



# Alberni-Clayoquot Regional District

## BOARD OF DIRECTORS MEETING

WEDNESDAY, March 25, 2015, 1:30 pm

Regional District Board Room, 3008 Fifth Avenue, Port Alberni, BC

## AGENDA

	PAGE #
<b>1. <u>CALL TO ORDER</u></b>	
Recognition of Traditional Territories.	
<b>2. <u>APPROVAL OF AGENDA</u></b> <i>(motion to approve, including late items requires 2/3 majority vote)</i>	
<b>3. <u>DECLARATIONS</u></b> <i>(conflict of interest or gifts)</i>	
<b>4. <u>ADOPTION OF MINUTES</u></b>	
a. <b>Board of Directors Meeting – March 11, 2015</b>	<b>9-14</b>
<i>THAT the minutes of the Board of Directors meeting held on March 11, 2015 be adopted.</i>	
b. <b>Special Board of Directors Meeting – March 11, 2015</b>	<b>15-19</b>
<i>THAT the minutes of the Special Board of Directors meeting held on March 11, 2015 be adopted.</i>	
c. <b>Solid Waste Plan Monitoring Advisory Committee Meeting – West Coast – February 19, 2015</b>	<b>20-21</b>
<i>THAT the minutes of the Solid Waste Plan Monitoring Advisory Committee meeting held on February 19, 2015 be adopted.</i>	
<b>5. <u>PETITIONS, DELEGATIONS &amp; PRESENTATIONS (10 minute maximum)</u></b>	
a. <b>Janice Hill, Environmental Services Assistant, recognition – 5 years service.</b>	
b. <b>BC Transit and Diversified Transportation, Johann van Schaik/Phil Atkinson, regarding 2015 budget. (At request of Board)</b>	
c. <b>Inspector Mac Richards, Officer In Charge, Port Alberni Detachment, RCMP regarding the Port Alberni RCMP Report for February 2015.</b>