

- A. Regular Council Meeting – July 26, 2022 (Page 5)
 THAT the Regular Council Meeting Minutes of July 26, 2022 be approved as circulated.
- B. Special Council Meeting – July 12, 2022 (Page 13)
 THAT the Special Council Meeting Minutes of July 12, 2022 be approved as circulated.
- C. Special Council Meeting – August 3, 2022 (Page 15)
 THAT the Special Council Meeting Minutes of August 3, 2022 be approved as circulated.

8. Business Arising from the Minutes

9. Unfinished Business

- A. Follow-Up Action Items from Previous Meetings

No.	Date	Item Description	Action
245	April 19, 2022	CN Vegetation Program	CAO following up
246	May 3, 2022	BC Timber Sales Spraying	Completed
252	July 5, 2022	Municipal financial comparisons	CFO to provide report
253	July 5, 2022	Highway maintenance follow up	PWM to follow up with MOTI

10. Reports

A. Staff

- i. PWM: BC Mountain Foundation Proposal for Outhouse on Bickert (Lions) Trail (Page 19)
 Recommendation:
 THAT Council provide direction to staff with respect to the issue(s) outlined in this report.
- ii. CAO: Information Report - Lions Bay Beach Park Revitalization Project Update (Page 27)
 Recommendation:
 THAT the Information Report, "Lions Bay Beach Park Revitalization Project Update" be received; and

THAT staff post the updated park design in the Village Update seeking public feedback.

iii. PWM: RFD – Regional Public Works Mutual Aid Agreement
 (Page 35)

Recommendation:

- (1) THAT the Regional Public Works Mutual Aid Agreement between the Village of Lions Bay and the representative local government signatories, attached as Attachment 1 to Metro Vancouver letter to the Chief Administrative Officer, dated for reference March 30, 2022 (the “Agreement”), be approved;
- (2) THAT the services covered in the Agreement may be provided in an area outside the Municipality in accordance with section 13 of the *Community Charter*; and
- (3) THAT the Mayor and Corporate Officer be authorized to execute the Agreement.

iv. CAO: RFD – Truth and Reconciliation Day, September 30, 2022
 (Page 73)

Recommendation:

- (1) THAT the Village of Lions Bay recognizes September 30, 2022 as a day of commemoration to mark Truth and Reconciliation Day;
- (2) THAT the Municipality use this opportunity to consider what each of us can do as individuals to advance reconciliation with Indigenous peoples and to recommit to understanding the truth of our shared history, to accept and learn from it and in doing so, help to create a better, more inclusive community;
- (3) THAT staff post supportive communications on the website and provide links to relevant documents; and
- (4) THAT the day be treated as a statutory holiday this year with the Village Office closed and all staff provided with the day off with pay and with notice to the Union.

B. Mayor

i. Remembrance Day Plans

C. Council – None

D. Committees – None

E. Emergency Services

i. RCMP Monthly Report (Page 77)

THAT Council receive the RCMP monthly report for July and August.

11. Resolutions

A. Appointment of Chief Election Officer

THAT Linda Brick, Municipal Coordinator, be appointed as Chief Election Officer for the Village of Lions Bay.

12. Bylaws

13. Correspondence

A. List of Correspondence to September 15, 2022 (Page 79)

THAT the following actions be taken with respect to the correspondence:

14. New Business

15. Public Questions & Comments (2 minutes on any topic discussed in this meeting)

16. Closed Meeting (Continuation if necessary)

THAT the meeting be closed for the purposes and on the grounds set out in Item 2 of the Agenda.

Council does not anticipate reconvening the open meeting for any purpose other than to adjourn the meeting generally and report out if applicable.

17. Reporting Out from Closed Portion of Meeting

18. Adjournment



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

REGULAR MEETING OF THE COUNCIL OF THE VILLAGE OF LIONS BAY HELD ON TUESDAY, JULY 26, 2022 at 6:00 PM COUNCIL CHAMBERS, 400 CENTRE ROAD, LIONS BAY

MINUTES

In Attendance:

Council: Mayor Ron McLaughlin
Councillor Neville Abbott
Councillor Fred Bain
Councillor Norm Barmeier (via video conference)
Councillor Jaime Cunliffe

Staff: Chief Administrative Officer Peter DeJong
Chief Financial Officer Pamela Rooke
Municipal Coordinator Linda Brick (Recorder)

Delegations: 0

Public: 3

1. **Call to Order**
Mayor McLaughlin called the meeting to order at 6:00 p.m.
2. **Closed Council Meeting**
Moved/Seconded

THAT the meeting be closed to the public on the basis of matters to be considered under the following sections of the *Community Charter* and where required, the Council does consider that the matters could reasonably be expected to harm the interests of the municipality if they were held in public:

- 90 (1)** A part of a council meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:
- (c) labour relations and other employee relations;
 - (e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;

- (j) information that is prohibited, or information that if it were presented in a document would be prohibited, from disclosure under section 21 of the Freedom of Information and Protection of Privacy Act;
- (k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public;
- (n) the consideration of whether a council meeting should be closed under a provision of this subsection or subsection (2);

CARRIED

The meeting was closed to the public at 6:04 p.m.

The meeting was re-opened to the public at 7:00 p.m.

3. Reporting Out From Closed Portion of Meeting

None

4. Adoption of Agenda

Moved/Seconded

THAT the following items be added to the agenda:

- 2.A. Labour Relations
- 7.B July 20, 2022 Special Meeting Minutes
- 8. A. Bear Smart Matters
- 10. C. Councillor Cunliffe
- 10. E. ii. EPC Meeting; and,

THAT the agenda be adopted, as amended.

CARRIED

5. Public Participation (2 minutes per person totalling 10 minutes maximum)

A. Marek Sredzki

M. Sredzki expressed concern regarding a letter he received requesting an inspection of his secondary suite.

Staff advised that administrative letters have been sent advising residents who have secondary suites to request booking appointments for inspections.

6. Public Delegation Requests Accepted by Agenda Deadline (10 minutes maximum)

None

7. Review & Approval of Minutes of Prior Meetings

A. Council Meeting – July 5, 2022

The minutes were amended to show Councillor Abbott as voting in opposition to 10. A. ii. PMW Jaffer : Request for Decision - Award of Traffic Engineering Analysis of Railway Crossing Intersections. Item 10.A. v. the first bullet should indicate that a bear was destroyed.

Moved/Seconded

THAT the Regular Council Meeting minutes of July 5, 2022 be approved as amended.

CARRIED

B. Council Meeting – July 20, 2022

Moved/Seconded

THAT the Special Council Meeting minutes of July 20, 2022 be approved as circulated.

CARRIED

8. Business Arising from the Minutes

- A. Councillor Abbott reported that two bears have been destroyed in the Village this season and the Bear Smart audit program will use door hangers for their messaging as opposed to leaflets.

9. Unfinished Business

- a. Follow-Up Action Items from Previous Meetings

No.	Date	Item Description	Action
245	April 19, 2022	CN Vegetation Program	CAO following up
246	May 3, 2022	BC Timber Sales Spraying	Completed
252	July 5, 2022	Municipal financial comparisons	CFO to provide report
253	July 5, 2022	Highway maintenance follow up	PWM to follow up with MOTI

10. Reports

- A. Staff

- i. CFO: Information Report – 2022 Preliminary Mid-Year Review

CFO advised that the mid-year review does not include all expenses up to June 30 as invoices are still being received and Pay period 15 is not included in the report. The tracking is on budget at this time.

Staff responded to inquires from Council highlighting the Small Communities Grant, reduction in parking revenue, emergency call out

responses, records management program and the installation of bear resistant garbage bins.

Moved/Seconded

THAT the report “2022 Preliminary Mid-Year Review” be received for information purposes.

CARRIED

ii. CFO: Information Report – Local Government Climate Action Program

CFO Rooke reported:

- The Village will receive at total of \$150,000 in funding to meet the climate targets.
- The Climate Target Survey has been completed and will be presented to UBCM in September.
- The commitments of the program include:
 - Reporting on GHG by end of year 2; and,
 - Demonstrating that funding has been spent on climate initiatives from the BC Roadmap.

Council inquired if the funding can be leveraged towards a deposit for a larger project and other grants. Staff confirmed that the funds can be used as a targeted surplus for another grant.

Councillor Bain left the meeting at 7:36 pm.

Council suggested that unsuccessful initiatives, such as the EV Charging Station and hall upgrades, should also be listed towards the 20% expenditures.

Moved/Seconded

THAT the Information Report “Local Government Climate Action Program” be received for information purposes.

CARRIED

Absent for Vote: Councillor Bain

iii. CFO: Information Report - Accounts Payable Cheque Listing

In response to Council inquiries CFO Rooke advised:

- Inspection of the water reservoirs are required every 5 years;
- Rock scaling was delayed in 2021 due to weather conditions, as a result two scaling’s will be completed in different areas in 2022.

- Maintenance for crossings includes annual lease payments, the Village is responsible for improving the road portion.
- Retirement gift for the Chief was funded from Village funds not the fire fighter donation fund.

Moved/Seconded

THAT the report “Accounts Payable Cheque Listing” be received for information purposes.

CARRIED

Absent for Vote: Councillor Bain

- iv. Municipal Coordinator: Information Report – Noise Relaxation Survey Results

Municipal Coordinator advised Council of the results of the survey and confirmed that only the townhouses were surveyed as directed by Council.

Moved/Seconded

THAT the Information Report, “Noise Relaxation Survey Results” be received.

CARRIED

Absent for Vote: Councillor Bain

- B. Mayor
i. Speculation Tax Discussion

Mayor McLaughlin advised that it is anticipated that the speculation tax will have relatively little impact on residents in the Village; the affect may be felt by homeowners who spend the balance of the year elsewhere.

- C. Council
i. Councillor Cunliffe reported on her attendance at the LMLGA conference in Whistler.

- D. Committees
Board of Variance – July 20, 2022

Moved/Seconded

THAT the information be received.

CARRIED

Absent for Vote: Councillor Bain

- E. Emergency Services

i. RCMP Summary

ii. EPC Meeting

CAO DeJong advised that an Emergency Planning Committee meeting will be called for August 2 or 3 in advance of the Fire Smart Education Event to be held on August 11. It was noted that the education event must be held prior to August 15 as per the grant extension. Staff will confirm details and advise Council.

11. Resolutions

A. In-Kind Broughton Hall Rental Request

CAO DeJong clarified that the funding request is from a private individual not a corporation and the rental application and insurance will be obtained in Tamara Leger's name. It was noted that the in kind contribution amount would be \$100 as the individual rental rate is \$25 per event. The event will be open to everyone in the community.

Moved/Seconded

THAT Council waive the hall rental fee to Tamara Leger for a total of four Sunday evenings in July/August 2022 for a Glam Game Night.

CARRIED

Absent for Vote: Councillor Bain

12. Bylaws

None

13. Correspondence

b. List of Correspondence to July 21, 2022

Moved/Seconded

THAT the following actions be taken with respect to the correspondence:

Karl Buhr	Crushed Road Bed in Parkland	Staff to respond
Ian Mackie	Post Office Box	Received
Karl Buhr	Urban or rural? Can Lions Bay have it both ways?	Received
Tyler Brown, Regional District of Nanaimo	Modernizing the Local Government Act	Received
Patrick Weiler, MP	Constituency Your Council Town Hall	Received
Patrick Weiler, MP	Small Projects Stream of the Natural Infrastructure Fund	Received

Kaila Butler, Ecomm	Insider Subscription	Received
Mining - Energy - Forestry Industry	Annual Resource Breakfast Series Invitation	Received
Alexandra Choi, Vancouver Coastal Health	2021 Annual Drinking Water Quality Report	Received
Patrick Weiler, MP	Wine Sector Support Program	Received
Patrick Weiler, MP	Age Well at Home	Received
Sasha Prynn, UBCM	2020 Housing Needs Report – Village of Lions Bay Housing Needs Assessment	Received

CARRIED

Absent for Vote: Councillor Bain

14. New Business

None

15. Public Questions & Comments (2 minutes on any topic discussed in this meeting)

None

16. Closed Council Meeting (continuation if necessary)

Moved/Seconded

THAT the meeting be closed to the public on the basis of matters set out in Item 2 of this Agenda.

CARRIED

Absent for Vote: Councillor Bain

Council does not anticipate reconvening the open meeting for any purpose other than to adjourn the meeting generally and report out if applicable.

The meeting was closed to the public at 8:08 p.m.

The meeting was re-opened to the public at 9:12 p.m.

17. Reporting Out from Closed Portion of Meeting

- Saturday garbage drop at the works yard will be phased out as of August 6;
- Council received a Klatt building project construction update;
- Lions Bay Beach Park Update resolution:
 THAT the landscape architectural services for the Lions Bay Beach Park Revitalization Project as set out in the RFP be awarded to PMG Landscape Architects (PMG) for a total cost of \$84,050.

THAT the Mayor and Corporate Officer be authorized to execute contract documents in substantially for the form attached to the RFP and subject to the modifications recommended by Core.

- Lions Bay Avenue Connector Project resolution:

THAT the Civil Engineering Consulting Services for the Lions Bay Avenue Connector Project as set out in the RFP be awarded to Creus Engineering Ltd. (Creus) for a total cost of \$49,145.

THAT Council authorize a cash allowance of \$12,050 to be used only if required, per the recommendations from Core Project Management (Core); and

THAT the Mayor and Corporate Officer be authorized to execute contract documents in substantially for the form attached to the RFP and subject to the modifications recommended by Core.

18. Adjournment

Moved/Seconded

THAT the meeting be adjourned.

CARRIED

Absent for Vote: Councillor Bain

The meeting was adjourned at 9:14 p.m.

 Mayor

 Corporate Officer

Date Approved by Council:	
---------------------------	--



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

SPECIAL MEETING OF THE COUNCIL OF THE VILLAGE OF LIONS BAY HELD ON MONDAY, JULY 12, 2021 at 6:00 PM COUNCIL CHAMBERS, 400 CENTRE ROAD, LIONS BAY

MINUTES

In Attendance:

Council: Mayor Ron McLaughlin
Councillor Neville Abbott
Councillor Fred Bain
Councillor Jaime Cunliffe

Absent: Councillor Norm Barmeier

1. Call to Order

Mayor McLaughlin called the meeting to order at 6:02 p.m.

2. Adoption of Agenda

Moved/Seconded

THAT the agenda be adopted as submitted.

CARRIED

3. Closed Council Meeting

Proposed topics for discussion in the absence of the public:

A. Personnel Matters

Moved/Seconded

THAT the meeting be closed to the public on the basis of matters to be considered under the following sections of the *Community Charter*:

90 (1) A part of a council meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:

- a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality; and
- c) labour relations or other employee relations.

CARRIED

4. Reporting Out from Closed Portion of Meeting

None

5. Adjournment

Moved/Seconded

THAT the meeting be adjourned.

CARRIED

Absent for Vote: Mayor McLaughlin

The meeting was adjourned at 7:56 p.m.

Mayor

Corporate Officer

Date Approved by Council:	
---------------------------	--



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

MINUTES OF THE SPECIAL MEETING OF THE COUNCIL OF THE VILLAGE OF LIONS BAY HELD ON WEDNESDAY, AUGUST 3, 2022 at 6:30 PM COUNCIL CHAMBERS, 400 CENTRE ROAD, LIONS BAY AND VIA VIDEO CONFERENCE

MINUTES

In Attendance:

Council: Mayor Ron McLaughlin
Councillor Neville Abbott
Councillor Fred Bain (via teleconference)
Councillor Norm Barmeier (via teleconference)

Regrets: Councillor Jaime Cunliffe

Staff: Peter DeJong, Chief Administrative Officer
Pam Rooke, Chief Financial Officer
Linda Brick, Municipal Coordinator

Public: 2

1. Call to Order

The meeting was called to order at 6:31 pm.

2. Adoption of Agenda

Moved/Seconded

THAT item 9.i. Election Advertising and Campaigning Policy be added to the agenda;

THAT the Agenda be approved, as amended.

CARRIED

3. Public Participation (2 minutes per person totalling 10 minutes maximum)

None

4. Review & Approval of Minutes of Prior Meetings

A. Special Council Meeting - July 6, 2022

Moved/Seconded

THAT the Special Council Meeting Minutes of July 6, 2022 be approved as circulated.

CARRIED

5. Business Arising from the Minutes

- A. Motion by Mayor McLaughlin to consider rescinding the resolutions as set out in the minutes of the July 6, 2022 Special Council Meeting.

Moved/Seconded

THAT Council reconsider the resolutions objecting to Metro 2050 passed at the July 6, 2022 Special Meeting;

Moved/Seconded

THAT the resolution be amended to include “under Item 4A” at the end.

CARRIED

The amended motion was then put as follows:

THAT Council reconsider the resolutions objecting to Metro 2050 passed at the July 6, 2022 Special Meeting under Item 4A;

CARRIED

- B. Motion to rescind the resolutions as set out in the minutes of the July 6, 2022 Special Council Meeting.

Moved/Seconded

THAT the resolutions objecting to Metro 2050 passed at the July 6, 2022 Special Meeting under Item 4A be rescinded;

CARRIED

Moved/Seconded

THAT the Corporate Officer send a letter to the MVRD expressing Council’s thanks to the Board for their support in accepting the Village of Lions Bay amended Regional Context Statement and confirming the withdrawal of Council’s (late) objections to Metro 2050.

CARRIED

Council requested a copy of the draft letter before it is sent.

6. Reports

- A. Staff
None
- B. Mayor
None
- C. Council
None



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

D. Committees
None

E. Emergency Services
(i) Lions Bay Fire Rescue Monthly Report – July 2022
Moved/Seconded
THAT the report be received.

CARRIED

7. Resolutions

A. Public Notification of 2022 General Local Election

Moved/Seconded

THAT all notices under section 50 of the *Local Government Act* and sections 94 and 94.1 of the *Community Charter* related to the 2022 General Local Election be by way of:

- (a) Posting in the public notice posting places;
- (b) Publication on the Village website; and,
- (c) Publication in the Village Update in accordance with section 94.1(3) (a) and (b),

AND THAT Council considers such notice to be reasonably equivalent to that which would be provided by newspaper publication.

CARRIED

8. Bylaws

A. Village of Lions Bay Official Community Plan Designation Bylaw No. 408, 2008, Amendment Bylaw No. 612

CAO DeJong provided a short overview of the history of the Regional Context Statement acceptance by the Metro Vancouver Regional Board.

Moved/Seconded

THAT Village of Lions Bay Official Community Plan Designation Bylaw No. 408, 2008, Amendment Bylaw No. 612, 2022, as amended, be adopted.

CARRIED

9. New Business

1. Council Policy – Election Advertising and Campaigning Policy

CAO DeJong advised that the Policy is being brought forward for amendment to update the reference to the new election procedures bylaw.

Moved/Seconded

THAT Policy 1701 Election Advertising and Campaigning be amended in section 5 by referencing Election and Assent Voting Bylaw No. 620, 2022.

CARRIED

10. Public Questions & Comments

A. Marcus Reuter

M. Reuter commented on the OCP amendment process and commented on the presentation by staff to the Metro Vancouver Board.

CAO DeJong noted that the conditions imposed by Metro Vancouver had been met by the Village of Lions Bay.

B. Penny Nelson

P. Nelson noted that the MV Board meeting can be viewed on the Metro Vancouver website and inquired about the presentation by staff.

11. Adjournment

Moved/Seconded

THAT the meeting be adjourned.

CARRIED

The meeting was adjourned generally at 6:55 pm.

Mayor

Corporate Officer

Date Approved by Council:	
---------------------------	--



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Type	Direction Request		
Title	BC Mountain Foundation Proposal for Outhouse on Bickert (Lions) Trail		
Author	Naizam Jaffer	Reviewed By:	Peter DeJong
Date	September 20, 2022	Version	
Issued for	September 20, 2022, Council Meeting		

Recommendation:

THAT Council provide direction to staff with respect to the issue(s) outlined in this report.

Attachments:

- (1) Map showing proposed location of UDT
- (2) Watersprite Lake UDT

Key Information:

In late July of this year, staff were contacted by the BC Mountain Foundation (BCMF) which is a charitable organization established in 2018 with the sole focus of establishing and maintaining public huts, shelters, trails, and other outdoor and wilderness related facilities across BC through its partnerships with various volunteer organizations. Staff were advised that due to the heavy use by ever increasing numbers of hikers, and through natural degradation, sections of the Lions trail have become unsafe and need remediation. Furthermore, because of the increased usage the trail is experiencing, the BCMF has proposed the installation of a urine diversion toilet (UDT) at the junction where the north branch leads to Tunnel Bluffs and the south branch leads to the Lions peaks (see attached map).

Beginning at the Sunset Gate, the first 450 meters of the Lions Trail / forestry access road is within the boundary of the Municipality. From there, a further 450 meters of forestry access road is maintained by the Municipality even though it is on Crown Land. This is because it provides access to the Magnesia Creek raw water intake. Beyond that, the majority of the Lions trail system is on Crown Land and under the auspices of the Ministry of Forests, Lands, and Natural Resource Operations (FLNRO) who rely on Recreation Sites and Trails BC (RSTBC),



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

the provincial agency responsible for regulating the Forest and Range Practices Act (FRPA) and the Forest Recreation Regulation (FRR), to manage trail use and outdoor recreation along the Lions Trail. FLNRO also permits the Municipality, via a licence of occupation, to draw water and operate a water distribution and treatment system. However, though the area is designated as a “Community Watershed,” it offers limited protection under the FRPA. Activities such as recreational access, mining, forestry, and energy development are not precluded and are not without risk to the Municipality’s source of water.

The scope of work for this BCMF project includes the use of a Bobcat to access the lower portions of the Lions Trail, and then from there, work on the higher portions of the trail using a manual crew. The BCMF’s intent is to rehabilitate the original trail and no widening or modification works are planned. Funding for both the trail rehabilitation and the UDT are in place and RSTBC has no objections to this project.

This is not the first UDT installed within the Magnesia Creek Watershed. In October of 2020, staff were advised that BC Parks had installed a urine diversion toilet (UDT) in Magnesia Meadows, a natural bowl close to the mountain ridge on the Howe Sound Crest Trail (HSCT). Magnesia Meadows has a good consistent water source provided by a small tarn that is a close walk from the emergency shelter making this a popular overnighting spot for hikers. This location is at the headwaters of the Magnesia Creek watershed that supplies potable water to the residents of the Municipality. BC Parks has plans in place to install additional UDT’s at Brunswick Lake and St. Mark’s Summit; both of these locations are outside the boundaries of the Magnesia Creek watershed.

Vancouver Coastal Health (VCH), who regulate our drinking water operations via permit, require that we develop a source water protection plan that addresses the security of the Municipal drinking water supply. This will require the creation of a multi-stakeholder consultation process which staff have begun to explore in order to scope the extent of resources required for the process. In the interim and having knowledge of the current level of open defecation occurring within the watershed, VCH’s Drinking Water Protection Officer is in support of the installation of the UDT at the proposed location which is 200 m away from the raw water intake and sees this as a sensible step to encourage hikers to use the toilet facilities on backcountry trails. Further to this, the DWPO recommends that the UDT is regularly maintained and monitored to ensure cleanliness/stock of hand sanitizer to encourage use.



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Trail usage has increased dramatically over the last several years and late in 2021, staff installed trail counters in an attempt to quantify the usage. Counters were placed just beyond the Sunset Gate, on the north branch of the trail leading to Tunnel Bluffs, and at the Oceanview Trailhead. Since the counters cannot differentiate between the direction hikers are moving in and can only count the movement of people past the sensor, the values should be halved in order to approximate the number of users passing each counter. Data gathered between August and December of 2021 is as follows:

SITE	AUG	SEP	OCT	NOV	DEC	TOTAL	TOTAL / 2
Oceanview Trail Head	1,577	1,181	1,402	999	2,073	7,232	3,616
Sunset Trail Head	10,513	5,154	3,568	1,601	1,752	22,588	11,294
Tunnel Bluffs Branch	6,780	2,346	1,649	870	1,693	13,338	6,669

In an attempt to further define the number of users accessing the Lions trail, staff relocated the counter from the Sunset Trail head, to the south branch of the trail leading to the Lions peak. Data from March through to August of 2022 is as follows:

SITE	MAR	APR	MAY	JUN	JUL	AUG	TOTAL	TOTAL / 2
Oceanview Trail Head	1,796	1,851	1,606	1,377	1,788	1,961	10,379	5,189
Lions Branch	231	219	282	505	1,309	2,081	4,627	2,313
Tunnel Bluffs Branch	2,640	4,285	6,465	6,542	9,004	10,238	39,174	19,587

At the onset of the Covid-19 pandemic, in response to numerous resident complaints of open defecation along the trail Council began the practice of installing portable toilets at the Sunset Trail Head each summer season. This began with one unit which was quickly overwhelmed forcing the installation of a second unit, and then a third this summer. However, this has not stopped the practice of open defecation along the trail. An additional impact of the number of users has been a dramatic increase in the volume of waste generated from garbage to recycling in the form of drink containers.

On August 24, 2022, Public Works staff walked the Lions Trail from the Sunset Trail Head to the Magnesia Creek crossing on the Tunnel Bluffs branch of the Lions Trail specifically looking for evidence of open defecation visible from the trail. Staff located found 26 individual sites where toilet paper and excrement was visible, some of which were directly in the Magnesia Creek bed. Further to this, most serious hikers tend to use catholes which are small pits used



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

for open defecation and then covered over with forest detritus. Catholes cannot be readily detected and are also presumably being used along this trail system.

The proposed UDT would add another location for hikers to use and would hopefully reduce further open defecation, particularly in the creek channel itself. The proposed model is based upon technology from Toiletttech (www.toiletttech.ca) and is the same design used by both BC Parks and Parks Canada. See the attached photo of the unit constructed by the BCMF and RSTBC at Watersprite Lake near Squamish. The functionality of the UDT is quite simple:

1. Urine: urine is diverted into an underground leach field consisting of a buried length of perforated pipe.
2. Feces are deposited into a shallow pit in the back-half of the structure. Every other year, solids are raked from under the shoot to the far side of the pit for further decomposition and then, the year after that, the inert material is raked into the surrounding forest floor.

Maintenance of the solids is a once-a-year operation that consists of removing decomposed and inert waste from the pit and spreading it onto the forest floor and raking the accumulated feces for the past year into an empty corner of the waste pit to allow it to naturally decompose. This work would be carried out by BCMF volunteers who will visit the site annually.

Beyond this, the facility requires minimal maintenance that consists of sweeping out the outhouse, wiping the toilet seat down, and replacing the hand sanitizer satchels in the dispenser. BCMF advise that this takes about 15 minutes and should be done every other week to keep the facility presentable and thereby useable by the hikers. Unfortunately, the BCMF does not have the resources to regularly maintain the unit and have asked if Public Works could take on this responsibility which is estimated to be ½ hour per visit including travel time and would require 1 hour per month for one individual.

The estimated cost for UDT outhouse material is approximately \$12,000.00. Construction of the structure would utilize volunteer labour. As indicated, the BCMF has the funds set aside for this unit and have approval for this style of outhouse from the RSTBC's BC District Recreation Officer for the Sea to Sky Recreation District.



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

It is understood that the trail is being used heavily and that despite the installation of portable toilets at the Sunset Trail Head in early March, people are still openly defecating along the trail up to the junction between Tunnel Bluffs and the Lions. Furthermore, it is a given that through the use of social media, the popularity of the trail and number of hikers will only continue to increase. One can only hope that the installation of a UDT some 2 km for the Sunset Trailhead will mitigate some open defecation along the trail. VCH's Drinking Water Protection Officer has reviewed the plans for the UDT and is supportive of its placement 200m from the Magnesia Creek raw water intake to the Lions Bay drinking water system.

Desired Result: To protect the reliability of the Magnesia Creek water supply by limiting contamination through open defecation within the watershed and creek channel.

Options to Pursue Desired Result:

(1) Support the installation of the UDT and trail maintenance/rehabilitation activities through:

(a) Coordination of gate access for the BCMF and their volunteers and contractors;

The trails are on Crown land and Lions Bay cannot legally withhold access. Recreation Sites and Trails BC exists to provide safe, quality recreational opportunities for the public by developing, maintaining, and managing a network of sites and trails. The trail is in disrepair and is subjecting hikers to potential harm that could result in LBFR or SAR call outs. Further, attempting to thwart maintenance and rehabilitation work could result in negative consequences for Lions Bay (eg: in respect of our water licence with FLNRO and cooperation on our Source Waters Protection Plan).

(b) Provision of Public Works time to perform the routine bi-monthly cleaning of the toilet facility, which equates to less than \$100 / month (labour and supplies) and can be easily incorporated into our routine park inspection program.

This is optional and if rejected will force the BCMF to search for volunteers to perform the bi-monthly cleanings. This may be challenging for them and could result in inconsistent upkeep affecting usage of the facility and people choosing to defecate in the surrounding area. Generally, however, the UDT should reduce the practice of



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

open defecation and having a unit 2 km into the hike will, presumably, be of benefit to those who do not make use of the portable toilets at the Sunset Trail Head.

- (2) Direct staff to reach out to provincial authorities requesting that they devote more resources to education about responsible use of these natural assets through signage and through outreach to hiking groups and websites as well as in-person patrols of the trails to curb undesirable behavior. Efforts can also be made to specifically implement the new Destination BC, Sea to Sky campaign imploring visitors “not to love it to death”. Conversations may also be advanced to suggest that the numbers of visitors and issues arising are grounds for RSTBC to consider the implementation of a reservation system for the Tunnel Bluffs Trail in particular, which would require a significant boost in the resources allocated to them by the Province.

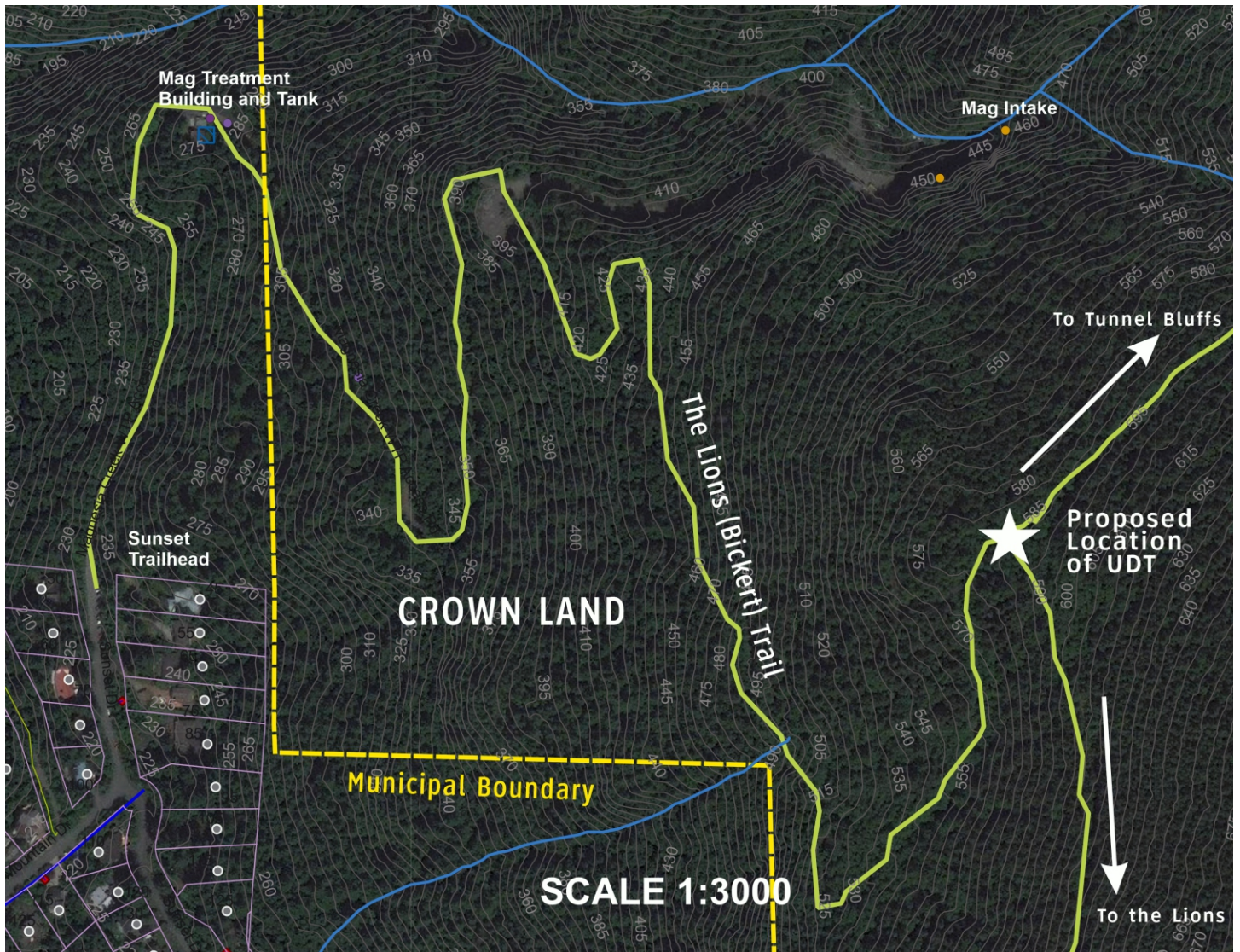
Follow Up Action:

The BCMF is planning to begin installation of the UDT in the Summer of 2023 with maintenance beginning after completion of construction. Subject to Council direction, staff will follow up with the BCMF and provincial authorities.

Communication Plan:

Install signage at key locations informing hikers of the restroom facilities at the Sunset Gate and the new UDT once completed and also remind hikers to be respectful of the Municipal drinking water source and the area’s flora and fauna generally.

Proposed location of UDT on the Lions Trail





UDT Installed at Watersprite Lake, Squamish



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Type	Information Report		
Title	Lions Bay Beach Park Revitalization Project Update		
Author	Peter DeJong	Reviewed By:	Nai Jaffer
Date	September 15, 2022	Version	
Issued for	September 20, 2022		

Recommendation:

THAT the Information Report, “Lions Bay Beach Park Revitalization Project Update” be received; and

THAT staff post the updated park design in the Village Update seeking public feedback.

Attachments:

- (1) Updated park design from PMG Landscape Architects;
- (2) Options for washroom facility from Parkworks/CXT.

Key Information:

The Village of Lions Bay applied (twice) for a grant under the Investing in Canada Infrastructure Program – Community, Culture and Recreation and were successful on the second application. The application was based on an extensive consultation process coordinated through the Lions Bay Beach Park Advisory Committee. Recommendations and a draft plan were shared with the public for feedback and adjustments were made. All of this information is available on the Village website under the Parks & Open Spaces tab.

The Ministry of Municipal Affairs and Housing (the “Ministry”) have advised staff that under the grant requirements, the Municipality is committed to construct the project as described in the application approved by Council and that a grant recipient’s ability (or inability) to follow through on their grant application is a consideration on future grant decisions. Both the Province and Infrastructure Canada used our application to write the project description as follows:

The project will revitalize the Lions Bay Beach Park by replacing the aging and inadequate washroom bunker with a new, accessible facility. Playground features



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

for all ages will be installed and a new boat storage rack and rehabilitated jetty will enhance accessibility and public enjoyment of recreational water activities. The project will also construct accessible pathways and picnic areas.

Virtually all the infrastructure servicing the Lions Bay Beach Park needs replacement. The washroom building is not wheelchair accessible, is old, poorly designed and beyond its useful life. Playground features do not comply with safety regulations and the popular wooden kayak rack structure is rotting and collapsing. Efforts have been made over the years to patch and mend park facilities with very limited financial resources, but the need for significant renewal has been growing and staff have identified a number of structures within the Lions Bay Beach Park which require removal or replacement. The project will support the program outcome of increasing the access to and improving the quality of community infrastructure for Canadians as well as meet the program target of accessibility standards.

The project works will include:

- park entrance and accessible pathway to beach;
- multipurpose hard surface;
- playground structures;
- covered picnic areas;
- kayak/SUP storage facility;
- accessible restrooms;
- stairs and landscaping;
- revitalized pier & kayak launch area; and,
- related works.

Subsequent to receiving word that our grant application was successful, an RFP for landscape/architectural design work was sent out and awarded to PMG Landscape Architects (PMG) and their team of subcontractors at the July 26, 2022 Council meeting (see draft minutes within this September 20th agenda). Their scope of work includes all park features and facilities in respect of design and engineering, other than the jetty. When complete, the plans will be put out for RFP or tender for construction of the designed features and facilities. Design ideas in the attached draft design are preliminary and have yet to be costed/compared to our budget reality and staff are concerned that some items may be beyond our project budget.



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

With respect to the washroom facility, staff have been working with PMG on options for a prefabricated structure as the most cost-efficient way forward. At a minimum, the expectation is to have 2 toilets for women and 1 toilet & 1 urinal for men. The option to have an extra gender-neutral toilet will depend primarily upon the capacity for expansion of our existing septic field, currently under review. Options for storage of tables and chairs for park use is another factor we are currently exploring, along with providing flexibility of such space for pop-up art installations or other potential public uses. At this point, it would appear that insulation and heating of the facility for year-round use would be excessively expensive, but we are exploring ways to accomplish extended seasonal use in a cost-efficient manner. Similarly, exterior finishes are being reviewed through a tight budgetary lens.

As indicated, we are at a preliminary state where ideas and concepts have been put forward to meet the requirements of the grant; however, until items are fully costed, staff won't have a clear understanding of what components may or may not be included. The project is moving along at a steady clip and as further information develops, staff will bring this forward to Council.

Follow Up Action and Communication Plan:

Staff will post the updated park design in the next Village Update seeking public feedback before bringing forward a more fine-tuned report to the October 4th Council meeting.

SEAL:



Swing



Firehouse Springer



Play on Slope: slide, climbing...

Re-use the existing Big Toy play structure

Covered Metal Kayak Boat Storage Structure

Big Toy Play Area

Nature path through existing plants

TOT Play



'TOT Play - Joyful Bubble' is a memorial playscape for Erin Moore. The inspiration comes from one of her pet names - "bubble of joy". Erin was warm, cuddly, lovely and imaginative with unique fashion taste. This creative, colorful and unique playscape is to bring Erin's spirits and joy to people (Photo Opportunities)



Multi-Use Court



Covered Picnic Area

Existing Rock Wall

New Washroom

Existing Retaining Wall

Wheelchair-Accessible Path

Sloped Lawn

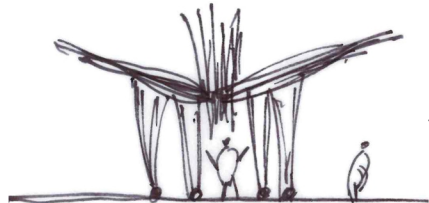
Sand Beach

NATURAL BOUNDARY ACCORDING TO PLAN 14552

Existing Beach Shower



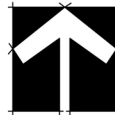
Lori Beck Pavilion
Aquilegia formosa (Lions Bay's official flower) -- 'Aquilegia' Gazebo
(Photo Opportunities)



Future Bench Location



Ocean View
(Photo Opportunities)



NO. DATE REVISION DESCRIPTION DR.

CLIENT:

PROJECT:
**LIONS BAY BEACH
PARK REVITALIZATION**

DRAWING TITLE:
LANDSCAPE PLAN

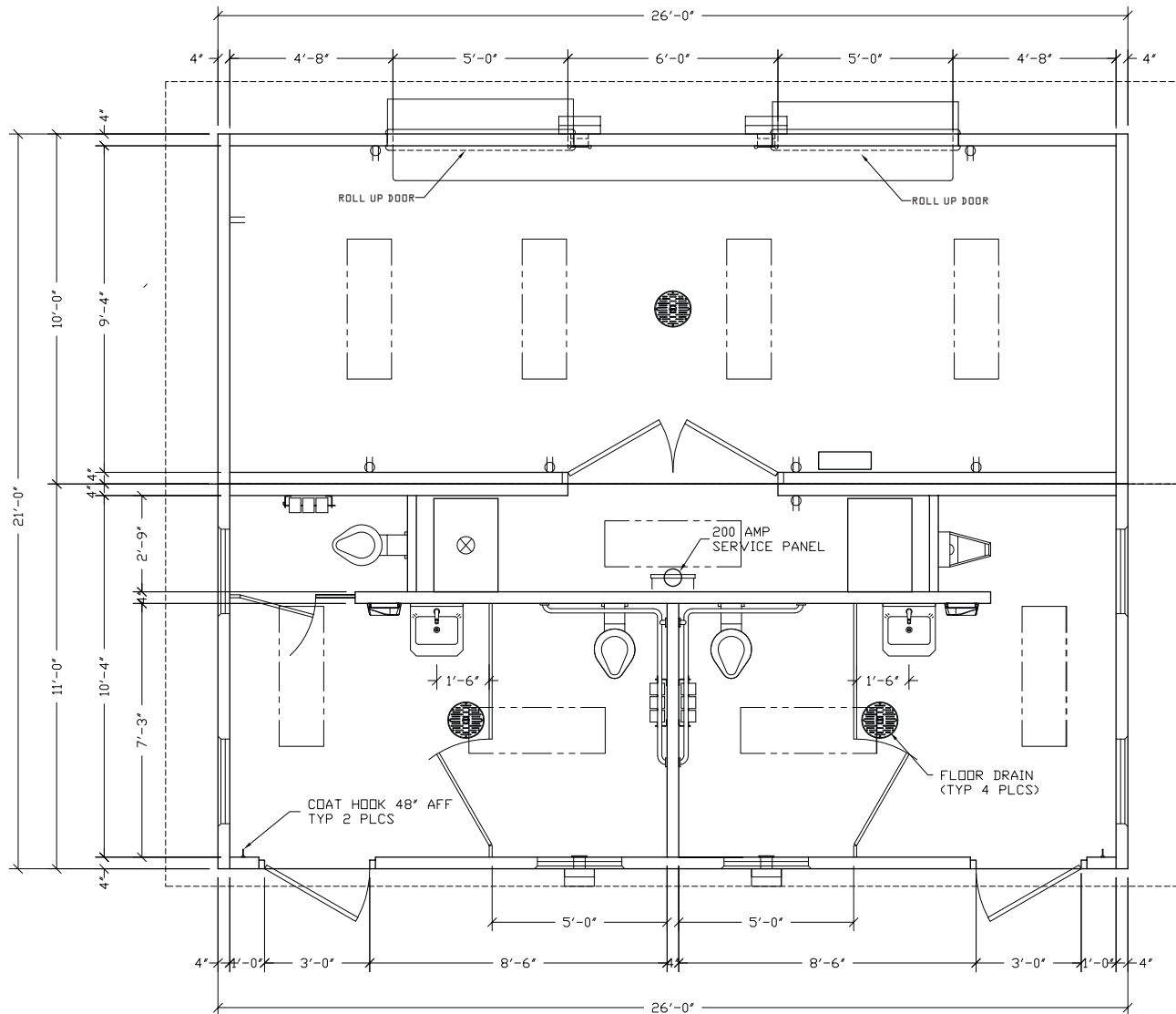
DATE: 22.SEP.06
SCALE: 1:150
DRAWN: YR
DESIGN: YR/RK
CHKD: RK

DRAWING NUMBER:
L1
OF 1

PMG PROJECT NUMBER:

22-167

22167-1.ZIP



3808 N. Sullivan Bldg. #7 Spokane, WA 99216

CXT
Precast Products
 901 N. Highway 77 Hillsboro, TX 76645

PROJECT TITLE
SANTIGAO
 PROPOSAL NUMBER 17-085P

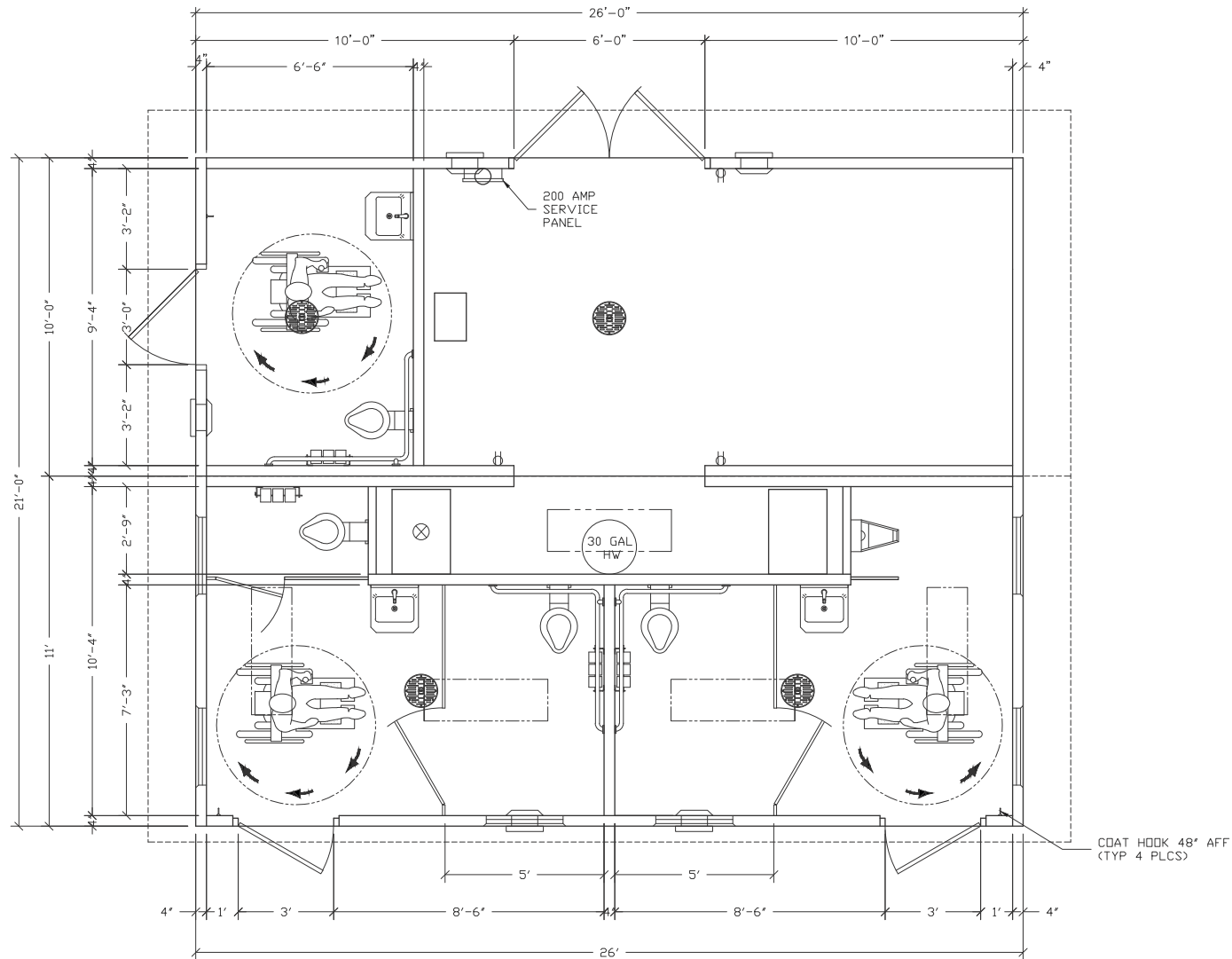
NOTICE
 The information contained herein is proprietary and the exclusive property of CXT Incorporated. The information may only be used by the original recipient for the purpose intended. Reproduction or distribution of this information is strictly prohibited without the prior written consent of CXT Incorporated. By allowing use of this information, CXT Incorporated grants no warranty, express or implied, including a warranty of merchantability or of fitness for a particular purpose.

CXT Incorporated

NO.	DESCRIPTION	DATE	BY
1	SCALE 1/4"=1'-0"	02-14-17	
2	DRAWN FOR D WALKER	FILE NO. 17-085P	
3	CHECKED RHW	PLCOT	48

FLOOR PLAN

DWG NO. S-03 SHEET 3 REV.



3808 N. Sullivan Bldg. #7 Spokane, WA 99216

CXT
Precast Products
901 N. Highway 77 Hillsboro, TX 76645

PROJECT NAME
SANTIGAO
PROPOSAL NUMBER 18-066P

NOTICE
The information contained herein is proprietary and the exclusive property of CXT Incorporated. The information may only be used by the original recipient for the purpose intended. Reproduction or distribution of this information is strictly prohibited without the prior written consent of CXT Incorporated. By allowing use of this information, CXT Incorporated grants no warranty, express or implied, including a warranty of merchantability or of fitness for a particular purpose.

CXT Incorporated			
DESIGNER	APPROVER	DATE	REV.
SCALE	1/4"=1'-0"	02-06-18	
DRAWN	FOR S. WALKER	FILE NO.	18-066P
CHECKED	FOR	PLCT	48

FLOOR PLAN

DWG NO.	S-03	SHEET	3	REV.	
---------	------	-------	---	------	--

COLOR OPTIONS



Amber Rose



Berry Mauve



Buckskin



Cappuccino Cream



Charcoal Gray



Cocoa Milk



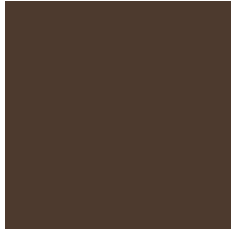
Georgia Brick



Golden Beige



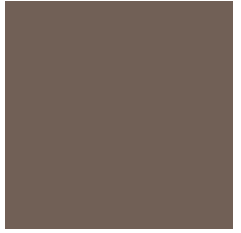
Granite Rock



Java Brown



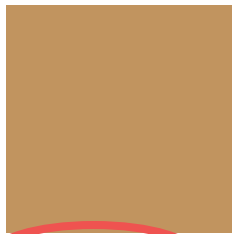
Liberty Tan



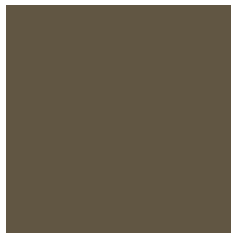
Malibu Taupe



Mocha Caramel



Natural Honey



Nuss Brown



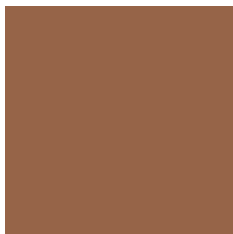
Oatmeal Buff



Pueblo Gold



Raven Black



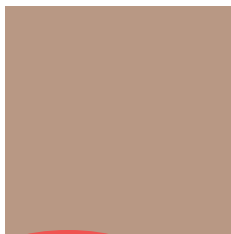
Rich Earth



Rosewood



Salsa Red



Sand Beige



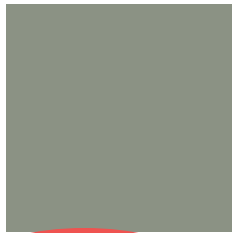
Sun Bronze



Toasted Almond



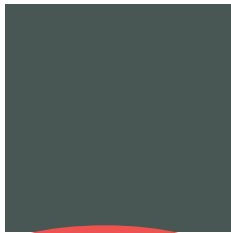
Western Wheat



Sage Green*



Evergreen†



Hunter Green†

*Additional cost for colored-through concrete.

†Not available in colored-through concrete.

DISCLAIMER: The color samples shown are approximations only. Job site-applied colors will vary from this color chart due to printing variances as well as the texture and porosity of the substrate. CXT recommends applying a color sample to an inconspicuous area on the actual substrate to verify color choice.

STONE COLORS



Mountain Blend



Basalt



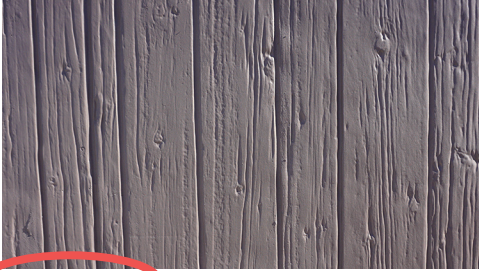
Natural Grey



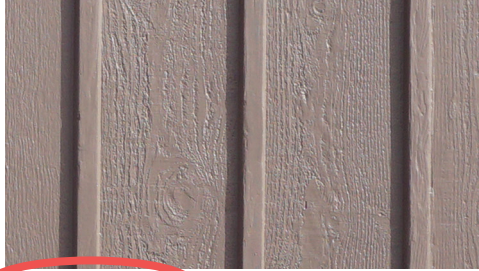
Romana

TEXTURES

Wall



Barnwood



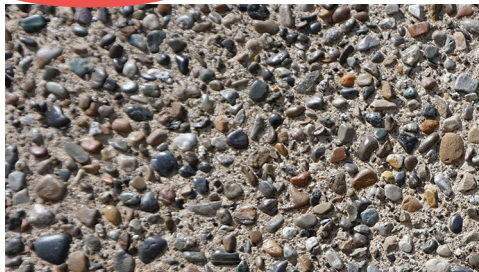
Board & Batt



Horizontal Lap



Stucco



Exposed Aggregate



Split Face Block



Field Stone



Napa Valley



River Rock

Roof



Cedar Shake



Ribbed Metal



Exposed Aggregate





THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Type	Request for Decision		
Title	Regional Public Works Mutual Aid Agreement		
Author	Naizam Jaffer	Reviewed By:	Peter DeJong
Date	September 16, 2022	Version	
Issued for	September 20, 2022, Regular Council Meeting		

Recommendation:

- (1) THAT the Regional Public Works Mutual Aid Agreement between the Village of Lions Bay and the representative local government signatories, attached as Attachment 1 to Metro Vancouver letter to the Chief Administrative Officer, dated for reference March 30, 2022 (the "Agreement"), be approved;
- (2) THAT the services covered in the Agreement may be provided in an area outside the Municipality in accordance with section 13 of the *Community Charter*; and
- (3) THAT the Mayor and Corporate Officer be authorized to execute the Agreement.

Attachments:

- (1) Metro Letter to CAO Dated March 30, 2022.

Key Information:

In February of 2000 Metro Vancouver, then the Greater Vancouver Regional District, entered into a Regional Mutual Aid Agreement with a number of municipalities to allow for mutual support, aid, and assistance to ensure that Public Works services were maintained in the event of an emergency. Unfortunately, a number of municipalities, Lions Bay included, were not party to this agreement. Over the last two years, discussions at the Regional Administrators level have resulted in an updated and improved version of the agreement which is now being proposed as a replacement to the previous mutual aid agreement.

On March 26, 2020, the Minister of Public Safety and Solicitor General issued Ministerial Order No. 084, which requires that local authorities use best efforts to enter into mutual aid agreements with neighbouring jurisdictions to ensure that first responder, waste management and drinking water services are maintained during the state of emergency



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

regarding the COVID-19 pandemic. Lions Bay already had a mutual aid agreement in place with West Vancouver (and other Metro municipalities) for fire suppression services and, upon the issuance of Ministerial Order No. 084, entered into separate agreements with the District of West Vancouver for mutual aid in respect of the COVID-19 pandemic, and with the District of Squamish, the Resort Municipality of Whistler, and the Village of Pemberton for mutual aid in respect of public works emergencies generally. The agreement with the District of West Vancouver has expired with the lifting of the Provincial state of emergency, but the agreement with the District of Squamish, the Resort Municipality of Whistler, and the Village of Pemberton is set to expire on June 1, 2025.

The proposed new Regional Public Works Mutual Aid agreement sets out the terms and conditions for sharing resources during a coordinated and supportive response amongst member jurisdictions of the Metro Vancouver Regional District.

The recent events of the pandemic and the extreme flooding in the fall of 2021, along with ever present seismic risks in the region highlight the benefits of mutual aid.

Options:

- (1) Approve the recommended resolutions;
- (1) Do not approve the recommended resolutions; this would put the Municipality at a disadvantage during an emergency event;
- (2) Request that staff seek specific amendments to the Agreement.

Preferred Option: Option 1 is preferred and does not preclude staff from having mutual aid agreements with other municipalities not party to the Regional (Metro) Public Works Mutual Aid Agreement. Furthermore, the Municipality may withdraw from this Agreement at any time given 30 days notice in writing and without impacting the other participants.

Financial Considerations: There are no financial impacts for entering into the agreement. If services are requested by either party, the requestor pays the costs of the provider.



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Legal Considerations: The agreement is equitable in relation to the principles agreed to by all parties' staff. Additionally, the *Community Charter*, section 13, requires that Council authorize the provision of services outside the Municipality.

Follow Up Action: Per Council direction.

Communication Plan: Per Council direction.

Office of the Commissioner/Chief Administrative Officer
Tel. 604 432-6210 or via Email
CAOAdministration@metrovancouver.org

MAR 30 2022

File: CR-07-01

Mr. Peter DeJong, Chief Administrative Officer
Village of Lions Bay
400 Centre Road
Lions Bay, BC V0N 2E0

Dear Mr. ~~DeJong~~ 

Regional Public Works Mutual Aid Agreement

Please find attached the Regional Public Works Mutual Aid Agreement (Attachment 1). This agreement has been under development for the past two years and is intended to replace the outdated mutual aid agreement dated February 8, 2000 (Attachment 2).

As a local authority, you are eligible to participate as a signatory. The Agreement provides a framework for either responding to or requesting aid from other members in the event of an emergency or other significant event.

This Agreement is the product of extensive consultation with member jurisdiction staff and was recently endorsed by the Regional Administrators Advisory Committee for distribution to all members.

If your jurisdiction chooses to participate, please have the Agreement signed (wet signature) and authorized by an appropriate signatory by the end of September 2022. Once completed, please return a signed copy to Metro Vancouver via the enclosed self-addressed envelope. A master agreement with all signatories will be merged and delivered to all participants.

Metro Vancouver staff will recommend that the MVRD Board, GVS&DD Board and the GVWD Board all sign-on as parties to the Agreement. A copy of the GVS&DD report is attached for reference (Attachment 3).

51713371

If you have any questions or require further explanation, please contact either one of the following staff:

- Peter Navratil, General Manager, Liquid Waste Services, by email at Peter.Navratil@metrovancover.org
- Brant Arnold-Smith, Program Manager, Security & Emergency Management, by email at Brant.Arnold-Smith@metrovancover.org

Yours sincerely,



Jerry W. Dobrovolsky, P.Eng., MBA
Commissioner/Chief Administrative Officer

JWD/PN/mf

cc: Peter Navratil, General Manager, Liquid Waste Services, Metro Vancouver
Brant Arnold-Smith, Program Manager, Security & Emergency Management, Metro Vancouver

Encl: Attachment 1: Regional Public Works Mutual Aid Agreement (Doc# 50672995)
Attachment 2: GVRD Public Works Mutual Aid Agreement signed February 8, 2000
Attachment 3: Draft Liquid Waste Committee Report titled "Regional Public Works Mutual Aid Agreement", dated March 11, 2022 (Doc# 51295837)

REGIONAL PUBLIC WORKS MUTUAL AID AGREEMENT

This Agreement is made as of the ____ day of _____ 2022,

AMONG:

- 1) Village of Anmore
- 2) Village of Belcarra
- 3) Bowen Island Municipality
- 4) City of Burnaby
- 5) City of Coquitlam
- 6) City of Delta
- 7) City of Langley
- 8) Township of Langley
- 9) Village of Lions Bay
- 10) City of Maple Ridge
- 11) City of New Westminster
- 12) City of North Vancouver
- 13) District of North Vancouver
- 14) City of Pitt Meadows
- 15) City of Port Coquitlam
- 16) City of Port Moody
- 17) City of Richmond
- 18) City of Surrey
- 19) Tsawwassen First Nation
- 20) City of Vancouver
- 21) District of West Vancouver
- 22) City of White Rock
- 23) Metro Vancouver Regional District (as to Electoral Area A)
- 24) Greater Vancouver Sewerage and Drainage District
- 25) Greater Vancouver Water District
- 26) Her Majesty the Queen in Right of the Province of British Columbia, as represented by the Minister of Municipal Affairs (as to the University Endowment Land)
- 27) University of British Columbia

WHEREAS:

- A. Capitalized terms used in these recitals and this Agreement have the meanings ascribed to them in Section 1.0;
- B. The local government councils and board of the Metro Vancouver Regional District (with respect to Electoral Area A) are “local authorities” within the meaning of the *Emergency Program Act*, [RSBC 1996] Chapter 111;
- C. Local Authorities are required under the *Local Authority Emergency Management Regulation* [B.C. Reg. 380/95] to identify the procedures by which emergency resources, including personnel, equipment and facilities may be obtained from sources within or outside of the jurisdictional area

for which the Local Authority has responsibility;

- D. A Major Emergency affecting one or more Local Authorities or Regional Authorities is likely to affect the Metro Vancouver region as a whole and as such, the Parties agree that it is in the best interests for the Parties to implement a coordinated and supportive response;
- E. Pursuant to the *Local Authority Emergency Management Regulation* [BC Reg. 380/95], a Local Authority may enter into mutual aid agreements for Resources and subsequent cost recovery outside of the jurisdictional area for which the Local Authority has responsibility;
- F. Pursuant to the *Local Government Act* [RSBC 2015, Chapter 1], a board of a regional district has the statutory authority to enter into mutual aid agreements with a Local Authority;
- G. Pursuant to the *Greater Vancouver Sewerage and Drainage District Act* [SBC 1956, Chapter 59] and the *Greater Vancouver Water District Act* [SBC 1924, Chapter 22], the GVS&DD and the GVWD, respectively, have the statutory authority to enter into mutual aid agreements with Local Authorities;
- H. Pursuant to the *University Endowment Land Act* [RSBC 1996 Ch. 469], the Minister of Municipal Affairs has the authority to enter into agreements respecting the administration of the University Endowment Land;
- I. Pursuant to the *University Act* [RSBC 1996 Ch. 468], the Board of Governors of the University of British Columbia has the authority to enter into agreements on behalf of the university; and
- J. The Parties desire to enter into this Agreement for the purposes of providing for mutual support, aid and assistance to, among other things, ensure that Public Works are maintained in the event of a Major Emergency.

NOW THEREFORE in consideration of the premises and of the sum of \$10.00 and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, each of the above signing Parties hereto covenant and agree with each other as follows:

1.0 Definitions

In this Agreement, unless something in the subject matter or context is inconsistent therewith, the capitalized terms herein will have the meanings set out below:

- (a) **“Agreement”** means this agreement and includes all recitals and schedules to this agreement;
- (b) **“Authorized Representative”** means the representative of the Local Authority or Regional Authority authorized by the municipal council, regional board, Minister of Municipal Affairs or Board of Governors of the University of British Columbia, as applicable, to coordinate, allocate, and prioritize assistance under the terms of this Agreement.
- (c) **“Computer System”** means any computer, hardware, software, communications system, electronic device, server, cloud, or microcontroller, including similar system or any configuration of the aforementioned and including any associated input, output, data

storage device, networking equipment or back up facility.

- (d) **“Cyber Attack”** means an attempt to disrupt, disable, destroy or maliciously control a Computer System and includes, without limitation, an attempt to destroy the integrity of data or to steal controlled information.
- (e) **“Disaster”** means a calamity that:
 - (i) is caused by accident, fire, explosion or technical failure or by the forces of nature; and
 - (ii) has resulted in serious harm to the health, safety or welfare of people, or in widespread damage to property.
- (f) **“Effective Date”** has the meaning given in Section 9.1;
- (g) **“Emergency”** means a present or imminent event or circumstance that:
 - (i) is caused by accident, fire, explosion, pandemic, technical failure or the forces of nature; and
 - (ii) requires prompt coordination of action or special regulation of persons or property to protect the health, safety or welfare of a person or to limit damage to property.
- (h) **“GVS&DD”** means the Greater Vancouver Sewerage and Drainage District;
- (i) **“GVWD”** means the Greater Vancouver Water District;
- (j) **“Joinder Agreement”** means an agreement substantially in the form attached hereto as Schedule “A”, pursuant to which a New Party agrees to join and be bound by the terms of this Agreement;
- (k) **“Local Authority”** means:
 - (i) for a municipality, the municipal council; and
 - (ii) for an electoral area in a regional district, the board of the regional district;and for the purposes of this Agreement includes the following parties who are not are “local authorities” within the meaning of the *Emergency Program Act*, [RSBC 1996] Chapter 111:
 - (iii) for the University Endowment Lands, the Minister of Municipal Affairs; and
 - (iv) for the University of British Columbia, its Board of Governors.
- (l) **“Major Emergency”** means an Emergency, Disaster or Other Serious Incident that involves one or more Local Authorities or Regional Authorities and requires resources beyond the capability of one or more of the Local Authorities or Regional Authorities

involved.

- (m) **"New Party"** has the meaning given in Section 9.3 below.
- (n) **"Other Serious Incident"** means any sudden, unexpected, or unintended incident, other than a Disaster or Emergency, and including a Cyber Attack, for which a Local Authority or Regional Authority may require assistance to protect the health, safety or welfare of a person or to limit damage to Public Works or other property.
- (o) **"Parties"** means those parties who have signed this Agreement or a Joinder Agreement, and **"Party"** means any one of them.
- (p) **"Public Works"** means any work or property under the management or control of the Local Authority or Regional Authority, including but not limited drinking water, wastewater waste management services, transportation systems and networks and Computer Systems.
- (q) **"Regional Authority"** means the Board of the GVS&DD or the Board of the GVWD.
- (r) **"Requesting Authority"** means a Requesting Local Authority or Requesting Regional Authority, as the case may be.
- (s) **"Requesting Authority's Personnel"** includes any elected officials, officers, employees or affiliated volunteers of a Requesting Authority.
- (t) **"Requesting Local Authority"** means a Local Authority under a Major Emergency situation that has, pursuant to this Agreement, requested assistance from another Local Authority or Regional Authority.
- (u) **"Requesting Regional Authority"** means a Regional Authority under a Major Emergency situation that has, pursuant to this Agreement, requested assistance from another Local Authority or Regional Authority.
- (v) **"Resources"** means a Local Authority's personnel, equipment, facilities, services and materials that are available or potentially available for utilization to ensure that Public Works are maintained.
- (w) **"Responding Authority"** means a Responding Local Authority or Responding Regional Authority, as the case may be.
- (x) **"Responding Authority's Personnel"** includes any elected officials, officers, employees or affiliated volunteers of a Responding Authority.
- (y) **"Responding Local Authority"** means a Local Authority that provides Resources to a Requesting Authority that has, pursuant to this Agreement, requested assistance to confront a Major Emergency.
- (z) **"Responding Regional Authority"** means a Regional Authority that provides Resources to a Requesting Authority that has, pursuant to this Agreement, requested assistance to

confront a Major Emergency.

- (aa) “**Standby Expenses**” means compensation paid or owing to an employee not scheduled for normal work but who is required to be immediately available for call-in work.

2.0 Intent of the Agreement

- 2.1 This Agreement is intended to guide the sharing of Resources amongst Local Authorities and Regional Authorities when assistance has been requested during Major Emergency situations for which the sharing of Resources is required.
- 2.2 Resources are intended to be available in the event of a Major Emergency of such magnitude that it is, or is likely to be, beyond the capability of a single Local Authority or Regional Authority and requires the combined Resources of several or all of the Local Authorities and Regional Authorities to this Agreement.

3.0 Scope of the Agreement

- 3.1 Except as set out in Section 12.1 below, this Agreement shall not supplant, without mutual consent, existing agreements between the Parties for the exchange or provision of Resources on a reimbursable, exchange, or other basis.
- 3.2 Any activation of this Agreement under Section 4.0 will clearly state that the request for Resources is being made under this Agreement.

4.0 Activation

- 4.1 In the event of a Major Emergency, the Authorized Representative designated by the Requesting Authority may activate this Agreement by making a request for Resources to the Authorized Representative of one or more Parties to this Agreement.
- 4.2 If the Requesting Authority is a Local Authority, such Requesting Local Authority shall first request Resources from their bordering Local Authorities, before requesting Resources from more distant Local Authorities or from Regional Authorities.
- 4.3 If the Requesting Authority is a Regional Authority, the Requesting Regional Authority shall first request Resources from those Local Authorities adjacent to the location of the Major Emergency before requesting Resources from more distant Local Authorities.
- 4.4 Sections 4.2 and 4.3 shall not restrict a Requesting Authority from accepting the first available Resources from any Local Authority.

5.0 Resource Requests and Inventory

- 5.1 Each Party agrees that, in the event of a Major Emergency, it will, upon receipt of a written request from a Requesting Party, furnish such Resources as are available, provided that doing so would not unreasonably diminish the capacity of the Responding Authority to provide any required Resources to its own jurisdictional area. For certainty, the extent of the assistance given will be at the discretion of the Authorized Representative of the Responding Authority, having regard to

its own local needs and situation at the time.

- 5.2 The start date of the provision of Resources will be the date agreed to in writing by both the Requesting Authority and Responding Authority. The termination date for the provision of Resources will be determined by the Responding Authority and shall not exceed the end time of the Major Emergency, as agreed by the Responding Authority and Requesting Authority.
- 5.3 During a Major Emergency, all personnel from a Responding Authority shall report to and work under the direction of the Party within whose jurisdiction the Major Emergency is occurring, in cooperation with the Requesting Authority and any other Responding Authorities.
- 5.4 Each Party should maintain an inventory of Resources that may be made available in the event of a Major Emergency and share that inventory with its neighbouring Local Authorities and Regional Authorities.
- 5.5 If a request for Resources is made pursuant to this Agreement, the Requesting Party will, as necessary, make available to the Responding Authority:
 - (a) maps of its jurisdiction indicating the nearest and most suitable roads to enable responders to get to an emergency as quickly as possible, together with locations of water supplies and access thereto;
 - (b) applicable operating guidelines and communications protocols;
 - (c) a copy of the Requesting Authority's emergency plan; and
 - (d) names and contact information for the Requesting Authority's key personnel.

6.0 Reimbursement

- 6.1 The Requesting Authority will reimburse the Responding Authority for any actual costs incurred providing any Resources requested under this Agreement, plus a sum equal to 10% of those costs and expenses on account of the Responding Authority's overhead.
- 6.2 Without limiting the generality of Section 6.1, a Requesting Authority shall pay to the Responding Authority:
 - (a) Regular Time – Salaries, wages and other regular time employment expenses (including benefits and statutory deductions) of employees or affiliated volunteers, at the current prevailing rates of the Responding Authority.
 - (b) Overtime and Standby Expenses – Overtime employment expenses and Standby Expenses of employees or affiliated volunteers, at the current prevailing rates of the Responding Authority. There is no compensation for banked time of employees.
 - (c) Supplies and Materials – Value of supplies or other materials which are not returnable to the Responding Authority. All charges will be at current market rates or at rates otherwise agreed to. Supplies or materials may be replaced with like supplies or materials, if agreed to by the Responding Authority.

- (d) Equipment – Compensation for the use of equipment, vehicles, computers, or other hardware owned outright by the Responding Authority. Equipment reimbursement rates shall be at a rate agreed to by the Requesting Authority and Responding Authority for vehicles or other equipment. If a rate cannot be agreed, the rate will at the British Columbia standard for equipment reimbursement, as represented by the Blue Book – BC Equipment Rental Rate Guide. The Requesting Authority shall be responsible for the operating costs of equipment provided, including costs of repairs required as a result of the Requesting Authority's use, while in its possession. For certainty, a Requesting Authority is not responsible for the costs of equipment repairs that would have been undertaken by the Responding Authority as a matter of routine repair or maintenance.
 - (e) Facilities – Compensation for the use of Responding Authority facilities. Reimbursement rates will be at the prevailing rate on the day the facility is rented, leased or otherwise made available to the Requesting Authority.
- 6.3 The Requesting Authority's obligation to reimburse the Responding Authority pursuant to this Agreement is irrespective of the Requesting Authority's entitlement to compensation or funding received from Emergency Management BC or any other funding agencies. Accordingly, the Requesting Authority will be responsible for any shortfall in any amounts payable by the Requesting Authority pursuant to this Agreement and any cost recovery by the Requesting Authority from Emergency Management BC or other funding agency.
- 6.4 The Requesting Authority shall be responsible for any loss or damage to Resources used in the response and shall pay any expense incurred in the operation and maintenance thereof, as well as any expense incurred in the provision of a service or other expense in answering the request for assistance from the Requesting Authority. An itemized claim for loss and damage to the Responding Authority's equipment at the response scene shall be filed within thirty (30) days of such loss or damage occurring.
- 6.5 All Resources noted in Subsections 6.2(d) and (e) provided to a Requesting Authority shall be returned in the same condition as when such Resources were delivered to the Requesting Authority. These Resources shall be deemed to be provided in good working order, unless otherwise noted by the Responding Authority at the time of delivery.
- 6.6 The Requesting Authority will arrange for and pay for all costs associated with any necessary repairs or restoration of Resources prior to returning such Resources to the Responding Authority. For certainty, a Requesting Authority is not responsible for the costs of repairs or restoration that would have been undertaken by the Responding Authority as a matter of routine repair or maintenance.
- 6.7 The Responding Authority will invoice the Requesting Authority detailing all costs incurred in providing Resources under this Agreement, including all overhead amounts referred to in Section 6.1. Payment of such invoices by the Requesting Authority is due in full sixty (60) days from the date of invoice, unless alternate arrangements have been made between the Requesting Authority and Responding Authority or the invoice is in dispute, as contemplated in Section 6.9.
- 6.8 Payment by the Requesting Authority will be by cheque mailed to the Responding Authority's address, as detailed in the invoice, or if the Responding Authority and Requesting Authority mutually agree, payment may be transferred electronically to the Responding Authorities' bank

account, as stipulated by the Responding Authority.

- 6.9 If a dispute ensues with respect to an invoice issued by a Responding Authority pursuant to Section 6.7, the Parties to the dispute will use best efforts to resolve the dispute as soon as possible in accordance with the dispute resolution process provided in Section 10.0.
- 6.10 The Parties acknowledge and agree that they are each individually responsible for staying apprised of the financial guidelines and eligibility requirements of Emergency Management BC and any other funding agencies related to potential cost recovery that may be available from such agencies in respect of any Resources provided under this Agreement.

7.0 Insurance, Liability and Indemnity

- 7.1 The Parties agree to obtain and maintain sufficient insurance to meet any obligations or liabilities that may arise in connection with this Agreement. Notwithstanding the foregoing, the Parties acknowledge and agrees that they each may self-insure part or all of the risks, subject always to equivalent terms and conditions as though such policies were obtained from licensed commercial insurers.
- 7.2 Any required insurance coverage pursuant to this Agreement will be arranged prior to the acceptance of the request for Resources under this Agreement.
- 7.3 When rendering aid outside their jurisdictional area, all personnel and affiliated volunteers will retain the same powers, duties, rights, privileges and immunities, including any coverage under the *Worker's Compensation Act* that they receive when they are on duty in their home jurisdiction.
- 7.4 A Requesting Authority shall pay to the Responding Authority:
- (a) the Workers' Compensation, death or disability benefits or any other form of compensation (including judgements, damages, costs, penalties and expenses) which the Responding Authority is legally obligated to pay to one of its employees or affiliated volunteers or the family or beneficiaries of such employees or volunteers by reason of the death or injury to an employee or volunteer while working on a Major Emergency on behalf of the Requesting Authority; and
 - (b) all legal fees and disbursements incurred by the Responding Authority to defend any demands, claims, suits or actions arising from, related to or caused by any death or injury to an employee or volunteer while working on a Major Emergency on behalf of the Requesting Authority.
- 7.5 The Requesting Authority shall in no way be deemed liable or responsible for the personal property of Responding Authority Personnel which may be lost, stolen, or damaged while performing their duties in responding under the terms of this Agreement.
- 7.6 No Party to this Agreement shall be liable in damages to another Party, nor to the owner of property within the geographic jurisdiction of the Requesting Authority or another Party for failing to respond to a request for assistance under this Agreement or for failing to render adequate assistance.

- 7.7 When Resources are provided by a Responding Authority to a Requesting Authority pursuant to this Agreement, the Requesting Authority shall release, indemnify and save harmless the Responding Authority and the Responding Authority's Personnel from and against all liabilities, claims, losses, suits, actions, judgments, demands, debts, accounts, damages, costs, penalties and expenses (including all legal fees and disbursements) which may be made against the Responding Authority, or which the Responding Authority may suffer or incur, arising from, related to or caused by:
- (a) the provision of Resources by the Responding Authority to the Requesting Authority under this Agreement;
 - (b) the breach, violation, contravention or non-performance by the Requesting Authority of any of its obligations, agreements, covenants, conditions, representations, warranties or any other term of this Agreement; or
 - (c) the negligence or misconduct of the Requesting Authority's Personnel acting in the course of their duties pursuant to this Agreement,

except where such liabilities, claims, losses, suits, actions, judgments, demands, debts, accounts, damages, costs, penalties and expenses (including all legal fees and disbursements) result from the negligence or misconduct of the Responding Authority's Personnel under this Agreement. The indemnities contemplated in this Section 7.7 will survive the termination or expiration of this Agreement or a Party's withdrawal from the Agreement pursuant to Section 9.2.

- 7.8 Subject to Section 7.7 above, the Responding Authority will not be liable or responsible in any way for all liabilities, claims, losses, suits, actions, judgments, demands, debts, accounts, damages, costs, penalties and expenses (including all legal fees and disbursements) which may be made against the Requesting Authority, or which the Requesting Authority may suffer or incur, including any personal injury that may be sustained by the Requesting Authority's Personnel, or by any other person, or for any loss or damage or injury to, property belonging to or in the possession of the Requesting Authority or the Requesting Authority's Personnel or any other person, including any equipment, materials, supplies, motor or other vehicles, arising from, related to or caused by the provision of Resources by the Responding Authority to the Requesting Authority under this Agreement, unless such liabilities, claims, losses, suits, actions, judgments, demands, debts, accounts, damages, injuries, costs, penalties and expenses (including all legal fees and disbursements) result from the negligence or misconduct of the Responding Authority or the Responding Authority's Personnel while acting in the course of their duties pursuant to this Agreement.

8.0 Modification and Review

- 8.1 This Agreement may only be amended upon the written consent of all signing Parties.
- 8.2 This Agreement may be reviewed by the Parties:
- (a) every five years, starting from the Effective Date, to ensure that it remains up to date and relevant for all Parties; or
 - (b) any time upon the written request of any Party.

- 8.3 The master copy of this Agreement, together with any Joinder Agreements, will be held by the Metro Vancouver Regional District and will be made available electronically to all Parties upon request.

9.0 Effective Date, Term and Addition of Parties

- 9.1 This Agreement shall come into effect as soon as it has been executed by two Parties (the “Effective Date”).
- 9.2 Any one of the Parties hereto may withdraw from this Agreement by giving not less than thirty (30) days prior written notice to the other Parties, following which the Agreement shall continue in force between the remaining Parties.
- 9.3 A Governmental Authority may be added as a new party (a “New Party”) to this Agreement if such New Party executes and delivers to the Metro Vancouver Regional District a Joinder Agreement substantially in the form of Schedule “A” attached hereto. “Governmental Authority” means any federal, provincial, regional, municipal, local or other government, governmental or public department, authority, commission, council, board, bureau or agency.

10.0 Dispute Resolution

- 10.1 In the event of any dispute or material disagreement among two or more Parties regarding the interpretation or application of any provision of this Agreement, the Parties agree that:
- (a) the Parties, through their Authorized Representatives, will, in good faith, make all reasonable efforts to resolve the dispute by negotiation, during which time each Party will disclose to the other Party all relevant information relating to the dispute;
 - (b) if the dispute remains unresolved, the Parties will meet with a qualified mediator in a timely manner and attempt, in good faith, to further negotiate a resolution of such dispute; and
 - (c) if the mediator cannot resolve the dispute within 48 hours, then the dispute will, unless otherwise agreed by the Parties, either:
 - (i) be resolved in accordance with Division 3 of Part 9 of the *Community Charter*, [SBC 2003] Chapter 26; or
 - (ii) for any dispute involving a Party to which Division 3 of Part 9 of the *Community Charter*, [SBC 2003] Chapter 26 does not apply, be submitted to final and binding arbitration by a sole arbitrator appointed pursuant to the *Arbitration Act* (British Columbia).

11.0 Approvals

- 11.1 The Parties signify their approval of this Agreement by the signatures of their respective authorized representatives below.

12.0 General Provisions

12.1 **Schedules.** Schedule "A" is attached to and forms part of this Agreement.

12.2 Interpretation.

- (a) The words "include", "includes" and "including" as used in this Agreement shall be deemed to be followed by the phrase ", without limitation,".
- (b) The captions and headings contained in this Agreement are for convenience only and do not define or in any way limit or enlarge the scope or intent of any provision of this Agreement.

12.3 **Survival of Obligations.** All of the obligations of the Parties which expressly or by their nature survive termination or expiration of this Agreement, will continue in full force and effect subsequent to and notwithstanding such termination or expiration and until they are satisfied or by their nature expire.

12.4 **Amendment.** No amendment of this Agreement will be binding unless made in writing and executed by each of the Parties hereto.

12.5 **Entire Agreement.** This Agreement constitutes the entire agreement amongst the Parties with respect to the subject matter hereof and for certainty this Agreement supersedes the "Mutual Aid Agreement for Public Works Assistance" that was prepared by the Metro Vancouver Regional Engineers Advisory Committee in 2000 and entered into by participating Local Authorities.

12.6 **Governing Law.** This Agreement and any dispute arising out of or in connection with this Agreement will be governed exclusively in accordance with the laws of British Columbia and the laws of Canada applicable in British Columbia which will be deemed to be the proper law of this Agreement.

12.7 **Severability.** Each provision of this Agreement is intended to be severable and if any provision is determined by a court of competent jurisdiction to be illegal or invalid or unenforceable for any reason whatsoever, such provision shall be severed from this Agreement and will not affect the legality or enforceability of the remainder of any other provision of this Agreement.

12.8 **Time of Essence.** Time shall be of the essence of this Agreement.

12.9 **No Derogation.** The Parties acknowledge and agree that nothing contained or implied in this Agreement will be construed as limiting or prejudicing the rights and powers of any Party in the exercise of their respective functions pursuant to the *Local Government Act*, the *Community Charter*, the *Vancouver Charter* and the *Emergency Program Act*, as the case may be, or any other right or power under any public or private statutes, bylaws, orders or regulations, all of which may be fully exercised as if this Agreement had not been entered into.

12.10 **Assignment.** This Agreement shall not be assignable.

12.11 **Counterparts.** This Agreement may be executed in counterparts and returned by email with a PDF attachment, each of which when executed and delivered shall constitute an original and all of which together shall constitute one and the same Agreement.

IN WITNESS WHEREOF this Agreement has been executed and delivered by the Parties as of the day and year first above written.

Village of Anmore

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

Village of Belcarra

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

Bowen Island Municipality

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

City of Burnaby

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

City of Coquitlam

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

City of Delta

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

City of Langley

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

Township of Langley

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

Village of Lions Bay

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

City of Maple Ridge

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

City of New Westminster

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

City of North Vancouver

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

District of North Vancouver

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

City of Pitt Meadows

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

City of Port Coquitlam

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

City of Port Moody

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

City of Richmond

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

City of Surrey

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

Tsawwassen First Nation

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

City of Vancouver

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

District of West Vancouver

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

City of White Rock

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

Metro Vancouver Regional District

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

Greater Vancouver Sewer and Drainage District

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

Greater Vancouver Water District

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

**Her Majesty the Queen in Right of the Province of British Columbia, as represented by
the Minister of Municipal Affairs**

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

University of British Columbia

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

SCHEDULE "A"

JOINDER AGREEMENT

This Joinder Agreement is made as of the ____ day of _____.

Pursuant to and in accordance with Section 9.3 of the Regional Mutual Agreement for Major Emergencies made as of the ____ day of _____ (the "**Mutual Aid Agreement**") *[insert name of new party joining the Agreement]* hereby acknowledges and agrees that *[insert name of new party joining the Agreement]* has received and reviewed a complete copy of the Mutual Aid Agreement and shall be fully bound by, and subject to, all of the terms and conditions of the Mutual Aid Agreement as though it were an original party thereto.

[insert name of new party]

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

February 8, 2000

GVRD Public Works Mutual Aid Agreement

Appendix A

WHEREAS the Parties desire to enter into an Agreement whereby Public Works resources can be deployed to assist any Party during an emergency.

NOW THEREFORE THIS AGREEMENT WITNESSES THAT, in consideration of the mutual covenants and agreements herein contained and subject to the terms and conditions hereinafter set out, the Parties agree as follows:

1. In this Agreement, unless the context otherwise requires,
 - a) **"emergency"** means any present or imminent calamity or sudden or violent disturbance that in the opinion of the City Engineer cannot be brought under control by the use of the available local resources and that requires prompt co-ordination of action or special regulation of persons or property to protect the health, safety or welfare of people, or to limit property damage;
 - b) **"emergency resources"** means all persons, services, equipment and materials held by, or directly available to, the Public Works Services of a Party;
 - c) **"City Engineer"** means, for each Party, the senior municipal employee responsible for the Public Works Services of that Party or his delegate.
2. The procedure to be followed in requesting and rendering aid under this Agreement shall be governed by the following principles, namely:
 - a) A City Engineer will attempt to fully utilize the emergency resources of his bordering Parties before requesting emergency resources from more distance Parties except where special equipment is not available from the bordering Parties.
 - b) Where a City Engineer determines that an emergency exists, he shall request emergency resources from the appropriate Party.
 - c) A City Engineer who receives a request for emergency resources from another Party may determine the extent of and duration for which the emergency resource are available and thereupon such emergency resources, if any are available, shall be dispatched and utilized to control the emergency; but nothing in this Agreement shall be construed to require a City Engineer to dispatch emergency resources.
 - d) The Person in Charge of emergency resources sent to assist in an emergency shall remain in charge of those resources and control and direct those resources in co-operation with the requesting City Engineer.
3. The Parties agree to consult on a regular basis through their City Engineer on the best ways to achieve the optimum deployment of emergency resources to control emergencies.
4. When a Party provides emergency resources:

- a) the Party providing emergency resources may, within sixty days after so doing, render to the Party that requested emergency resources a correct account of the cost of the service.
 - b) the Party that requested emergency resources shall pay the account within thirty days after receiving it.
 - c) Payment for emergency services would be on a cost recovery basis without overhead or profit.
5. Any Party may terminate its rights and responsibilities under this Agreement by giving to the City Clerk of the other Parties, thirty days notice in writing of its intention to do so.
 6. This Agreement is not intended to interfere with or supersede any existing written agreements between the parties.
 7. Subject to paragraph 8, each party to this Agreement covenants and agrees that it will not initiate legal action or third party proceedings against any other party to this Agreement, based on provision or failure to provide emergency resources. In any action arising from the provision or failure to provide emergency resources, the municipality where the incident requiring emergency resources occurred, shall (a) defend the action on behalf of itself and any other parties to this Agreement who are defendants in the action, and (b) indemnify and save harmless the other parties for liabilities which may result.
 8. Any claims as between the Parties to this Agreement arising out of gross or willful negligence in the provision or failure to provide emergency resources or any dispute arising respecting a Party's rights or obligations shall be referred to and finally resolved by arbitration under the rules of the British Columbia International Commercial Arbitration Centre and shall be administered in accordance with its "Procedures for Cases under the BCIAC Rules". Provided the arbitrator in this procedure is satisfied that the dispute arises from gross or willful negligence, the arbitrator has jurisdiction to provide relief against the indemnity in paragraph 7 and may allocate responsibility among the Parties in whatever manner the arbitrator deems appropriate.

For the purpose of Sections 7 and 8, "Party" includes any employee, contractor or volunteer of the Party.

9. Notices or other communications under this Agreement shall be sufficiently given if delivered to a City Engineer personally or left at the City Engineer's office or mailed to the following:

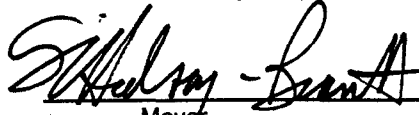
(List of Participating Agencies will be entered here as resolutions are received from Municipal Councils.)

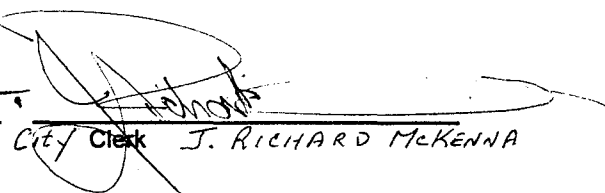
IN WITNESS WHEREOF the Parties hereto have caused to be affixed their seals attested by the signatures of their respective officers duly authorized for such purpose.

The Corporate Seal of the Corporation of

CITY OF RICHMOND

Authorized signing Officers

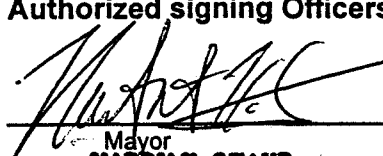

Mayor
GREG HALSEY-BRANDT

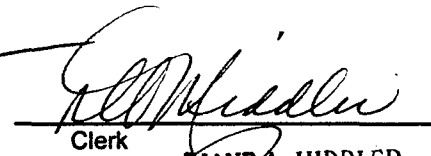

City Clerk
J. RICHARD MCKENNA

The Corporate Seal of the Corporation of

CITY OF WHITE ROCK

Authorized signing Officers

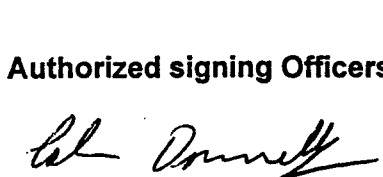

Mayor
HARDY K. STAUB
MAYOR

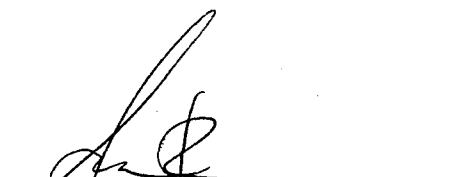

Clerk
DIANE A. MIDDLER
CITY CLERK

The Corporate Seal of the Corporation of

CITY OF NEW WESTMINSTER

Authorized signing Officers

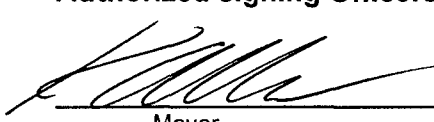

Mayor
CALVIN DONNELLY
ACTING MAYOR


Clerk
SUSAN BROWN
CITY CLERK

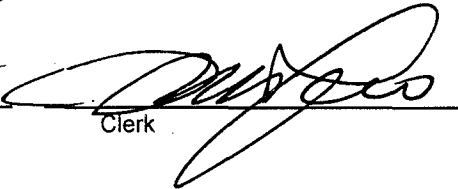
The Corporate Seal of the Corporation of

THE TOWNSHIP OF LANGLEY

Authorized signing Officers



Mayor

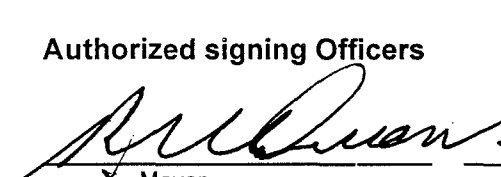


Clerk

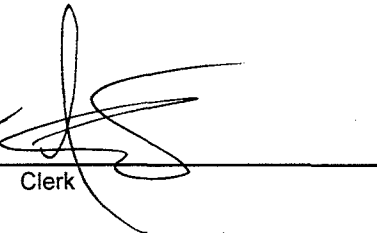
The Corporate Seal of the Corporation of

CITY OF VANCOUVER

Authorized signing Officers



Mayor

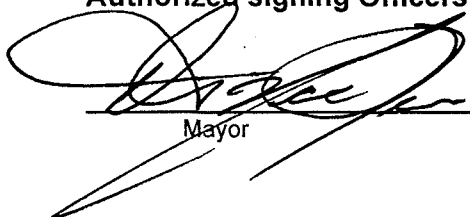


Clerk


The Corporate Seal of the Corporation of

DISTRICT OF PITT MEADOWS

Authorized signing Officers



Mayor

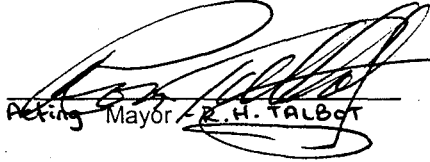


Clerk

The Corporate Seal of the Corporation of

City of Port Coquitlam

Authorized signing Officers

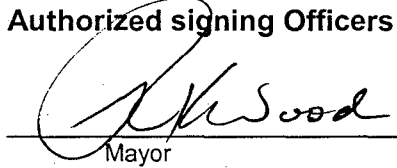

Acting Mayor R.H. TALBOT

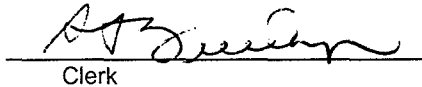

Clerk SUSAN RAUH, CMC, CITY CLERK

The Corporate Seal of the Corporation of

THE DISTRICT OF WEST VANCOUVER

Authorized signing Officers

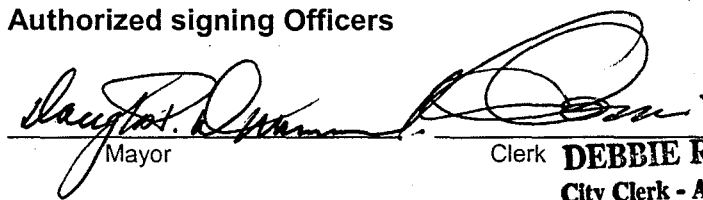

Mayor K. Wood

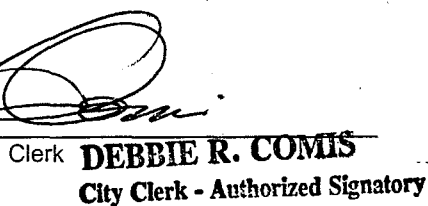

Clerk

The Corporate Seal of the Corporation of

THE CITY OF BURNABY

Authorized signing Officers


Mayor

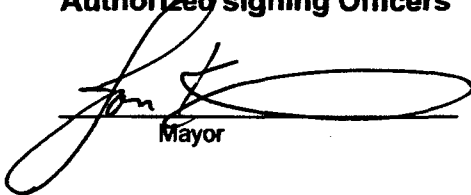
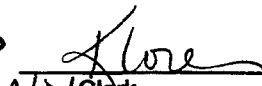

Clerk DEBBIE R. COMIS
City Clerk - Authorized Signatory

**Public Works Mutual Aid Agreement
Lower Mainland Municipalities**

The Corporate Seal of the Corporation of

The City of Coquitlam

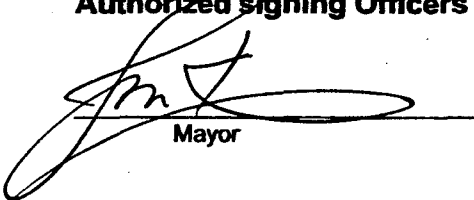

Authorized signing Officers

 Mayor  A/D Clerk

The Corporate Seal of the Corporation of

the City of Coquitlam

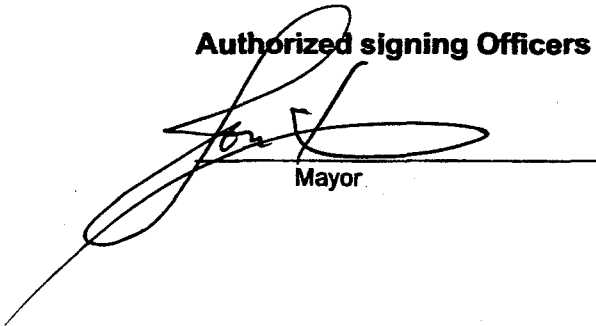

Authorized signing Officers

 Mayor  A/D Clerk

The Corporate Seal of the Corporation of

the City of Coquitlam

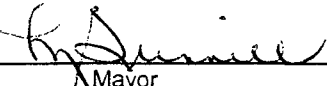
Authorized signing Officers

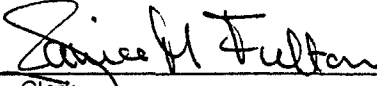
 Mayor  A/D Clerk

The Corporate Seal of the Corporation of

CITY OF LANGLEY

Authorized signing Officers



Mayor

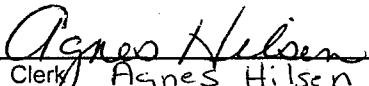

Clerk

The Corporate Seal of the Corporation of

DISTRICT OF NORTH VANCOUVER

Authorized signing Officers

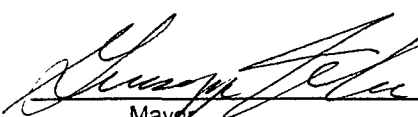

Mayor Don Bell

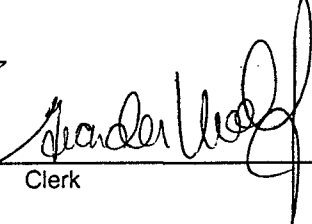

Clerk Agnes Hilsen

The Corporate Seal of the Corporation of

City of Port Moody

Authorized signing Officers

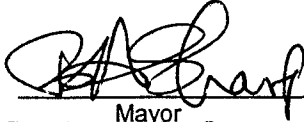

Mayor


Clerk

The Corporate Seal of the Corporation of

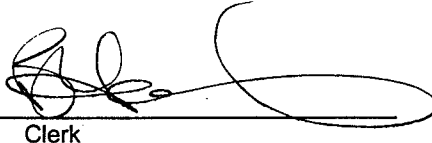
CITY OF NORTH VANCOUVER

Authorized signing Officers



Mayor

Barbara A. Sharp - Mayor



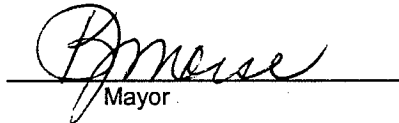
Clerk

Bruce Hawkshaw - Clerk

The Corporate Seal of the Corporation of

DISTRICT OF MAPLE RIDGE

Authorized signing Officers



Mayor

KATHLEEN J. MORSE
MAYOR



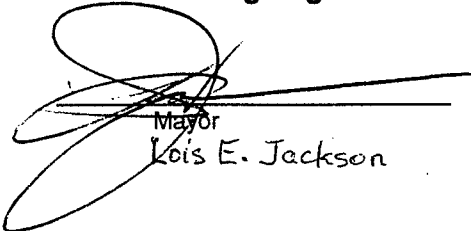
Clerk

TERENCE E. FRYER
MUNICIPAL CLERK

The Corporate Seal of the Corporation of

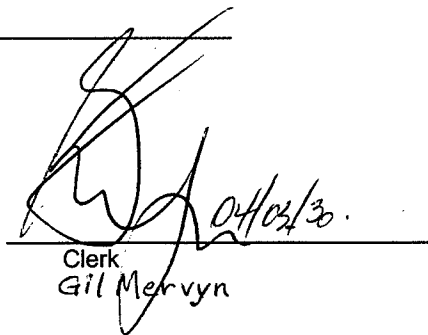
Delta

Authorized signing Officers



Mayor

Lois E. Jackson



Clerk

Gil Mervyn

The Corporate Seal of the Corporation of

City of Surrey

Authorized signing Officers

Dwight Chapman
Mayor Clerk

June 18, 2004

The Corporate Seal of the Corporation of

Authorized signing Officers

Mayor Clerk

The Corporate Seal of the Corporation of

Authorized signing Officers

Mayor Clerk



To: Liquid Waste Committee

From: Peter Navratil, General Manager, Liquid Waste Services
Brant Arnold-Smith, Program Manager, Security & Emergency Management

Date: March 11, 2022 Meeting Date: April 13, 2022

Subject: **Regional Public Works Mutual Aid Agreement**

RECOMMENDATION

That the GVS&DD Board authorize the Board Chair and Chief Administrative Officer to sign the new Regional Public Works Mutual Aid Agreement.

EXECUTIVE SUMMARY

A major emergency or other serious incident affecting one or more Local Authorities or Regional Authorities is more and more likely to affect the Metro Vancouver region given the impacts of climate change and the ever present seismic risk. The current GVRD Public Works Mutual Aid Agreement dated February 8, 2000 requires modernizing as several jurisdictions, such as Anmore, Belcarra, Bowen Island, Tsawwassen First Nation, Lions Bay, UBC/UEL, MVRD, GVS&DD and GVWD are not party to the agreement, and would like to be included. The new Regional Public Works Mutual Aid Agreement improves on the agreement from 2000 and is intended to set the terms and conditions for sharing resources, during a coordinated and supportive response.

The new Agreement has undergone extensive consultation through a number of municipal advisory committees, most notably, the Regional Administrators Advisory Committee, who unanimously endorsed the final version of the agreement. Over the next 6 months, Boards and Councils around the region will be given the opportunity to sign the agreement. Once completed, the February 8, 2000 agreement will be repealed.

Staff recommend that the GVS&DD become a signatory.

PURPOSE

The new Regional Public Works Mutual Aid Agreement's (Attachment 1) purpose is to allow for mutual support, aid and assistance to be provided by members to ensure that Public Works are maintained in the event of an emergency or other serious incident. Local Authorities are required under the *Local Authority Emergency Management Regulation* to identify the procedures by which emergency resources, including, without limitation, personnel, equipment and facilities, may be obtained from sources within or outside of the jurisdictional area for which the Local Authority has responsibility.

Resources are intended to be available in the event of a major emergency of such magnitude that it is likely to be beyond the capability of a single Local Authority or Regional Authority and requires the combined resources of several or all the Local Authorities and Regional Authorities in the Agreement. This Agreement shall not supplant, without mutual consent, existing agreements between the Parties

for the exchange or provision of resources on a reimbursable, exchange, or other basis.

BACKGROUND

The current GVRD Public Works Mutual Aid Agreement signed February 8, 2000 (Attachment 2) excludes a number of jurisdictions who would now like to participate. The recent events of the pandemic and extreme flooding in the fall of 2021, along with the ever present seismic risks in the region have highlighted the benefits of mutual aid.

The proposed new Agreement modernizes terms, improves indemnification clauses and opens the Agreement up to all Metro Vancouver members including the MVRD, GVWD and GVS&DD.

AGREEMENT PRINCIPLES

The Regional Public Works Mutual Agreement is designed with the following principles:

- Voluntary support based on each jurisdiction's situation
- Call your neighbours first
- Responders take direction from Requestors
- Costs will be based on Responders "rates of the day" with a 10% overhead allowance added
- All parties are expected to maintain sufficient insurance
- Provision included for Joinder Agreements

ADVISORY COMMITTEE ENGAGEMENT

Since the fall of 2021, staff have engaged with several advisory committees (each committee multiple times) including the Regional Emergency Planners Committee (REPC), the Regional Engineers Advisory Committee (REAC) and the Regional Administrators Advisory Committee (RAAC) to obtain their feedback and input on the proposed new Agreement.

Most of the advisory committees' comments focused on whether the agreement maintains 'task eligibility' with the Province, definitions within the agreement, whether or not to include overhead on costs and finally indemnification.

All of the comments have been taken into account and reviewed by in-house and external legal advice.

In the final briefing to RAAC, they voted unanimously to endorse the agreement.

LEGAL IMPLICATIONS

The local government Councils and Board of the Metro Vancouver Regional District (with respect to Electoral Area A) are "local authorities" within the meaning of the *Emergency Program Act*, [RSBC 1996] Chapter 111. Local Authorities are required under the *Local Authority Emergency Management Regulation* [B.C. Reg. 380/95] to identify the procedures by which emergency resources, including, without limitation, personnel, equipment and facilities may be obtained from sources within or outside of the jurisdictional area for which the Local Authority has responsibility.

The *Local Authority Emergency Management Regulation* [BC Reg. 380/95], states a Local Authority may enter into mutual aid agreements for resources and subsequent cost recovery outside of the jurisdictional area for which the Local Authority has responsibility.

The *Local Government Act* [RSBC 2015, Chapter 1], a board of a regional district has the statutory authority to enter into mutual aid agreements with a Local Authority.

The *Greater Vancouver Sewerage and Drainage District Act* [SBC 1956, Chapter 59] and the *Greater Vancouver Water District Act* [SBC 1924, Chapter 22], the GVS&DD and the GVWD, respectively, have the statutory authority to enter into mutual aid agreements with Local Authorities.

The *University Endowment Land Act* [RSBC 1996 Ch. 469], the Minister of Municipal Affairs has the authority to enter into agreements respecting the administration of the University Endowment Land.

ALTERNATIVES

1. That the GVS&DD Board authorize the Board Chair and Chief Administrative Officer to sign the new Regional Public Works Mutual Aid Agreement.
2. That the GVS&DD Board receive for information the report dated March 11, 2022 titled "Regional Public Works Mutual Aid Agreement" and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

There are no additional financial implications associated with the agreement or its ongoing maintenance. This was accomplished by using each jurisdiction's 'rates of the day' as a way to avoid annual updates to lists for labour, material and equipment rates. A key objective was to develop a simple, and easy to apply agreement that could be activated efficiently by any signatory.

CONCLUSION

Staff recommend Alternative 1, that the GVS&DD Board sign as a signatory to the new Regional Public Works Mutual Aid Agreement. The Agreement will allow for a coordinated and supportive response during a major emergency or other serious incident affecting one or more Local Authorities or Regional Authorities within the Metro Vancouver region.

Attachments

1. Regional Public Works Mutual Aid Agreement
2. GVRD Public Works Mutual Aid Agreement signed February 8, 2000



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Type	Request for Decision		
Title	Truth and Reconciliation Day		
Author	Peter DeJong	Reviewed By:	Pam Rooke and Nai Jaffer
Date	September 16, 2022	Version	
Issued for	September 20, 2022 Council Meeting		

Recommendation:

(1) THAT the Village of Lions Bay recognizes September 30, 2022 as a day of commemoration to mark Truth and Reconciliation Day;

(2) THAT the Municipality use this opportunity to consider what each of us can do as individuals to advance reconciliation with Indigenous peoples and to recommit to understanding the truth of our shared history, to accept and learn from it and in doing so, help to create a better, more inclusive community;

(3) THAT staff post supportive communications on the website and provide links to relevant documents; and

(4) THAT the day be treated as a statutory holiday this year with the Village Office closed and all staff provided with the day off with pay and with notice to the Union.

.

Attachments: None

Key Information:

On June 3, 2021, the Federal Government declared September 30th, the National Day for Truth and Reconciliation, as part of Call to Action #80 from the Truth and Reconciliation Commission. The new national day is intended to honour Indigenous survivors, their families and communities. It will also ensure that public commemoration of the tragic and painful history and legacy of residential schools remains a vital component of the reconciliation process.

On August 3, 2021, the Province of BC marked September 30th as “a day of commemoration” marking Truth and Reconciliation Day.



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

In their press release, the Province noted:

- Over the coming months, the Province will work with Indigenous leaders, organizations and communities on the best and most respectful ways to mark Truth and Reconciliation Day here in B.C., followed by engagement with business and labour stakeholders for their perspectives on how the national day is commemorated in future years.
- The national holiday will be observed this September 30th by federal employees and workers in federally regulated workplaces. We have advised provincial public-sector employers to honour this day and in recognition of the obligations in the vast majority of collective agreements. Many public services will remain open but may be operating at reduced levels. However, most schools, post-secondary institutions, some health sector workplaces, and Crown corporations will be closed.
- Our government is calling on all of us who deliver services to the public to use this opportunity to consider what each of us can do as individuals to advance reconciliation with Indigenous peoples and to recommit to understanding the truth of our shared history, to accept and learn from it and in doing so, help to create a better, more inclusive British Columbia.

While the Province hasn't yet adopted the date as a "statutory holiday", it appears to only be a matter of time after they have taken the time to consult, or to be seen to be consulting, with First Nations, businesses, unions and other stakeholders. Again this year, municipalities across Canada, and within our own Metro Vancouver Regional District, will be recognizing this "day of commemoration". The timing this year is in the midst of a general local election, but it is hoped that the new Council will look carefully at what steps the Village of Lions Bay can take to begin our own process of truth and reconciliation with our First Nations neighbours. See for example: [CIMToolkitReconciliation.pdf](#)

It is expected that the Province will ultimately declare a statutory holiday for September 30th going forward, or with a formula for an appropriate date. Pending that occurrence, most municipalities are proceeding again this year while awaiting further provincial direction for future years.



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Options:

- (1) Approve the recommendations;
- (2) Amend and then approve the recommendations;
- (3) Direct staff in an alternative manner.

Preferred Option: Option 1 will result in our following the lead of our neighbouring communities on the North Shore and will help engender good relations with Indigenous Peoples.

Follow Up Action: Per Council direction.

Communication Plan: Per Council direction.

Intentionally Blank



Royal Canadian Mounted Police
Gendarmerie royale du Canada

Security Classification/Designation
Classification/désignation sécuritaire

Protected A

S/Sgt Gareth BRADLEY
Zone Commander Sea to Sky RCMP
1000 Finch Drive
Squamish, BC
V8B 0M5

Your File Votre référence

Village of Lions Bay
400 Centre Road
Lions Bay BC
V0N 2E0

Our File Notre référence

2022-07-15

To Whom it May Concern,

Village of Lions Bay False Alarm Report: July and August 2022

To assist the Village of Lions Bay the following is a list of False Alarms that were attended by the RCMP and confirmed to be false:

DATE	FILE #	ADDRESS
2022-07-27	22-4578	255 Oceanview Road

Should you have any questions, please do not hesitate to contact the RCMP Sea to Sky Detachment - Squamish at 604-892-6100.

Kind regards,

S/Sgt. G. (Gareth) BRADLEY
Zone Commander Sea to Sky RCMP
1000 Finch Drive
Squamish, B.C.

/hm



Royal Canadian Mounted Police
Gendarmerie royale du Canada

Security Classification/Designation
Classification/désignation sécuritaire

Unclassified

S/Sgt Gareth BRADLEY
Zone Commander Sea to Sky RCMP
1000 Finch Drive
Squamish, BC
V8B 0M5

Your File Votre référence

Village of Lions Bay
400 Centre Road
Lions Bay, BC
V0N 2E0

Our File Notre référence

2022-09-15

To Whom it May Concern,

Lions Bay Activity Report
Report period: July and August 2022

The following is a list describing Calls for Service to the RCMP from in and around the area of Lions Bay.

HWY 99 (within boundaries of Lions Bay):

Traffic - Moving x 32 / Non-Moving x 0
Impaired Driving Investigations x 1
Collision - Damage Over \$10000 x 1 / Under \$10000 x 1 / Non-fatal x 3 / Fatal x 0
Debris, broken down vehicle or pedestrians on Hwy (Prevention of Collision) x 10
Suspicious Occurrence/Person x 1
Abandoned Vehicle x 2
Remaining call types x 7

58 Calls for Service

Lions Bay Village:

Assault x 1, Utter Threats x 1
Break and Enter - Residence x 2
Theft under \$5000 x 1 / Theft from Vehicle under \$5000 x 2
Cause a Disturbance x 3 / Prevention of Disturbance x 2
Collision Under \$10000 x 1
Mischief x 1
Stranded Person location known x 7
False Alarms x 2 / 911 - False/Abandoned x 0
Suspicious Occurrence x 3 / Unspecified Assist x 5
Mental Health x 3 Check well-being x 2
Remaining call type x 7

43 Calls for Service

Total = 101

Should you have any questions, please do not hesitate to contact the Squamish RCMP Detachment at (604)892-6100.

Kind regards,

S/Sgt. G. (Gareth) BRADLEY
Zone Commander Sea to Sky RCMP

/h/m



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Regular Council Meeting - September 20, 2022

General Correspondence:				
Date Rec'd	FROM	TOPIC	ACTION	Page No.
July 25/22	Steven Kozuki, Forest Enhancement Society of BC	Taking action on climate change using forests	For Information	1
July 22/22	MLA Jordan Sturdy	Summer newsletter	For Information	6
July 29/22	Councillor Laurey-Anne Roodenburn, UBCM President	Canada Community-Building Fund	For Information	26
August 3/22	MP Patrick Weiler	Constituency Youth Council Townhall	For Information or Action	27
August 3/22	MP Patrick Weiler	Permanent public transit funding in Canada	For Information or Action	29
August 11/22	Deb Le Boulch, Breaking Barriers Together Association	Operation and structure of national police force and military, lobbying for change	For Information or Action	30
August 12/22	MP Patrick Weiler	Budget 2022 Public Consultations	For Information	34
August 25/22	Susan Jones	Fortis BC LNG terminal and expansion plans	For Information	35
August 26/22	Boundary Bay Conservation Committee	LNG Marine Terminal	For Information	36
August 27/22	Boundary Bay Conservation Committee	LNG Marine Terminal	For Information	55
Resident Correspondence:				
Date Rec'd	FROM	TOPIC	ACTION	Page No.
August 2/22	Hardy and Edith Goetsch	Beach Improvements	For Response	56



Forest Enhancement
Society of British Columbia



July 2022

Dear Mayor Ron McLaughlin and Lions Bay (Village) Council,

Did you know that you may have friends, neighbours, or even family who are making big contributions to global action on climate change?

Our forests are powerfully effective at sucking carbon dioxide out of the air as they grow, and then storing that carbon until it is eventually released by fire, insects, or disease. That's why the United Nations recognizes that good forest management helps mitigate climate change.

Specifically, planting trees that otherwise would not be planted, fertilizing trees to make them grow faster, and avoiding the burning of wood to make green energy, are things we can do for the good of the planet. Since forests are so abundant in British Columbia, and because there are so many people and communities doing good work in our forests, there's a pretty good chance you know somebody who is involved in forestry. The next time you see one of these people, please thank them for what they are doing to take meaningful action against climate change!

Enclosed are copies of our latest Accomplishments Update which shares a snapshot of the fantastic work being done in nine communities in British Columbia. Please share copies with your colleagues and I invite you to learn more about the 134 FESBC-funded forestry projects taking action on climate change at www.fesbc.ca

Sincerely,

Steven F. Kozuki, RPF
Executive Director
Forest Enhancement Society of BC
skozuki@fesbc.ca | 778.765.0938

(407) MC - 7



A Natural Solution:

Taking Action on Climate Change Using Forests

Low Carbon Economy Leadership Fund Accomplishments Update — SUMMER 2022



Photo: Provincial Forest Carbon Reforestation Project | Photo Credit: Mike Madill

DID YOU KNOW?

Over 66 million trees
were planted using
LCELf Funding

(read more next page)

BC and Canada Contribute to Global Action on Climate Change Low Carbon Economy Leadership Fund

To follow through on international commitments and drive Canadian climate action, Canada's federal, provincial, and territorial leaders adopted a made-in-Canada climate plan in 2016. The plan provided funding over five years to support action under the Pan-Canadian Framework on Clean Growth and Climate Change and to work toward transitioning Canada toward more sustainable economic growth and meeting or exceeding the Government of Canada's target under the Paris Agreement. Under the Forest Carbon Initiative, B.C. proposed to invest in forestry projects that sequester carbon and/or materially reduce carbon emissions. The Low Carbon Economy Leadership Fund (LCELf) Agreement is the signed document between the two governments to achieve these goals.

The LCELf is an important part of the plan and leveraged investments in projects that generated clean growth and reduced carbon dioxide and other greenhouse gases. This included \$250 million in funding provided to the Province of BC, \$150 million of which was indirectly deployed through the Forest Enhancement Society of BC (FESBC). **This funding contributed to 134 forestry projects taking action on climate change** through the three internationally accepted ways that forests can reduce greenhouse gases: **planting trees that otherwise would not be planted** (to absorb carbon dioxide from the air), **fertilizing trees** (when trees grow faster, they absorb carbon dioxide faster), and **using waste wood in the forest that otherwise would have been burned** (avoiding greenhouse gas emissions). These projects spanned the entire province, and we highlight and celebrate their impressive outcomes.



"We are in alignment with the Province of BC, the Government of Canada, and the United Nations in recognizing that forestry is a significant nature-based tool we can use to take meaningful action against climate change."

Steve Kozuki, RPF
Executive Director, FESBC

@KozukiSteve



Forest Enhancement
Society of British Columbia

Learn More about Forestry-led Projects
Taking Action on Climate Change

Insights from the Minister



Hon. Katrine Conroy

Minister of Forests

@KatrineConroy

"Prevention, mitigation, and building a province where communities are more resilient to the impacts of climate change is a top priority for our government. The Province's investment in FESBC through the Low Carbon Economy Leadership Fund supported community projects that reduced wildfire risk, enhanced wildlife habitat, reduced greenhouse gas emissions by utilizing residual fibre instead of burning it in slash piles, improved opportunities for people to recreate in our forests, and improved ecological resiliency, all while creating thousands of jobs in the process. FESBC is a proven partner in delivering on-the-ground forestry projects that support a Stronger BC while keeping British Columbia on track with our CleanBC plan."

—Katrine Conroy

Learn about nine of the 134 FESBC-funded forestry projects taking action on climate change.

TREE PLANTING

Trees absorb carbon in the atmosphere as they grow. Planting more trees, therefore, is an important nature-based climate solution.



1

Cariboo Wildfire Forest Carbon Reforestation. Led by the Office of the Chief Forester (OCF) and delivered by Zanzibar Holdings Ltd., Forsite Consultants Ltd., the Ministry of Forests (FOR), and British Columbia Timber Sales, 53.8+ million trees were planted in the Cariboo Region.

Photo Credit: Mike Madill



2

Provincial Forest Carbon Reforestation.

Led by the OCF and delivered by Silvicon Services Inc., Strategic Natural Resource Consultants Inc., Forsite Consultant Ltd., Vast Resource Solutions Inc, various smaller proponents, and FOR, 12+ million trees were planted throughout B.C.

Photo Credit: Mike Madill



3

Skeena Region Whitebark Pine

Seed Collection. There was a shortage of registered seeds showing resistance to white pine blister rust. Led by Bulkley Valley Research Centre, Whitebark pine-cones were collected, dried, and seeds extracted and stored at the BC Tree Seed Centre for future planting opportunities.

Photo Credit: Bulkley Valley Research Centre

FERTILIZATION

The faster trees grow, the more carbon they absorb. Fertilizing trees and shrubs enables them to grow faster to absorb more carbon.



4

Forest Fertilization. Led by the Lower North Thompson Community Forest Society, eligible stands were fertilized to help maintain or improve the health, rate of growth, and overall resiliency of trees in the community forest.

Photo Credit: Lower North Thompson Community Forest Society



5

Forest Carbon Fertilization.

Led by the OCF and delivered by Western Forest Products Inc., 6,526 hectares within coastal forests were fertilized to generate a positive greenhouse gas benefit.

Photo Credit: Brent Ziegler



6

Haida Gwaii Enhanced Silviculture.

Two projects were led by Taan Forest to restore forests, producing mature forest characteristic to improve Haida Gwaii Goshawk forage territory. Combined, over 1,000 hectares were fertilized.

Photo Credit: Taan Forest

ENHANCED UTILIZATION OF WOOD WASTE

Burning wood waste left over after a harvest operation releases greenhouse gases into the atmosphere, including the most harmful, methane and nitrous dioxide. Instead, we can utilize wood waste to create sustainable green energy and potentially reduce the use of fossil fuels.



7

First Nations Fibre Recovery. Led by Atlantic Power (Williams Lake) and local First Nations companies, residual forest debris was ground, transported, and used to generate electricity.



8

Incremental Haul. Led by Arrow Transportation Systems Ltd., the project shipped 40,000 cubic metres of wood waste to Kamloops' Domtar pulp mill to avoid carbon emissions from roadside burning.



9

Slash Grinding. Led by Valley Carriers Ltd., 24,000 cubic metres of wood waste was ground in the forest with special equipment and transported to Merritt Green Energy to be converted to electricity.

Photo Credit: Valley Carriers Ltd.



By the Numbers

Taking Action on Climate Change with Nature-based Forestry Solutions

\$150 million
dollars

invested into Forestry Projects
from LCEL Funding

134

Forest Enhancement Projects
funded, or partially funded,
by LCEL Funding

66

Million trees planted,
sequestering
approximately
2.4 million tonnes
of CO₂e by 2050*

19,000+

Hectares of B.C. forests fertilized,
sequestering .80 million tonnes
of CO₂e by 2050*

4.5

million cubic metres
of wood waste utilized
instead of burned in
slash piles, avoiding
1.0 million tonnes
of CO₂e by 2050*

1,300+

Full time equivalent
jobs created*

4.2

=

904,000**

Million tonnes of
CO₂e sequestered
or avoided by 2050*

Gasoline-powered
passenger vehicles off
the road for 1 year.

*with LCEL Funding since 2016

**SOURCE: calculation-greenhouse gas equivalencies calculator
(US Environmental Protection Agency)

"Tsi Del Del has really appreciated the opportunity to collaborate with Williams Lake Indian Band on grinding and trucking more than 1,000 piles (of wood fibre) to customers in our local fibre basket. Working together on a business basis has resulted in benefits for both communities and created employment opportunities while making products from this biomass."

—Percy Guichon, Director Tsi Del Del Enterprises Ltd., and Tsidel First Nation Councillor



Did you know?

Forestry is taking action on climate change and there are many important partners involved.

The **Forest Carbon Initiative** (FCI) was launched in 2017 as a key element of B.C.'s commitment to take action on climate change. B.C. has partnered with FESBC, BC Timber Sales, Forests-for-Tomorrow and others to deliver FCI.

The goal is to continue to help meet provincial and federal climate change targets by delivering greenhouse gas benefits in the short term (2030), medium term (2050) and beyond through investments on the land base, changing practices, research, education and outreach.

To learn more about FESBC projects taking action on climate change, visit

www.fesbc.ca

FESBC would like to gratefully acknowledge the financial support of the Province of British Columbia through the Ministry of Forests. These projects were funded in part by the Government of Canada.

Future of Forestry

Many people in British Columbia and around the world would like to take action on climate change. **Women and men working in B.C.'s forests are walking the talk and making some of the biggest contributions to the global effort to reduce greenhouse gases.** They implement treatments to cut trees to reduce wildfire risk to protect communities, plant trees to accelerate ecological recovery, and use woody biomass to create energy. They do so in a manner that creates numerous co-benefits such as enhancing recreational opportunities, improving wildlife habitat, creating healthier and more resilient forests, and creating jobs in the bioeconomy. They also use wood as a long-lived and ecologically sustainable construction material, substituting energy-intensive products such as concrete and steel. These climate change heroes are often found in the forest wearing hard hats and bright yellow vests.



"Without the FESBC funding we wouldn't have been able to do the work we've done so far and start an initiative for more restoration work. It's significant towards reconciliation with the Nation and to restoring areas impacted by war-effort and pre-Forest Practices code logging."

—Jeff Mosher, RPF, Chief Forester, Taan Forest

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:  

PAGE 5

From: [Jordan Sturdy, MLA West Vancouver – Sea to Sky Council](#)
To:
Subject: Summer 2022 MLA Jordan Sturdy Constituency Update
Date: Friday, July 22, 2022 2:16:47 PM

Jordan Sturdy Newsletter - July 2022

MLA Jordan Sturdy

West Vancouver – Sea to Sky Summer Newsletter

[View this email in your browser](#)



Photo Credit: North Arm Farm

Message from Jordan:

In early June the Legislature rose and my colleagues and I returned to our home constituencies for the summer. During the spring session, which began in February, the dominant issues for debate were healthcare, affordability, and once into April, the NDP's proposal to close and renovate the Royal British Columbia Museum in Victoria.

The shortage of doctors and nurses in BC continues to affect both the quality of care that patients are receiving and the quality of life of healthcare professionals.

Much needs to be done to address these important issues and the BC Liberal Caucus has issued a 30 Day Action Plan which you can view here:

<https://www.bcliberalcaucus.bc.ca/2022/07/bc-liberals-call-for-30-day-action-plan-to-address-primary-care-crisis/>

We believe that family practice and your relationship with your doctor is worth preserving while the NDP appear to be driving toward government-run, walk-in type primary care centres with rotating staff.

Inflation is affecting prices across the world and affordability continues to be an important issue in British Columbia and especially in the Sea to Sky.

Soaring gas prices have increased 48% in the past year and grocery bills have increased 9.7%. Statistics Canada reported that overall, inflation in Canada hit 7.7% on June 22nd. In BC specifically, inflation was 8.1% year over year in May. Canada is not the only country dealing with this, as the US rate is currently topping 8% and the UK 9%. Premier Horgan has yet to take meaningful action on his commitment to address cost pressures in support of vulnerable British Columbians.

The NDP Government did suspend their controversial \$1 billion plan to knock down and rebuild the Royal B.C. Museum.

Back in December the NDP stated a need to “decolonize” the BC Museum and immediately closed the 3rd floor and its highly popular “old town” exhibits. This was not well received and subsequently Minister Melanie Mark argued a need for asbestos remediation until it was pointed out that asbestos was not hazardous until it was disturbed. She then changed her talking points to highlight a need for seismic upgrades. While true, it was noted that there remain many schools in BC in need of seismic remediation and questions were raised as to whether the museum should take priority. Doubts were also cast on the need for a complete 8-year closure of the museum and the resulting impact on the Victoria tourism economy. Minister Mark’s plan was to close the museum

permanently in September for 2 years of consultation, followed by 2 years of planning and then 4 years of construction. Why the museum would need to close for 4 years of consultation and planning prior to actual construction remains a mystery to me, which was not cleared up with the long-delayed issuance of a highly redacted business case. At \$800 million today, it would be one of the costliest museum projects ever undertaken in North America and British Columbia's deserve transparency. For comparison, the recently opened and similar sized Royal Alberta Museum came in at \$375 million.

After much opposition, Government paused and agreed the museum may remain open for now, however it is currently a shell of its previous experience with many of the most popular exhibits permanently closed.

Update from the Legislature:

Photo Credit: Legislative Assembly of BC

The spring session of the Legislature, the third session of the 42nd Parliament, concluded on June 2nd. This session saw many of the 87 Provincial MLAs return to Victoria for in-person interactions after two years of virtual meetings and hybrid sessions.

The legislative session allowed the passage of 26 Bills into law. Details on proceedings are here:

<https://www.leg.bc.ca/parliamentary-business/legislation-debates-proceedings/42nd-parliament/3rd-session/bills>

Bills Highlights:

Bill 4: Skilled Trades BC Act, 2022

The Skilled Trades Act established new certification requirements for trades workers and restructured the Crown agency overseeing trades training in British Columbia. Workers in the 10 trades included in the legislation must be registered as apprentices or certified journeymen. There is a one-year period for workers to register and if they don't, they will then not be eligible to work in that trade. During an ongoing labour shortage and significant project delays across the province, the new requirements for certification has generated concern across the affected industries. Chris Gardner of the Independent Contractors and Businesses Association says, "An enforcement and compliance regime will add confusion, complexity and cost. It's a mind-boggling amount of red tape. The result will be higher costs for construction. If the government was serious about trades training, they would invest in instructors not inspectors."

Bill 7: Coastal Ferry Amendment Act, 2022

Amendments to this Bill expand the reach of the BC Ferry Authority Board which was to receive the power to "issue binding directions" to B.C. Ferries in the name of whatever the Authority Board deems to be "the public interest." Questions were raised about the definition of "public interest" and concerns broached that through Bill 7 the Authority Board could require the Operation Board to breach its fiduciary responsibility. At the end of the day, the Bill appears to have been so poorly conceived that it may well cause more problems than it proposes to solve and as a result was never advanced beyond first reading.

Bill 10: Labour Relations Code Amendment, 2022

In these amendments, Government eliminated the requirement for a secret ballot vote for union certification. Instead, a single-step card-signing union certification process will be sufficient, provided a minimum number of union membership cards are signed. Government argued that the secret ballot process was too onerous and had potential for employer influence. It's hard to understand how a secret ballot can be influenced while in the rest of society, secret ballot votes are considered the standard of a fair process. Unfortunately, the potential for being pressured into signing a union card has increased and the need for a democratic secret ballot to unionize has been minimized.

These amendments also allow for construction industry "union on union" raiding every summer as opposed to every third summer. This move threatens to create instability and labour disruption in the construction sector and in turn, result in further

delays and cost escalations to vital housing and infrastructure projects across the province.

Bill 12: Property Law Amendment Act, 2022

In amendments to the Property Law Act, Government established the opportunity to mandate a cooling-off period for residential real estate purchases. This is “enabling legislation” with specifics to be announced at a later date. In our competitive housing market, buyers are sometimes feeling pressure to complete the transactions and waive important conditions, like house inspections. This legislation potentially gives homebuyers a cooling off period whereby they may walk away from a purchase agreement without penalty. Concerns are that buyers could bid on multiple properties, then abandon agreements while the sellers still have contracts in place that are put at risk resulting in completion uncertainty and litigation. No consultation was done with the real estate sector prior to the Bill’s introduction and an alternative industry proposition that properties must be listed for a minimum period of time before any offers could be considered has been ignored by the NDP.

Bill 14: Wildlife Amendment Act, 2022

The B.C. government amended legislation to ensure greater collaboration and reconciliation with Indigenous Peoples in the management of wildlife in the province. Bill 14 introduces a requirement to consider Indigenous knowledge and establishes a process by which BC can align its laws with indigenous protocol hunting agreements and traditions. The right to hunt and fish by Indigenous Peoples is enshrined in the Canadian Constitution, however it is important that these rights are supported within a transparent, science-based decision-making process. Unfortunately, rationale for recent moose hunting regulatory changes in the Peace River area are opaque at best and do not appear to be science-based.

Bill 15 Low Carbon Fuels Act

This act will expand the scope of the Low Carbon Fuel Standard to include more fuels, such as aviation and marine fuels, and expand the activities that can generate credits. April 1st also saw a percentage increase in the carbon tax. The carbon tax legislation, which previously was returned to consumers through a revenue neutrality requirement, has had this policy rescinded so that all carbon tax revenue is now directed into general government revenues, rather than back to consumers.

Across West Vancouver – Sea to Sky:

Fuel Prices Escalate in the Sea to Sky



Photo Credit: BC Ministry of Transportation and Infrastructure

Fuel Prices in West Vancouver Sea to Sky have never been higher. 2019's Fuel Price Transparency Act mandated the BC Utilities Commission to examine fuel pricing in BC. The FPTA requires companies in the fuel (gasoline and diesel) industry in B.C. to report information and data on their activities. A series of reports have been done and identified at least 10 cents/litre that was unaccounted for. In addition, another 12 cents/litre in the Sea to Sky, where TransLink tax is not collected, is also not being discounted at the retail level. Lately the situation has become even worse in the Sea to Sky, where we are seeing prices well above Metro

Vancouver and a “back of the envelope” calculation has Sea to Sky drivers paying upwards of 30 cents/litre more than they should. Government has done nothing on this file while there is a clear opportunity to take these documented results to the Federal Competition Bureau. I am encouraging Minister Ralston to do exactly that.

Squamish Supports New Energy Technology



Photo Credit: Quantum Technology

What's old is new again. Many will remember Premier Gordon Campbell and Governor Schwarzenegger promoting the idea of a hydrogen highway from California to British Columbia. Hydrogen buses were installed in Whistler for the 2010 Olympics. While they were a little ahead of their time, there is renewed interest

in hydrogen and Quantum Technology Corporation in Squamish (Picture: On-site with MP Patrick Weiler and CEO Calvin Winter) is exploring liquefaction of hydrogen for transportation. Liquid hydrogen has good potential as an alternative to batteries when it comes to aviation and shipping or when there is a need for quick refuelling. Some industrial operations that run 24/7 are already supported by hydrogen fuel cell technology for equipment such as forklifts. Learn more here: [Success story in Clean Technologies - Quantum Technology | Squamish Economic Development \(investsquamish.ca\)](https://investsquamish.ca/success-story-in-clean-technologies-quantum-technology-squamish-economic-development)

Doctors Shortage Across BC



Photo Credit: Doctors of BC

The shortage of family practice physicians in the Sea to Sky continues to affect communities right across the corridor, as evidenced by the number of you who took time to write to my office.

I have been having ongoing meetings with doctors throughout the region, and also met with doctors from across the province during BC Family Doctor Day when they visited the Legislature (pictured). It is clear the traditional family practice model is under extreme pressure in our high-cost economy.

Housing costs, increasing commercial triple net lease fees, salaries, inflation, property and payroll taxes, along with the increasing difficulty in finding support staff, have led to a series of family practice closures. Age is also having an impact as many family physicians are nearing retirement. At the same time as family practice is not attractive to recent graduates, the medical needs of an ageing baby boomer cohort are becoming increasingly complex.

The NDP government has been shifting away from the traditional “family doctor” model in favour of Urgent Primary Care Centres (UPCC). While a patient’s records may be kept at a UPCC, an individual will not have a family doctor. Rather, the model is similar to an emergency department, where patients are seen by whichever doctor might be on shift at the time. Unfortunately, this has also not proven to be a very attractive employment option for doctors. We have learned of some UPCCs which had planned for 30 doctors on staff where only one doctor has been recruited and retained after 2 years of operation. Consequently, wait times for an appointment can run into weeks or longer. In addition, each UPCC is geographically based. To even apply to become a patient, two pieces of ID are required to prove residency within the established boundaries of each UPCC.

Although this issue is a systemic one, there are policy solutions that could begin to alleviate the shortage of doctors in BC, such as:

- Increasing the number of doctors graduating from universities by increasing the number of spots in medical study programs.
- Recognizing the credentials of foreign trained doctors and accelerating the process of having them approved to practice (which currently can take years, if at all).
- Having Government provide resources to hire administrative support. Today when a Nurse Practitioner joins a practice, they come with a government funded \$75,000 administrative support budget. This same benefit is not attached to family doctors which could improve the financial sustainability of the family practice business model.

Reviewing/renegotiating the “fee for service” schedule to acknowledge increased costs of living to improve recruitment and retention in the field of family practice.

MLA Sturdy questions Health Minister Dix about the Doctor Shortage in Sea to Sky:
<https://fb.watch/d2tY8JikrS/>

BC Liberal Health Critic, Shirley Bond questions Health Minister Dix about the doctor shortage and his year long delay in releasing the Health Human Resources Strategy:
<https://fb.watch/d2tERqEW5b/>

Transit Strike Resolution and Update on Sea to Sky Regional System

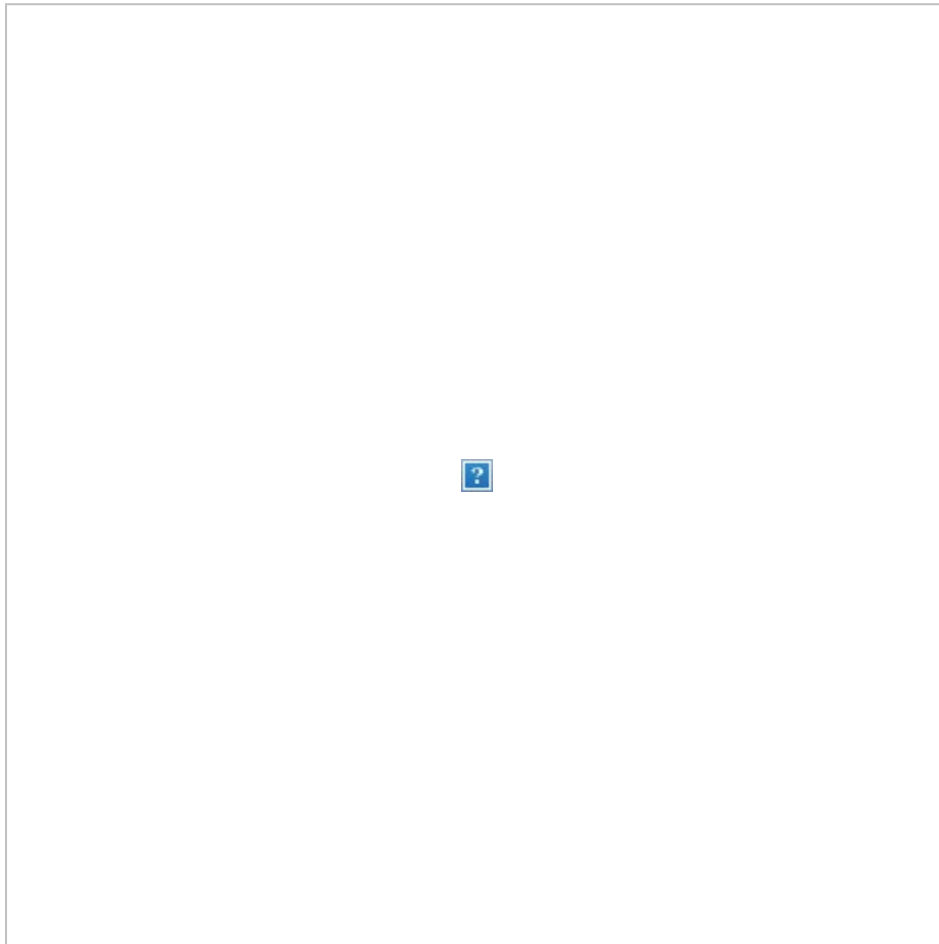


Photo Credit: BC Transit

The transit strike in the Sea to Sky was finally resolved when PWTransit and Unifor

Local 114 came to an agreement after 137 days. This was a provincial record for a transit dispute. Transit services in Squamish, Whistler and Pemberton resumed service on June 22nd.

The difference in pay between Sea to Sky transit workers and Metro Vancouver transit workers was the main sticking point in negotiations. When negotiations stalled, the appointed mediator Vince Ready, proposed an additional clause that would raise wages in response to inflation which satisfied both parties and an agreement was reached for a resumption of services. To attract riders back to transit after the long disruption, BC Transit and local municipalities are offering free transit and reduced fares for time periods this summer. Free periods vary for Pemberton, Whistler and Squamish, for more info go to “choose transit system” at [BC Transit - Welcome to Sea To Sky](#)

I have been actively working toward the creation of a Sea to Sky Regional Transit service for many years. This would connect Mt. Currie, Pemberton, Whistler, Squamish, Britannia Beach, Porteau Cove, Lions Bay, and points in between with Vancouver. This initiative is endorsed by all local governments in the Sea to Sky along with the Squamish and Lil'Wat Nations. A Memorandum of Understanding was signed between all stakeholders for a governance structure and funding formula in 2018. Unfortunately, to date, the NDP Government has not been supportive.

Municipalities highlighted the importance of creating a regional transit system in the Sea to Sky with Government Ministers at the Union of BC Municipalities meeting last fall. In response, Government asked BC Transit to conduct a second demand survey to check if there would be enough use to justify creating the transit system. The first demand study conducted in 2017 found there was a “substantial latent demand for regional transit services between Pemberton, Whistler, Squamish and West Vancouver.” That was prior to the recent population growth in the Sea to Sky.

The new demand survey began in early 2022 and should be completed by this summer. I expect the results will be similar. Let's hope Government will support municipalities and First Nations to get to work on implementing their regional plan soon.

2030 Games Hosting Concept Revealed



Photo Credit: Games Engagement

Many will have heard that the concept of a return of the Olympic Games to Vancouver, Whistler and Sun Peaks is being advanced. An Indigenous-led group, made up of the Lil'Wat, Musqueam, Squamish and Tsleil-Waututh Nations, is proposing a reconciliation-focused bid for the 2030 Winter Games. They have speculated the cost for hosting a 2030 event could range from \$3.5 to more than \$4 billion. The four Indigenous nations announced on Feb. 1 that they had signed an agreement with the City of Vancouver, the Resort Municipality of Whistler, the Canadian Olympic Committee, and the Canadian Paralympic Committee to explore a bid. The group has acknowledged that the public is eager to understand who pays the significant costs of hosting the Games, what potential benefits may derive and what challenges the Games may pose for our communities.

While the Sea to Sky Highway upgrade was a game-changing 2010 Olympic legacy for the whole corridor, other benefits were more unevenly distributed.

It is hard to imagine that the Sea to Sky still needs to extraordinarily drive additional tourism visits, and my recollection of the 2010 games impact on many Sea to Sky businesses is not positive. That said, reusing existing high value facilities such as the Sliding Centre and the Whistler Olympic Park makes imminent global reduce, reuse, and recycle sense. Given the current housing crisis it is also clear that new Olympic Village housing projects in Vancouver, Whistler and Sun Peaks would be beneficial to those communities.

Clearly there is much more to be learned but for me a strong case to bring back the Olympics and its impact on the Sea to Sky has yet to be made.

Currently a Games Engagement website is available here:

<https://www.gamesengagement.ca/learn-more> which includes links to very high-level cost, location and housing concepts and a survey that I encourage you to participate in. There is also a link to sign up for “Games Engagement”.

Community Organizations Support Projects Locally and Beyond

Photo Credit: WVSS Constituency Office

Whistler Rotarians (pictured above) raised \$4,000 which will contribute to the rebuilding of the Lytton swimming pool facilities which were destroyed in the devastating fire last summer. West Vancouver Rotary has initiated a GoFundMe campaign to assist with the rebuild of Lytton in general. Bowen Island continues to raise funds for an orphanage in Lesotho. The Rotary Club of Squamish has supported the new Foundry Sea to Sky with a donation of \$30,000 for the Youth Hub. Rotary Clubs of Whistler, Squamish and Pemberton joined forces to collaborate with leaders2give to help raise funds for a commercial kitchen and laundry at El Cardonal Children's Home in Baja, Mexico. Rotary Clubs across West Vancouver – Sea to Sky do so much for their communities and for others across the world all year round.

Vaccination Updated - COVID 19



Photo Credit: Vancouver Coastal Health

Vancouver Coastal Health is preparing to offer everyone aged 12+ a fall booster dose. From the VCH website “The National Advisory Committee on Immunization (NACI) has been clear this approach will provide the best protection in the fall and winter when we’re all spending more time inside and respiratory illness is passed around our communities.”

You should be receiving a personalized booking invitation this fall.

Weekly COVID-19 data to July 9th:

- 973 new cases reported, for a total of 376,329 cases in BC
- 211 hospitalizations, for a total of 25,093 in BC
- 22 deaths, for a total of 3,823 in BC

Read the latest report: http://www.bccdc.ca/.../COVID_weekly_report_07142022.pdf

Visit the BC COVID-19 dashboard:

<https://experience.arcgis.com/.../a6f23959a8b14bfa989e3cd...>

B.C. has adopted a new sampling strategy to detect and estimate the prevalence of variants of concern (VOC) and variants of interest (VOI) using whole-genome sequencing. Detection of the subvariant of Omicron - BA.5 is increasing the fastest in BC with a 7-day rolling average of 56% of all sequenced samples in the most recent data period, becoming the dominant VOC sequenced in BC. BA.5 is understood to be the most contagious version of the virus yet and is evading immunity. Learn more about [COVID-19 variants and lineages](#).

BC Medal of Good Citizenship

Photo Credit: BC Medal of Good Citizenship

Image Credit: BC Medal of Good Citizenship

The Medal of Good Citizenship recognizes people who have made a tremendous difference in the lives of others and made our province a better place. Individuals, couples, organizations or groups of three or more may be nominated for serving their community with the greatest humility without expectation of reward. Any current or former long-term resident of British Columbia is eligible for nomination. Nominations are accepted posthumously for the Medal of Good Citizenship. The Medal of Good Citizenship is our chance to recognize and honour these individuals for their dedication to community service. Nominations will be accepted until Sept 6, 2022.

To learn more about the Medal and the nominations process:

[British Columbia Medal of Good Citizenship - Province of British Columbia \(gov.bc.ca\)](#)

Feel free to contact my office regarding any topic in the newsletter or other matters across the constituency of a Provincial nature at:

Jordan.sturdy.mla@leg.bc.ca

Thanks
Jordan



Copyright © 2022 Jordan Sturdy, Member of Legislative Assembly of BC, All rights reserved.
This newsletter is distributed to people who MLA Sturdy has met across West Vancouver – Sea to Sky or who have contacted his Constituency Office.

Our mailing address is:

Jordan Sturdy, Member of Legislative Assembly of BC
PO Box 385
Squamish, British Columbia V8B 0A3
Canada

[Add us to your address book](#)

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe from this list](#).



July 25, 2022

Mayor Ron McLaughlin and Council
Village of Lions Bay
Box 141
Lions Bay, BC V0N 2E0

Dear Mayor Ron McLaughlin and Council:

**RE: CANADA COMMUNITY-BUILDING FUND: FIRST COMMUNITY WORKS FUND
PAYMENT FOR 2022/2023**

I am pleased to advise that UBCM is in the process of distributing the first Community Works Fund (CWF) payment for fiscal 2022/2023. An electronic transfer of \$31,026.55 is expected to occur early August. This payment is made in accordance with the payment schedule set out in your CWF Agreement with UBCM (see section 4 of your Agreement).

CWF is made available to eligible local governments by the Government of Canada pursuant to the Administrative Agreement. Funding under the program may be directed to local priorities that fall within one of the eligible project categories.

Further details regarding use of CWF and project eligibility are outlined in your CWF Agreement and details on the Canada Community-Building Fund (Gas Tax Fund) can be found on our [website](https://www.ubcm.ca).

For further information, please contact Canada Community-Building Fund Program Services by e-mail at ccbf@ubcm.ca or by phone at 250-356-5134.

Sincerely,

Councillor Laurey-Anne Roodenburg
UBCM President

PC: Pamela Rooke, Chief Financial Officer

From: [Weiler, Patrick - M.P.](#)
To: [Weiler, Patrick - M.P.](#)
Subject: REMINDER: Constituency Youth Council Townhall with MP Patrick Weiler & Minister Jonathan Wilkinson
Date: Wednesday, August 3, 2022 2:37:34 PM
Attachments: [image.png](#)

Good afternoon,

A reminder that the West Vancouver-Sunshine Coast-Sea to Sky Country Constituency Youth Council (CYC) would like to invite you to an upcoming townhall with MP Patrick Weiler and the Honourable Jonathan Wilkinson, Minister of Natural Resources. The CYC will host this community townhall on Wednesday, August 10, 2022 from 5:30-7:00pm, and it will focus on the themes of protecting our environment and promoting sustainable natural resource management. This townhall will serve as an opportunity for young people and community members to engage with their MP and the Minister on a myriad of important environmental and natural resource issues.

Please consider relaying this opportunity to any current and former students and/or young people you think may be interested in attending. You are also welcome to share this information with your professional networks. **Additionally, while this event is targeted towards youth, all community members are welcome to attend.**

The townhall will be hosted at the West Vancouver Memorial Library. Refreshments will be served. **To attend, please RSVP by completing the following form:** <https://forms.gle/ucFB9nY9bVSpUNwh9>

Date: Wednesday, August 10, from 5:30-7:00pm.

Location: West Vancouver Memorial Library, Welsh Hall (lower floor) - 1950 Marine Dr, West Vancouver, BC V7V 1J8

Online: A virtual option via social media will also be available and details will be sent to all those who are interested.

For more information, please contact MP Weiler's Constituency Office by phone at (604) 913-2660 or email me at Kevin.Hemmat.842@parl.gc.ca.

Sincerely,
Kevin Hemmat

Kevin Hemmat
Office of Patrick Weiler
Director of Communications
West Vancouver-Sunshine Coast-Sea to Sky Country



Office: 604-913-2660
Cell: 604-353-2550
Kevin.Hemmat.842@parl.gc.ca



Before printing this e-mail, think about the Environment



HOUSE OF COMMONS
CHAMBRE DES COMMUNES
CANADA

Patrick Weiler

Member of Parliament
West Vancouver-Sunshine Coast-Sea to Sky Country

August 3, 2022

Dear Friends & Neighbours,

Last week, the Honourable Dominic LeBlanc, Minister of Intergovernmental Affairs, Infrastructure and Communities, announced the **launch of public consultations that will inform the design and implementation of Permanent Public Transit funding in Canada.**

In February 2021, the Government of Canada announced an investment of \$14.9 billion over eight years in reliable, fast, affordable, and clean public transit. This funding included \$3 billion per year in permanent, predictable federal public transit funding, which will be available to support transit solutions beginning in 2026/27. Permanent public transit funding provides cities and communities with the predictable transit funding they need to plan for the future, and is part of our plan to create one million jobs, fight climate change, and build a more sustainable and resilient economy.

By engaging and consulting with the public, the Government of Canada is ensuring that permanent public transit funding delivers the greatest benefits to Canadians. Feedback gathered during the consultations will inform the Government of Canada's approach to upgrading and expanding public transit and active transportation networks in rural, urban, and Indigenous communities across Canada.

Feedback will inform a long-term transit investment strategy that aims to build complete, sustainable and inclusive communities and unlock opportunities to address other challenges, including housing affordability. As both Budget 2022 and the Emissions Reduction Plan make clear, we need to link our transit investments to land-use and zoning challenges to ensure they perform effectively to create complete communities and to tackle housing affordability.

The public consultation and engagement period is open from July 29, 2022 to September 30, 2022. I encourage anyone who is interested to participate. For more information and to make your submission, [please visit this webpage.](#)

As always, if you have any questions, please do not hesitate to reach out to our office.

Sincerely,

A handwritten signature in blue ink, appearing to read 'P. Weiler'.

Patrick Weiler, MP
West Vancouver-Sunshine Coast-Sea to Sky Country



Breaking Barriers Together Association

www.breakingbarrierstogetherassociation.com

To: Various Municipalities in B.C.

Date: August 11, 2022

To Whom It May Concern,

As members of the Breaking Barriers Together Association, we would like to thank you for taking the time to read our letter and we would like to introduce ourselves.

We are a group of former employees of Canada's Royal Canadian Mounted Police who have formed a not-for-profit association to lobby Canadians to push for large-scale change in the operation and structure of our national police force and military.

As you are aware, both the RCMP and Canadian Military have been plagued for decades with serious, often criminal, allegations of internal misconduct and abuse. These problems are always said to be "cultural" issues that the government claims to be working on.

This type of behaviour however, was sponsored by the Government of the Day, in the 1950's - 1990s, with internal purging of employees of the Canadian Government, National Defence and the Royal Canadian Mounted Police, known as the "Purge". Hundreds of employees, from many departments were fired, interrogated, for being LGBTQ. A class action also followed in recent years as many as over 750 persons were involved.

As victims of this systemic abuse, we have joined together with the goal of letting Canadians know just how little has been done to address this issue which is pushing some officers and staff to suicide. By showing the seriousness of this issue, we believe it can become a voting issue for Canadians and that will push those in power to make the changes that have been recommended for years but have consistently been ignored.

In 2012, a group of women who had been sexually harassed, raped and abused within the RCMP came together and filed a class action law suit against the RCMP and federal government. More and more



came forward with very disturbing and serious allegations. After 4 years in court, arguing for certification of our case, the federal government offered a settlement to the victims. Over 3200 women came forward which was triple the predictions of our lawyers, who suspected it may grow to 1000.

That shows how serious the problems within the force were and continue to be. Our case ended in 2016 with a national public apology, a financial settlement of more than \$125 million and commitments to change the force. To date, absolutely nothing has been done. We hear from current victims quite often and we know that neither the 3200 victims, the national apology, the settlement paid nor the promise to do better mattered enough to the government to warrant the political will to change. Promises and recommendations have been ignored, and the abuse continues.

The vast majority of the RCMP consists of honest, hard working, ethical humans who have sworn an oath to uphold the law and serve their communities. In the Communities where the RCMP are contracted to serve, municipal employees in that detachment deserve a harassment free workplace in all aspects. If there is no recourse available to those Municipal Employees, the RCMP has failed them as well as their own employees. The municipal employees deserve as much protection as do RCMP/PSEs and Civilian Members. If anything, there is no record of voices from these employees and how they have been affected by the lack of responsibility by the RCMP. It is time that these employees be recognized as part of the change. This involves many of us, from Current Members, Civilian Employees, Public Service Employees, Municipal Employees and other support staff. From non union to union members who have been excluded from many of the lawsuits. It affects us all, families, neighbours and friends.

From our 2012 law suit, 2 other large class actions were launched. One for those who suffered systemic internal racism and another for generalized harassment and bullying which is expected to be in excess of \$1.2 billion in costs. Many officers and staff have filed their own law suits and had them settled in their favour, adding to the vast amount of Canadian taxpayer dollars being spent to pay out for RCMP misconduct.

It is interesting to note, that when these cases are filed, we (the plaintiffs/ victims) pay our legal expenses out of a portion of our settlement. The RCMP and government have every dollar of their side of the litigation paid for by the Department of Justice. They can keep cases in the courts for years at the expense of taxpayers. We need your help to change that.

In recent days, we have seen the story of sexual misconduct in Canada's hockey association. The response has been rapid with funding cuts, sponsorships halted and immediate questions from the Minister of Sport demanding answers and requesting that if those who have the power to address and change this continue to do nothing, then get out and let people who can change the situation take over.



We wonder why the Minister of Public safety has never taken a similar stance in support of RCMP abuse victims. We ask questions but get no answers. That is where you can help.

The Canadian government has known of the problems in the RCMP for decades and have paid millions of dollars on numerous studies to be completed by experts and scholars. There have been at least 17 of these studies done on misconduct. EVERY SINGLE STUDY EVER COMPLETED BY THESE EXPERTS HAVE RECOMMENDED ONE THING CONSISTENTLY. THAT IS THE CREATION OF AN INDEPENDENT BODY OF INVESTIGATION AND OVERSIGHT TO DEAL WITH MISCONDUCT BECAUSE THE RCMP HAS FAILED MISERABLY TO ADDRESS THIS ISSUE ON THEIR OWN.

Breaking Barriers Together are reaching out to all of the groups and individuals that may be unaware of just how bad things are in our national police force and military and we want to see how our problem is indirectly yours also. You can make change with your help. We have a simple ask thing to ask of you.

Earlier this year, we saw the introduction of Bill C-20 which will begin the creation of independent oversight, but it's not done yet. The Bill will be revisited this fall and we want to ensure Canadians are on board to pressure the government for them to see the importance of this Bill passing.

<https://www.parl.ca/legisinfo/en/bill/44-1/c-20>

Read about the troubles in the RCMP and tell others to do the same. Get your small community or family involved in getting to know the issue.

https://www.callkleinlawyers.com/wp-content/uploads/2020/12/RCMP_Final-Report_Broken-Dreams.pdf

Sign our petition to get new legislation creating the independent body passed through parliament.

<https://petitions.ourcommons.ca/en/Petition/Details?Petition=e-4030>

Write your MP. We will be uploading a program shortly where you will be able to go to our web site and have a letter forwarded to your MP simply by entering a postal code.

On September 14, at 12:30 Eastern time, we will be hosting a Breaking Barriers Together meeting via zoom with our group all across Canada to plan our next steps and invite those who want to help us to



unite. This meeting will be done in collaboration with Olivia Chow and the Institute for Change Leaders at Toronto Metropolitan University.

Please let us know if you would like an invite to the meeting and we will have the link sent to you.

Sincerely,

Deb Le Boulch

Breaking Barriers Together Association

From: [Weiler, Patrick - M.P.](#)
To: [Weiler, Patrick - M.P.](#)
Subject: Budget 2022 Public Consultations
Date: Friday, August 12, 2022 9:39:08 AM
Attachments: [image.png](#)

Good morning,

Earlier this week, the Government of Canada published draft legislation to deliver on a number of Budget 2022 commitments and to move forward with consultations that will advance key budget priorities.

Canadians are invited to share their views and feedback on the proposed measures as our government works toward legislative implementation in the coming months. [Please see the following webpage for a full list of public consultations that are now open for comment.](#)

Sincerely,
Kevin Hemmat



Kevin Hemmat
Office of Patrick Weiler
Director of Communications
West Vancouver-Sunshine Coast-Sea to Sky Country
Office: 604-913-2660
Cell: 604-353-2550
Kevin.Hemmat.842@parl.gc.ca



Before printing this e-mail, think about the Environment

Susan Jones
1028 51A Street,
Delta, B.C. V4M 2X8
August 25, 2022

Dear Mayor and Council,

Re: FortisBC LNG terminal and expansion plans

The Metro Vancouver Board has made a grave error in refusing to vote on FortisBC plans for a massive 10-fold expansion of the Tilbury LNG operation on the Fraser River in Delta. In violation of international safety standards, plans include an LNG terminal and LNG tankers on the narrow, winding lower Fraser River. This has the potential for a catastrophic accident, the size of Lac-Megantic.

The Board has voted to defer a position until completion of federal/ provincial environmental assessments. At that point, the Board's position will be meaningless as the decisions will have been made.

The LNG plant expansion and transport terminal are interdependent projects that legally should be assessed as a single project. Instead, the Project has been split and the process has been 7 years of incomprehensible layers of amendments. The process fails to sufficiently address cumulative effects; upstream and downstream effects; and the risk of extreme danger. There has been no meaningful incorporation of public input.

I urge you to look closely at the issue and take a stand.

FortisBC customers are already paying for current expansions; they, or all taxpayers, will have to pay the \$3 to \$4 billion for the Tilbury plans that should not be permitted at this location.

Link to LNG Terminal Sitings by the Society of International Gas Tanker and Terminal Operators

<http://www.savepassamaquoddybay.org/standards.html>

Boundary Bay Conservation Committee
P.O Box 1251, Stn A, Delta, British Columbia, V4M 3T3

The Boundary Bay Conservation Committee (BBCC) was established in 1988 to enhance public awareness of the Fraser River delta and estuary in British Columbia. We have worked with other conservation groups to obtain protection and recognition for this world class ecosystem.

August 26, 2022

Failure to post and incorporate important public comments on proposed LNG Marine Terminal on the Fraser River led to an inappropriate BC Substitution Assessment process

Note: comments do not include consultation with Aboriginal Groups

Outline

1. Project Description and US ownership
2. Initial public commentary to the environmental assessment, May 22, 2015 -June 24, 2015
 - a) public comments are not posted on Project websites
 - b) comments not sufficiently incorporated into the decision for a BC Substitution Assessment process
 - c) consequential failure to provide a proper scope and type of assessment
3. Second public commentary period, November 20, 2015 – December 21, 2015
 - a) comments not appropriately posted on BC Environmental Assessment Office website
 - b) importance of second public commentary period to assessment of Valued Components
4. Failure to seriously consider public input to the Tilbury LNG Marine Terminal Project
5. Limited scope avoids environmental assessment of plans for full-scale Tilbury LNG operations
 - a) project splitting of Tilbury LNG Operations
 - b) failure to meet requirements of the *Canadian Environmental Assessment Act, 2012*
 - c) B.C. Substitution Assessment Process contravenes *CEAA 2012* requirements
 - d) limited scope of B.C. Substitution Process avoids federal accountability to environmental effects of high importance to the public

Attachment: Chronology of documents relevant to public commentary, April 30, 2015 to Aug. 15, 2022

Tilbury Marine Jetty Project #80105 - B.C. Substitution Environmental Assessment Process May 6, 2015 – present day (August, 2022)

1. Project Description and US Ownership

Tilbury Jetty Limited Partnership, a partnership between affiliates of FortisBC and Seaspan, proposes the construction and operation of a new LNG marine terminal facility located on Tilbury Island, along the South Arm of the Fraser River in Delta, British Columbia.

The Project is 21 km upstream from the Fraser River estuary, famous for sockeye and chinook salmon as well as Canada's major stopover for millions of waterfowl and shorebirds of the Pacific Flyway.

As proposed, the Tilbury Marine Jetty Project includes the loading of liquefied natural gas (LNG) onto LNG carriers and barges for export to local and global markets. The facility is expected to operate for a minimum of 30 years.

FortisBC, Seaspan and affiliates intend to export LNG produced at the FortisBC Tilbury liquefaction and storage plant on the adjacent property.¹

On May 7, 2015, the National Energy Board of Canada granted WPMV, Delaware, USA, a licence to export 3.5 million tonnes of Tilbury LNG annually for 25 years²:

“Obtaining the requested Licence is an important step in the development of the WesPac LNG Marine Terminal and further expansion of LNG export production capacity at the Tilbury LNG Plant.”³

WesPac Midstream-Vancouver LLC(WPMV), is a registered company in Delaware, USA:

- 85% owned by Highstar Capital, Delaware
- 7.5% owned by Primoris Services Corporation, Delaware
- 7.5% owned by Management⁴

¹ National Energy Board of Canada, Decision Letter to grant export licence to WesPac Midstream – Vancouver LLC, May 7, 2015, Scrolled page 7/9

[A69890-1 NEB - Decison - WesPac Midstream - Licence to Export Natural Gas.pdf \(cer-rec.gc.ca\)](#)

² National Energy Board of Canada approves WesPac Midstream LNG export licence,

[National energy board of Canada approves WesPac midstream LNG export license. – Tilbury Pacific](#)

³ National Energy Board of Canada, Decision Letter to grant export licence to WesPac Midstream – Vancouver LLC, May 7, 2015, Scrolled pages 1&9

[A69890-1 NEB - Decison - WesPac Midstream - Licence to Export Natural Gas.pdf \(cer-rec.gc.ca\)](#)

⁴ National Energy Board, Application of WesPac Midstream-Vancouver LLC, June 20, 2014, Scrolled page 4/12

[Microsoft Word - Final Wespac Licence Application.DOCX \(cer-rec.gc.ca\)](#)

The Tilbury LNG Marine Terminal Project is undergoing an environmental assessment under the B.C. Substitution environmental assessment process. The Process was initiated May 6, 2015 and continues.

2. Initial public commentary to the environmental assessment, May 22, 2015 -June 24, 2015

a) public comments are not posted on Project websites

The federal government held a public comment period from May 22, 2015 to June 24, 2015. The government requested public comments on:

- the Project Description submitted by the Proponent
- whether there was need for a federal environmental assessment
- the BC Government's request for a BC Substitution Environmental Assessment
- potential effects on the environment

The Notice stated that all comments received will be considered public.

It seems the public submitted over a thousand comments expressing serious environmental, social and economic concerns. The submitted comments are not posted on either the federal or the provincial Project website. No Report on the comments is posted on either website.

On request, the federal Impact Assessment Agency of Canada provided a link to the comments. The source of this link is unclear. There is no transparency as to the location of this information which can be provided only on request.

<https://drive.google.com/file/d/1DDjJTIX-fFnTLkZ4PIOi1jDTNMRFkSkP/view?usp=sharing>

The link opens to about 186 pdf files so it is too difficult to find out how many submissions were made and what the public had to say.

As there is no information about this public comment period on the provincial website, how can the public request information for which they have no knowledge? Also, there is no information on the federal website about receipt of the comments and how they were incorporated. There is only the announcement of the public comment period.

The public has no credible access to the comments: how many public comments were submitted; what information was provided by the public; and how the information was incorporated into the decision for a BC Substitution environmental assessment.

A member of the public facilitated a number of public comments to the process and kept a record which shows that at least **991 submissions** called for an assessment by the federal government. Most of the submissions stated:

- the need for a federal environmental assessment by the federal government, particularly a Review Panel assessment
- opposition to a BC Substitution process due to mistrust of a fair process
- the need for a federal assessment to include all aspects of the Tilbury LNG operations: from fracking - to processing - to transporting - to end use
- safety concerns of LNG - the location contravenes international safety standards published by the Society of International Gas Tanker and Terminal Operators
- concerns about effects on human and wildlife health
- concerns about the effects of LNG shipping on fish (including endangered species) and whales, particularly the endangered southern resident killer whales

These were only some of the submissions; so, it appears there were more than 1,000 submissions.

The following are two excerpts from hundreds of submissions expressing the need for the highest level of environmental assessment, a federal Review Panel Assessment:

“The proposed project must be subjected to a full Canadian Environmental Assessment by a Panel Review Process and a BC Environmental Assessment Review as the potential risks and the cumulative environmental impacts of this project are so wide ranging. There must be no substitution of one process for the other.”⁵

“... As these numerous species are listed under the *Species at Risk Act*, and as CEAA is accountable under the Precautionary Principle, the Project should be reviewed by a CEAA Panel Review and a B.C. Environmental Assessment.”⁶

b) comments not sufficiently incorporated into the decision for a BC Substitution Assessment process

Without posting any comments, or feedback, on July 6, 2015, the federal government announced the need for a federal environmental assessment, and, on July 10, 2015 announced approval of the BC Substitution Environmental Assessment process.

⁵ Submission to Tilbury Marine Jetty Project, Boundary Bay Conservation Committee, June 10, 2015

⁶ Submission to Tilbury Marine Jetty Project, June 11, 2015

The federal Minister of Environment, The Honourable Leona Aglukkaq, sent a letter to the BC Minister of Environment, The Honourable Mary Polak, stating approval of the BC Substitution Environmental Assessment process. The federal Minister claims she considered comments received from both the Aboriginal Groups and the public. She referenced numerous comments relating to the environmental effects of marine shipping and added an additional condition to the process:

“the consideration of the environmental effects of marine shipping activities associated with the Project, and beyond the care and control of the proponent, along the designated shipping route within the South Arm of the Fraser River, from the Project’s marine terminal to the pilot station at Sands Heads.”

Note: These boundaries proved to be insufficient and in July, 2019, the boundaries were extended to the 12-nautical-mile limit of Canada’s territorial sea and to the Point Grey disposal-at-sea site. This was not in response to public concern, but a response to court decisions ruling that the federal government had significant accountability to effects of shipping.

No other public concerns were acknowledged or addressed, which raises the question of how much information was imparted to the federal Minister of Environment. It appears she was not sufficiently informed about the public comments.

The current BC EAO Assessment Report (July 13, 2022) states that this initial engagement was prior to, and outside, the formal EA process. This is extraordinary as the process had already begun and the Proponent had already submitted the Project Description.⁷ The Government of Canada’s invitation for public comments on the most important issue – level and type of assessment - is now described in the BC EAO as outside the assessment:

“Initial engagement was conducted from May 2014 to June 2015, prior to and outside the formal EA process. The purpose of initial engagement was to identify key stakeholder, inform the development of project website and information brochures, and to identify preliminary concerns and questions that need to be addressed during project development.”⁸

The ‘purpose’ stated above does not correlate with the important invitation by the Impact Assessment Agency of Canada which invited comments on the need for a federal assessment; the option for a BC substitution process; the Project Description; and environmental effects. The Notice also stated that, “All comments received will be considered public.”

Now that public comment period is being characterized as, “prior to, and outside, the formal EA process”!

⁷ BCEAO Project Description, April 30, 2015

<https://projects.eao.gov.bc.ca/api/public/document/5886b0d4e036fb01057695d9/download/Project%20Description%20for%20the%20proposed%20WesPac%20Tilbury%20Marine%20Jetty%20Project%20dated%20Apr%2030%2015.pdf>

⁸ BCEAO Draft Assessment Report, July 13, 2022, scrolled page 68/827 [EPIC \(gov.bc.ca\)](https://epic.gov.bc.ca)

If the assessment does not include receipt and incorporation of public comments received prior to the establishment of the Substitution process, then the assessment does not meet the requirements of *CEAA 2012* - meaningful public participation in a formal public commentary period and access to environmental assessment records.⁹

Additionally, failure to properly incorporate and post the public comments does not meet the requirements of the B.C. Public Consultation Policy Regulation. Under Access to Information, the executive director must order public access to information on the project information centre. The information includes:

“(d) any public notice given during an assessment;

...

(g) comments in respect of the following that are received by the executive director during a formal public comment period from persons and organizations:

(i) the proponent’s application for an environmental certificate;”¹⁰

This accountability is documented in the Procedural Order Under Section 11 for the Tilbury Marine Terminal Project.¹¹

The Public Notice, submitted comments, and Report on the Comments from the Public Commentary period, May 22, 2015 to June 24, 2015 is not disclosed on the BC EAO Project website thereby denying public access to all records.

c) consequential failure to provide a proper scope and type of assessment

Why was the first stage of public input into this controversial Project dismissed and ignored? The initial public comment period is key to the determination of type, level, and scope of assessment:

“Scoping establishes the parameters of the EA and focuses the assessment on relevant issues and concern.”¹²

“The public comments received at this stage may also inform whether or not the designated project is recommended for referral to environmental assessment by review panel.”¹³

⁹ Chapter 4 – Implementation of the *Canadian Environmental Assessment Act, 2012*, 2014 Fall Report of the Commissioner of the Environmental and Sustainable Development, Office of the Auditor General of Canada, Section 4.56.

https://www.oag-bvg.gc.ca/internet/English/parl_cesd_201410_04_e_39851.html

¹⁰ *Environmental Assessment Act*, Public Consultation Policy Regulation, B.C. Reg. 373/2002, 6 Access to Information, Scrolled page 3/5

https://www2.gov.bc.ca/assets/gov/environment/natural-resource-stewardship/environmental-assessments/acts-and-regulations/2002-act-regulations-documents/2002_-_public_consultation_policy_regulation.pdf

¹¹ Order Under Section 11, July 24, 2015, Environmental Assessment of the WesPac Tilbury Marine Jetty Project, Section 19.4 <https://projects.eao.gov.bc.ca/api/public/document/5886b0ebe036fb01057695dc/download/Enclosure%20-%20Section%2011%20Order.pdf>

¹² Guidelines for the Preparation of an Environmental Impact Statement pursuant to the *Canadian Environmental Assessment Act, 2012*, 3. Scope of the Environmental Assessment, 3.22 Factors to be considered [Final Environmental Impact Statement Guidelines - Canada.ca \(ceaa-acee.gc.ca\)](https://www2.gov.bc.ca/assets/gov/environment/natural-resource-stewardship/environmental-assessments/acts-and-regulations/2002-act-regulations-documents/2002_-_public_consultation_policy_regulation.pdf)

¹³ Public Participation in Environmental Assessment under the CEAA 2012, Part 2

<https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance/public-participation-environmental-assessment-ceaa2012.html>

The BC Substitution Process is supposed to include the same factors as the federal process. However, right from the outset, the federal policy of early engagement and public participation is dismissed by the BC Environmental Assessment Office (EAO). It is clear that the BC Substitution Environmental Assessment of the Tilbury Marine Terminal Project process does not meet *CEAA 2012* requirements.

Pursuant to the federal Guidelines:

“Meaningful public participation is best achieved when all parties have a clear understanding of the proposed project as early as possible in the review process.”¹⁴

The public clearly did not want a BC Substitution Environmental Assessment process and stated mistrust of the BC process due to the B.C. Government’s deep investment in LNG. It is clear that if the public comments had been credibly incorporated, the federal government would have acknowledged that the far-reaching effects of the LNG marine terminal Project needed to include a much broader scope of assessment and federal accountability. This would have led to a decision for the highest level of environmental assessment by a Review Panel. That is what the public stated was needed.

The B.C. Substitution environmental assessment is the wrong level of assessment for the broad scope of effects of Tilbury LNG operations and federal accountability for important factors. The Project requires assessment of all activities associated with the Tilbury LNG operations:

“Canadian Environmental Assessment Act, 2012

Factors To Be Considered

Factors

19 (1) The environmental assessment of a designated project must take into account the following factors:

- (a)** the environmental effects of the designated project, including the environmental effects of malfunctions or accidents that may occur in connection with the designated project and any cumulative environmental effects that are likely to result from the designated project in combination with other physical activities that have been or will be carried out;
- (b)** the significance of the effects referred to in paragraph (a);
- (c)** comments from the public — ... — that are received in accordance with this Act;¹⁵

¹⁴ Guidelines for the Preparation of an Environmental Impact Statement pursuant to the *Canadian Environmental Assessment Act, 2012*, 2.2 Public Participation

[Final Environmental Impact Statement Guidelines - Canada.ca \(ceaa-acee.gc.ca\)](https://www25.international.gc.ca/ceaa-acee/ceaa-acee.gc.ca)

¹⁵ Canadian Environmental Assessment Act, 2012

<https://www.canlii.org/en/ca/laws/stat/sc-2012-c-19-s-52/latest/sc-2012-c-19-s-52.html>

As noted above, the public expressed concerns about the environmental effects of all interactive, interdependent Tilbury LNG operations.

3. Second public commentary period, November 20, 2015 – December 21, 2015

a) comments not appropriately posted on BC Environmental Assessment Office website

A second public commentary period, Nov. to Dec. 21, 2015 was managed by the B.C. Environmental Assessment Office (BC EAO). The public was invited to comment on Valued Components - environmental, economic, social, heritage and health effects of the Project. The public was asked to provide feedback about required studies and information. The draft Valued Components document was prepared by the Proponent.

The public comments are not located under ‘Commenting’ on the BC EAO Project website where the comments for subsequent public comment periods are posted. The comments for the second public comment period are found in a Report which is not easily located – amidst several hundred documents.¹⁶ It is a mystery why it is not clearly posted under ‘Commenting.’

b) importance of second public commentary period to assessment of Valued Components

Numerous public submissions expressed multiple concerns including safety; need for a federal Review Panel environmental assessment; inclusion of all Tilbury LNG operations from fracking to end use; serious hazards of LNG; impacts of dredging; impacts on farmland from proposed power lines; emissions; effects on the Fraser River and Salish sea ecosystems; effects on human and wildlife health, contravention of international safety standards; and cost to taxpayers.

As with the previous public comment period, this was information vital to the process – public comments on the valued components. The BC EAO reported 791 submissions.

The Proponent submitted a report on the public comments.¹⁷ The responses were pigeon-holed into topics with the response that they will be addressed. The response to concerns about lack of inclusion of all the Tilbury LNG operations was that the Scope had already been determined and the LNG marine terminal was a separate project from all the other Tilbury LNG operations.

Comments about the holistic value of the Fraser River and Salish Sea ecosystems, and the need for protection and restoration were ignored.

¹⁶ Collected Public Comments, Draft Valued Component Selection Document, December 21, 2015

[WesPac Tilbury Marine Jetty- Collected Public Comments - VC Selection Document - 20151221.pdf \(gov.bc.ca\)](#)

¹⁷Public Consultation Report #1 by WesPac Tilbury Marine Jetty Project, July 2016

[Microsoft Word - Public Consultation Report 1 - 2016.07.19 \(gov.bc.ca\)](#)

The response to concerns about the effects of LNG shipping was the claim that it is not the Proponent's problem:

“Operational shipping activities from the Project site to Sand Heads will be considered in the Application as per section 3.1.3 of the Section 11 Order available on EAO's website¹³, but these activities are not considered directly linked to the Project as LNG carriers and barges will not be under the care and control of the Proponent.”¹⁸

The BC EAO also wrote a Report in response to the public input but, instead of addressing specific concerns with substantive, scientific-based information, the BC EAO accepted the report by the Proponent as sufficient response to the public. The EAO Report listed key themes of concern and stated the Proponent had addressed the majority of the concerns in the tracking table:

“The Proponent has addressed the majority of the comments in the comment tracking table. This document provides EAO's responses for comments related to the EA process that were received during the public comment period. All public comments, including those related to the issues above, are considered through the course of EAO's assessment.”¹⁹

The BC EAO was satisfied with the Proponent's tracking table which is a list of environmental assessment topics with promotional comments and a list of intentions.

It is clear the Proponent is managing the assessment and the public comments with endorsement of the BC Environmental Assessment Office (EAO). There is no meaningful response, or incorporation of public concerns. Questions have not been answered.

Comments from the public offered valuable information and expertise which was not appropriately incorporated. Valued Components were reduced to lists in boxes with subjective descriptions and statements of intent.

The narrow scope of the low-level BC Substitution environmental assessment process set limiting parameters on this assessment. This has empowered the Proponent and the B.C. Environmental Assessment Office to dismiss most public concerns as beyond the scope of this assessment.

4. Failure to seriously consider public input to the Tilbury LNG Marine Terminal Project

According to records, there have been 5 public commentary periods to date for the Tilbury Marine Terminal Project. The BC EAO refers to 4 public commentary periods omitting to include the first, and most important public input from May 22, 2015 to June 24, 2015. It is the most important because the early-stage process determined the type of assessment and the scope of assessment. The public were clear in their mistrust of the B.C. Substitution Environmental Assessment Process and requested a federally-run assessment; in particular, a Review Panel Environmental Assessment.

¹⁸ Public Consultation Report #1 by WesPac Tilbury Marine Jetty Project, July 2016, Scrolled page 29/87
[Microsoft Word - Public Consultation Report 1 - 2016.07.19 \(gov.bc.ca\)](#)

¹⁹ BC Environmental Assessment Office Response to Public Comments Regarding the Environmental Assessment Process for the Proposed WesPac Tilbury Marine Jetty Project – Pre-Application Review Stage, July 28, 2016, Scrolled page 2/7
[EAO response to public comments in Pre-Application Review Stage..pdf \(gov.bc.ca\)](#)

The public comments have been clear that the adjacent Tilbury LNG Plant, its operations; sources; expansion plans; and end-use should be included in the scope of assessment. The public comments reveal an understanding that there has been deliberate Project-Splitting to avoid a federal Review Panel assessment. The public comments have been clear about concerns of health and safety, and degradation of the lower Fraser River and Salish ecosystems.

The BC Environmental Assessment Office (EAO) has permitted the Proponent, Tilbury Jetty Limited Partnership, to manage the public process and response to public input.

Due to the narrow scope of assessment, response to most comments from the public are dismissed as beyond the scope of the assessment. The Proponent's responses to public submissions are mostly evasive and dismissive. Where the Proponent is accountable, the response claims that the Application meets all requirements and adverse effects will be mitigated with plans and monitoring:²⁰

- Response to concerns about effects from the full cycle of LNG: *LNG is a clean burning fuel*
- Response to concerns about fracking, transport, and end use: *beyond the scope of this assessment*
- Response to concerns about expansions of adjacent Tilbury LNG plant: *separate projects*
- Response to concerns about the effects of LNG shipping: *is being assessed but is beyond the accountability of the Proponent because the Proponent is accountable to only onsite activities*
- Response to concerns about significant dredging for the Project creating a massive hole in the river thereby altering flows, sediment and the salinity regime: *The existing deep sea and domestic lanes are routinely dredged under an established dredging policy*
- Response to concerns about safety: *will implement on-site safety measures; not accountable beyond site operation*
- Response to concerns about wildlife, habitat and ecosystems: *are being assessed and there will be mitigation measures*

Note: identified, scientifically-proven mitigation measures are not provided

- Response to concerns of loss of shoreline habitat which is identified as “highly productive habitat”: *wetland habitat will be restored*
- Response to concerns about air quality: *not significant*
- Response to concerns about the fact that LNG is methane and the full cycle results in the same greenhouse gas emissions as coal: *The Tilbury marine jetty has an important role to play in reducing greenhouse gas (GHC) emissions in B.C. and around the world.*

²⁰ WesPac Responses to Comments from Application Review, June 19, 2019

https://projects.eao.gov.bc.ca/api/public/document/60f83c4e4222de00226ef2e8/download/20210713_WesPac_Public%20Comments%20Tracking.pdf

- Response to concerns about process: *defers to B.C. EAO which does not directly address the concerns. The EAO states the Proponent has addressed the issues:*

“The Proponent has addressed the majority of the comments in the comment tracking table. This document provides EAO’s responses for comments related to the EA process that were received during the public comment period. All public comments, including those related to the issues above, were considered through the course of EAO’s assessment of WesPac.”²¹

Then the EAO lists the steps in the process.

The B.C. EAO does not offer comments on the evasive and unsubstantiated responses by the Proponent.

5. Limited scope avoids environmental assessment of plans for full-scale Tilbury LNG operations

a) Project splitting of Tilbury LNG Operations

Due to the limited scope of assessment, the public is not afforded an appropriate environmental assessment of the plans for the massive full-scale Tilbury NG operation which includes expansions at the Tilbury LNG plant and construction of the Tilbury LNG Marine Terminal.

The B.C. and federal governments have split the environmental assessment of the plans for the full-scale Tilbury LNG operation into two Projects: the Tilbury LNG Marine Terminal and the adjacent Tilbury LNG plant expansion plans.

While the governments state the two Projects are separate, the public comments state the two projects are interconnected and interdependent and should be assessed as one Tilbury LNG Project. Also, the owner promotes the plans as one LNG operation:

“Tilbury Island LNG Terminal is an operating LNG terminal in Delta, British Columbia, Canada. Expansions to the facility have been proposed...

...Tilbury Island LNG Terminal is an export terminal in Delta, British Columbia, Canada...The facility is owned by FortisBC...

...Phase 1 and Phase 2 expansions to the facility have been proposed...The facility would provide LNG to the proposed Tilbury Marine Jetty LNG project which is co-owned by FortisBC and Seaspan.”²²

²¹ BC Environmental Assessment Office Response to Public Comments Regarding the Environmental Assessment Process for the Proposed WesPac Tilbury Marine Jetty Project, June 25, 2019 Scrolled page 2/7
https://projects.eao.gov.bc.ca/api/public/document/60f8a3bfbcb10a400228f6986/download/WesPac_EAO%20Response_Memo_App_Review_PCP_20190625.pdf

²² Tilbury Island LNG Terminal, Global Energy Wiki Monitor,
https://www.gem.wiki/Tilbury_Island_LNG_Terminal

The single Project is reinforced in the local news:

“In 2019, FortisBC completed a \$400 million expansion of the plant’s production and storage capacity, and announced a second phase expansion – one that includes a new marine jetty to be used to load LNG carriers for export, and marine bunkering vessels.”²³

Furthermore, an LNG export licence²⁴ granted to WesPac Midstream on May 7, 2015, was based on all Tilbury LNG operations. The licence was based on information in the Application:

Note: WPMV refers to the company applying for the export licence, WesPac Midstream Vancouver

“10. Engineering and site analyses have confirmed that the Tilbury site is capable of accommodating further LNG export production expansion of approximately 462 million cubic feet per day of natural gas equivalent LNG production. The timing of further expansion will be largely driven by market demand for LNG export capacity and the receipt of regulatory approvals to construct and operate new liquefaction and storage equipment. The applied-for export licence volume corresponds to 400 million cubic feet per day of natural gas equivalent LNG production.

11. Obtaining the requested Licence is an important step in the development of the WesPac LNG Marine Terminal and further expansion of LNG export production capacity at the Tilbury LNG Plant. More specifically, the Licence will facilitate WPMV’s ability, and the ability of others on whose behalf WPMV will act as agent, to enter into long term LNG export market supply agreements to underpin such development and expansion.”²⁵

e) failure to meet requirements of the *Canadian Environmental Assessment Act, 2012*

With governments refusing to assess the obvious overall plan, the public is being denied due process as the physical needs and activities of the Tilbury LNG operations are linked. *CEAA 2012* requires assessment of linked operations and activities.

The *Canadian Environmental Assessment Act, 2012 (CEAA 2012)* states:

19 (1) The environmental assessment of a designated project must take into account the following factors:

(a) the environmental effects of the designated project, including the environmental effects of malfunctions or accidents that may occur in connection with the designated project and any cumulative environmental effects that are likely to result from the designated project in combination with other physical activities that have been or will be carried out;

(b) the significance of the effects referred to in paragraph (a);²⁶

²³ Musqueam, FortisBC ink deal on Tilbury LNG, Nelson Bennett, Business in Vancouver, August 10, 2022 <https://biv.com/article/2022/08/musqueam-fortisbc-ink-deal-tilbury-lng>

²⁴ National Energy Board, Issue of export licence to WesPac Midstream – Vancouver LLC, May 7, 2015 [A69890-1 NEB - Decision - WesPac Midstream - Licence to Export Natural Gas.pdf \(cer-rec.gc.ca\)](https://www.cer-rec.gc.ca/69890-1/NEB/Decision/WesPac_Midstream_Licence_to_Export_Natural_Gas.pdf)

²⁵ National Energy Board, Application of WesPac Midstream – Vancouver LLC, June 20, 2014, Sections 10 & 11 [Microsoft Word - Final Wespac Licence Application.DOCX \(cer-rec.gc.ca\)](https://www.cer-rec.gc.ca/69890-1/NEB/Decision/WesPac_Midstream_Licence_to_Export_Natural_Gas.pdf)

²⁶ *Canadian Environmental Assessment Act, 2012* <https://www.canlii.org/en/ca/laws/stat/sc-2012-c-19-s-52/latest/sc-2012-c-19-s-52.html>

c) B.C. Substitution Assessment Process contravenes *CEAA 2012* requirements

The B.C. Substitution Assessment of the Tilbury LNG Marine Terminal has failed to meet *CEAA 2012* requirements of meaningful early engagement; posting of all public notices, comments and responses; and appropriate access to information.

B.C. Environmental Assessment Office (EAO) responses to public comments fail to incorporate federal accountability; fail to provide scientific data and information to the public; fail to insist on providing scientifically-proven mitigation measures; and fail to be a neutral facilitator by accepting and posting promotional and leading statements of the Proponent. One example is the simple, incomplete response to concerns about greenhouse gas emissions from the full cycle of LNG operations. The response, “*The Tilbury marine jetty has an important role to play in reducing greenhouse gas (GHC) emissions in B.C. and around the world,*” does not address the submitted comments on this issue.

Another example is the posting of a convoluted explanation of how the Tilbury LNG Marine Terminal Project and the FortisBC LNG plant expansions are independent Projects.

“The EAO understands that the capacity of Tilbury Phase 2 would exist regardless of TMJ, and that TMJ is not FortisBC’s only path to serve LNG customers. TJLP confirmed that the existing facilities and Tilbury Phase 1 expansion (approved via provincial Order in Council) would produce LNG that would be shipped through TMJ, and that TMJ does not require any of the Phase 2 expansion to proceed. The storage tank for Tilbury Phase 2 would proceed whether the TMJ is build or not, as the purpose of Phase 2 is to improve gas delivery system resiliency after recent no-flow events.”²⁷

It is unclear how the federal government managed to legally approve the B.C. Substitution Assessment process when the substitution process was not permitted for projects which were regulated under the jurisdiction of the National Energy Board and the *Canada Oil and Gas Operations Act*. For such Projects:

“33 The Minister must not approve the substitution of a process in relation to a designated project”²⁸

As documented above, on May 7, 2015, the National Energy Board granted an LNG export licence to WesPac Midstream – Vancouver LLC. Under this licence, the Proponent, is regulated by the National Energy Board and the *Canada Oil and Gas Operations Act*. The act outlines federal accountability to protection of the environment, safety of navigation, and duties related to the management of LNG. Due to accountability to energy laws and regulations, it appears the federal Minister must not approve the BC Substitution Assessment process.

²⁷ BC Environmental Assessment Office (BCEAO), Draft Assessment Report for Tilbury Marine Jetty Project, Project Description and Location, July 13, 2022, Scrolled page 33/827

[TMJ Assessment Report Draft for PCP 20220713.pdf \(gov.bc.ca\)](https://www2.gov.bc.ca/gov2/tmj/TMJ_Assessment_Report_Draft_for_PCP_20220713.pdf)

²⁸ *Canadian Environmental Assessment Act, 2012, Sections 33(a); 15(b)*

<https://www.canlii.org/en/ca/laws/stat/sc-2012-c-19-s-52/latest/sc-2012-c-19-s-52.html>

d) Limited scope of B.C. Substitution Process avoids federal accountability to environmental effects of high importance to the public

By approving the B.C. Substitution Assessment process, the federal government is avoiding a proper cumulative effects assessment of federal responsibilities: protection of federal waterways: impacts to fish habitat and populations; species at risk; shipping; transportation; dumping at sea; dredging of federal waterways; federal energy laws and regulations; safety; and emissions. These are the issues identified in public comments to the process and, summarily dismissed in responses as beyond the scope and responsibility of the Proponent.

The public submissions from Day One have expressed concern of the effects of the Tilbury LNG plans on factors that are federal responsibilities. The public submissions state the B.C. Substitution Assessment fails to address these concerns and call for a federal Review Panel assessment of the full Tilbury LNG operations and expansion plans, as well as the LNG Marine Terminal. Instead of responding appropriately, the federal and B.C. Governments have been ignoring the public input. There has been no meaningful public participation.

Tilbury LNG Marine Jetty Project #80105 – Chronology April 30, 2015 – August 15, 2022**Chronology of documents relevant to public commentary**

Tilbury Jetty Limited Partnership proposes the construction and operation of a new LNG marine terminal facility located on Tilbury Island, along the South Arm of the Fraser River in Delta, British Columbia. As proposed, the Tilbury Marine Jetty Project includes the loading of liquefied natural gas (LNG) onto LNG carriers and barges for export to local and global markets. The facility is expected to operate for a minimum of 30 years.

The Project is undergoing an environmental assessment under the B.C. Substitution environmental assessment process.

Environmental Assessment under B.C. Substitution Environmental Assessment Process

Impact Assessment Agency of Canada (IAAC) website for Tilbury Marine Jetty Project 80105
<https://iaac-aeic.gc.ca/050/evaluations/proj/80105>

18 documents are posted on the federal website

B.C. Environmental Assessment Office (BC EAO) website for Tilbury Marine Jetty Project 80105
[EPIC \(gov.bc.ca\)](https://epic.gov.bc.ca)

August 19, 2022 – 292 documents are posted on the BC EAO website - latest is Draft Assessment Report for the Tilbury Marine Jetty Project dated July 13, 2022

Note: Impact Assessment Agency of Canada prior to 2019 was named the Canadian Environmental Assessment Agency of Canada (CEAA)

Documents posted on both IAAC and BC EAO websites:

- Apr. 30, 2015 BC website – Documents - Initial Project Description, Section 10, Pre-Application, Project Description submitted by WesPac Midstream, April, 2015
[Microsoft Word - 1314220049-010-R-Rev0-WesPac Project Description 30APR 15.docx \(gov.bc.ca\)](#)
- May 6, 2015 BC website - Documents – Section 10 – Project to undergo an Environmental Assessment, Pre-Application, Order Under Section 10(1)(c) – legal document stating the Project requires an environmental assessment
[IN THE MATTER OF THE ENVIRONMENTAL ASSESSMENT ACT \(gov.bc.ca\)](#)
- May 6, 2015 BC website – Project Details - WesPac Midstream-Vancouver LLC has entered into the environmental assessment process with the proposed Marine Jetty Project. – View Documents opens up the Order Under Section 10(1)(c)
[EPIC \(gov.bc.ca\)](#)
- May 6, 2015 BC website – Documents – Section 10 Order – Notification letter to Proponent
 “The Project Description outlines the proposal for constructing a marine terminal for berthing and transferring liquefied natural gas (LNG) to marine barges and carriers at Tilbury Island on the Fraser River. The Project Description also describes the construction of LNG infrastructure and safety and control systems to transfer processed LNG from the existing adjacent FortisBC Tilbury LNG Plant to marine carriers berthed at the proposed marine jetty.” [Telephone: 250-387-1543 \(gov.bc.ca\)](#)

- May 11, 2015 federal website - Project Description of a Designated Project, Document #5
This is the Project Description submitted by WesPac Midstream. April, 2015.
“The purpose of the Project is to transfer LNG to carriers and barges for delivery to both offshore export markets and local fuel markets... The Project will receive processed LNG for transfer to LNG carriers and barges from the Tilbury LNG Plant... (scrolled page 23/130) <https://iaac-aeic.gc.ca/050/documents/p80105/101701E.pdf>
- May 11, 2015 federal website - Summary of a Project Description of a Designated Project, May, 2015 submitted by WesPac Midstream. Document #3.
<https://iaac-aeic.gc.ca/050/documents/p80105/101699E.pdf>
- May 14, 2015 BC website – Documents – Letter from the BC Associate Deputy Minister to the President of Canadian Environmental Assessment Agency requesting a BC Substitution environmental assessment process.
“I am aware that the Agency must first accept the Project Description and determine whether a federal EA is required before it can respond to this request for substitution.”
[file: xxxxx-xx/Project - 10 \(gov.bc.ca\)](file:xxxxx-xx/Project-10(gov.bc.ca))
- May 14, 2015 federal website – receipt of letter, dated May 14, 2105, from the BC Associate Deputy Minister of Environment requesting a B.C. Substitution environmental assessment process for the Tilbury Marine Jetty Project. Document #4
<https://iaac-aeic.gc.ca/050/documents/p80105/101700E.pdf>

Public Comment Period #1 – Not posted – over 1,000 submissions

Public Comments from Comment Period, May 22, 2015 – June 24, 2015: number of comments not posted but sources indicate over 1,000 submissions seeking a federal environmental assessment by the federal government, specifically a Review Panel Assessment. The public stated mistrust of a B.C. Substitution Assessment due to the B.C. Government’s deep investment in LNG

- May 22, 2015 federal website - Notice inviting public comment on the Project – need for federal environmental assessment and the Request for Substitution Process, May 22, 2015, Comment period: May 22, 2015 to June 15, 2015, Document #1
<https://iaac-aeic.gc.ca/050/evaluations/document/101781>

May 22, 2015 — As part of the strengthened and modernized *Canadian Environmental Assessment Act, 2012* (CEAA 2012) put in place to support the government's Responsible Resource Development Initiative, the Canadian Environmental Assessment Agency (the Agency) must decide whether a federal environmental assessment is required for the proposed WesPac Tilbury Marine Jetty Project, located in British Columbia (B.C.). To assist it in making its decision, the Agency is seeking comments from the public on the project and its potential effects on the environment.

Substitution Request

The Government of B.C. has requested to substitute the B.C. environmental assessment process for the CEAA 2012 process if it is determined that an environmental assessment is required. The Agency is also seeking comments on this request.

- May 22, 2015 federal website - News Release inviting public comment on the Project, [Document #2 News Release - Public Comments Invited on a Summary of the Project Description and Request for Substitution - Canada.ca \(iaac-aeic.gc.ca\)](#)
- June 11, 2015 federal website - Extension of time for the public comment period. The comment period was extended to June 24, 2015. [Document #6 Public Comment Period Extended on a Summary of the Project Description and Request for Substitution - Canada.ca \(iaac-aeic.gc.ca\)](#)
- July 6, 2015 federal website - Notice of Environmental Assessment Determination. The notice stated a federal environmental assessment is required. [Document #8 Notice of Environmental Assessment Determination - Canada.ca \(iaac-aeic.gc.ca\)](#)
- July 10, 2015 federal website - Notice of Commencement of an Environmental Assessment and Substitution Approval, [Document #7 Notice of Commencement of an Environmental Assessment and Substitution Approval - Canada.ca \(iaac-aeic.gc.ca\)](#)
- July 13, 2015 BC website Documents – Federal Response to Request for Substitution – Substitution Approved. Letter from federal Minister of the Environment, The Honourable Leona Aglukkaq. Project entered the Substitution Assessment Process
- “I also considered comments received from both Aboriginal Groups and the public in respect of the request during a recent comment period, including the numerous comments relating to the environmental effects of marine shipping associated with the Project in areas of federal jurisdiction... I have included an additional condition for the substituted assessment: the consideration of the environmental effects of marine shipping activities associated with the Project, and beyond the care and control of the proponent, along the designated shipping route within the South Arm of the Fraser River, from the Project’s marine terminal to the pilot station at Sands Heads.”
- [Letter dated Jul 10 15 from Minister Leona Aqlukkaq \(Environment Canada\) to Minister Mary Polak \(MOEBC\) re the proposed WesPac Tilbury Marine Jetty Project and Substitution..pdf \(gov.bc.ca\)](#)
- July 24, 2015 B.C. Section 11, Procedural Order establishing the formal scope, procedures and methods of the environmental assessment
<https://projects.eao.gov.bc.ca/api/public/document/5886b0ebe036fb01057695dc/download/Enclosure%20-%20Section%2011%20Order.pdf>
- Nov. 13, 2015 Invitation to comment on Draft Valued Components of the Assessment prepared by the Proponent
[Environmental Assessment of the Proposed \(gov.bc.ca\)](#)

Public Comment Period #2: 791 submissions

- Dec. 21, 2015 The BC EAO posted a document of all the public comments, ‘Collected Public Comment – Draft Valued Components Selection Document.
[WesPac Tilbury Marine Jetty- Collected Public Comments - VC Selection Document - 20151221.pdf \(gov.bc.ca\)](#)

- July 28, 2016 Public Consultation Report prepared by the Proponent. The Report listed topics of concern and responded that these concerns will be addressed in the assessment.
<https://projects.eao.gov.bc.ca/api/public/document/5886b1b1e036fb01057695f9/download/Public%20Consultation%20Report%20%231%20dated%20July%202016.pdf>
- July 28, 2016 EAO Response to Public Comments
[EAO response to public comments in Pre-Application Review Stage..pdf \(gov.bc.ca\)](#)
- Nov.15, 2018 The EAO posted that the Application was not accepted.
[Notification letter from EAO to WesPac in regards to application screening decision \(7\).pdf](#)
- Mar. 20, 2019 The EAO posted acceptance of the Application
- Mar. 26, 2019 EAO posting of Public Comment and Open House on Application.
<https://projects.eao.gov.bc.ca/p/58851208aaecd9001b829b58/project-details?pageSizeActivities=26¤tPageActivities=1>
- Apr. 2, 2019 EAO posting of Public Comment Period, April 2, 2019 – May 17, 2019. The public invite is posted on the website but unable to locate published advertisement. View Documents link just opens to website.
<https://projects.eao.gov.bc.ca/p/58851208aaecd9001b829b58/project-details?pageSizeActivities=26¤tPageActivities=1>

Public Comment Period #3: 485 submissions

Public Comments from Comment Period, April 2, 2019 – May 17, 2019: 485 submissions

- May 17, 2019 Posting under ‘Commenting’ – public comments on the Application, April 2, 2019 to May 17, 2019
<https://projects.eao.gov.bc.ca/p/58851208aaecd9001b829b58/cp/5c8aea58d69ab9002440610e/details;currentPage=1;pageSize=10;sortBy=-datePosted;ms=1661301886742>
- June 19, 2019 EAO posting of WesPac Responses to Public Comments on the Application, April 2, 2019 to May 17, 2019. Comments are documented on a Tracking Table
https://projects.eao.gov.bc.ca/api/public/document/60f83c4e4222de00226ef2e8/download/20210713_WesPac_Public%20Comments%20Tracking.pdf
- June 25, 2019 Posting of EAO Response Memo to Public Comment Period on Application, April 2, 2019 to May 17, 2019f
https://projects.eao.gov.bc.ca/api/public/document/60f8a3bfbc10a400228f6986/download/WesPac_EAO%20Response_Memo_App_Review_PCP_20190625.pdf
- July 5, 2021 Posting of Tilbury Jetty Limited Partnership’s Unconventional Offset Proposal
- July, 29, 2021 Posting of Public Comment Period, August 5, 2021 to September 7, 2021 – invitation to comment on Draft Assessment documents, Certified Project Description, and potential federal conditions

Public Comment Period #4: 137 submissions

Public Comments from Comment Period, August 5, 2021– September 7, 2021: 137 submissions

Sept. 7, 2021 Under ‘Commenting’: Posting of Public Comments for August 5, 2021 to September 7, 2021. Comments on Draft Assessment documents, Certified Project Description, and potential federal conditions
<https://projects.eao.gov.bc.ca/p/58851208aaecd9001b829b58/cp/61033d326039490022dd761f/details;currentPage=1;pageSize=10;sortBy=-datePosted;ms=1661301775550>

There doesn’t appear to be any response to this public comment period.

Dec. 1, 2021 Letter from Tilbury Jetty Ltd. Partnership – changes to bunker vessel traffic with change in type and frequency of vessels calling at the marine terminal.
https://projects.eao.gov.bc.ca/api/public/document/61a7c06190fb52002298bf95/download/20211123_TJLP_to_EAO_Bunker_Demand_Scenario_Supplemental_Assessment_Proposal.pdf

Dec. 2, 2021 Signed Section 24(4) Order for Time Extension to complete a supplemental assessment of change in Application to more vessels.
<https://projects.eao.gov.bc.ca/api/public/document/61a94f4c54e25a002250f59c/download/Section%2024%284%29%20Order%20211202.pdf>

Jan. 19, 2022 Section 13 Order, stating new information respecting the number and type of vessels that will utilize the terminal.
https://projects.eao.gov.bc.ca/api/public/document/61e862476fee890022086418/download/TMJ_Section13Order%235_VaryingTheProceduralOrderfortheEA_20220119.pdf

July 7, 2022 Posting of Advertisement for Public Comment Period #4 (note: actually #5), July 14, 2022 to August 15, 2022.
https://projects.eao.gov.bc.ca/api/public/document/62c773d1a4b8bc0022cebd3a/download/TMJ_EAO_public_comment_period_4_advertisement.pdf

Public Comment Period #5: 145 submissions

Public Comments from Comment Period, July 14, 2022 – August 15, 2022: 145 submissions, including a letter of concern with 2,016 signatures

Aug. 15, 2022 Under ‘Commenting’: Posting of Public Comments, July 14, 2022 – Aug. 15, 2022
<https://projects.eao.gov.bc.ca/p/58851208aaecd9001b829b58/cp/62c74f4d78d9cf0022cf755b/detail;currentPage=1;pageSize=10;sortBy=-datePosted;ms=1661468329470>

From: [Susan Jones](#)
To: [Council](#)
Subject: Buried Public Input to Tilbury LNG Marine Terminal on the Fraser River, B.C.
Date: Saturday, August 27, 2022 9:24:36 PM
Attachments: [Buried Public input to Tilbury LNG Marine Terminal Project.pdf](#)

Boundary Bay Conservation Committee
Box 1251, Station A, Delta, B.C. V4M 3T3
August 26, 2022

Please accept the attached Document, *Buried Public Input to the Tilbury LNG Marine Terminal Project*, as a submission to Mayor and Council.

The Boundary Bay Conservation Committee is concerned that due process has not been followed creating the potential for dangerous and damaging consequences to communities, as well as the Lower Fraser River and Salish Sea ecosystems.

Susan Jones
Director: Boundary Bay Conservation Committee

From: [REDACTED]
To: [ePost](#)
Subject: Beach "Improvements"
Date: Tuesday, August 2, 2022 1:09:01 PM

Dear Mr. Mayor and Council

No doubt, you are aware that the Goetsch family counts as one of the longest residents in Lions Bay.

Years before Lions Bay became a village there were also needs to be met like water service, garbage pick-up, snow removal, fire fighting and many, many more. All these tasks were handled by the residents on a voluntary basis, spearheaded by Frank Smith, the one and only paid employee.

If there was an emergency of some kind, and believe me, there were many over the years, we the residents, simply notified our friends and neighbors by telephone (six on a party-line) of the type and location and within an hour or often less, dozens of us would arrive at the location to deal with the problem.

One typical example among the many would be the near-loss of house #225 Isle View Place, as a wash-out by Harvey Creek. The immediate temporary engineering recommendation to prevent the entire house from sliding into the creek, had been to support the portion, the creek had washed away, by new material, to prevent further erosion and the drying out of the remaining soil. Within one hour some 90 people had arrived with buckets and garbage cans to carry two truck loads of material up the steep driveway. In the early afternoon all material had been placed as per engineering recommendation and the house was secured for the time being, pending further stabilization measures.

Well, we must have done an acceptable job, because today the house still stands.

We used to call it the community spirit: One for all and all for one.

Today, more than fifty years later, remnants are still detectable but they are getting less at the same rate, as we age. After all, there is no need for volunteers any more. We are sooooo fortunate to have a well-paid unionized works crew, ten times what it used to be and they take care of everything that needs to be done.

One example that comes to mind is the Lions Bay Beach Park. A beautiful place to enjoy nature, to swim and to relax. We have done it for many decades. Now we try to select the time so, as to ensure that we do not inconvenience those who bring part of their household, complete camping and bar-b-que equipment to enjoy the amenities.

We always had change rooms and toilet facilities. It is unfortunate that they have become inadequate for the influx of 120 + people on a sunny day. We need more! When I grew up, I was told by my parents to go potty before I went swimming. This however, is not always possible, but there is a more practical solution – after all, it ultimately ends up in the sea, everybody knows that! More reason to push for more facilities!

It is also good, that people make sure that everything they bring to the beach is clean and sanitary and that they ensure, what does not meet this condition, is correctly disposed of in

garbage containers. The works crew can testify to this and it is their job to clean up!

Would it be a practical solution to ask people to take their garbage home with them? I am afraid we have missed that opportunity! Edith has tried to set an example by picking up obviously unwanted stuff from the meadow. Will this serve as a model for others? Probably not. A drop in the bucket, a wasted effort, perhaps some mockery.

So, what about additional washroom facilities? Seriously – more washrooms for what? To occupy more of the already small space on the beach in the years to come? What about an immediate response to the immediate need, to be removed when no longer required?

You guessed it! “Portapotties” located near the gate for those in need, to be serviced regularly by the rental company. This is a far more practical and much cheaper solution for the taxpayer!

Please put on your thinking caps and be practical about the issue at hand. We do not need additional flush toilets that keep our works crew occupied.

Greetings from

Hardy and Edith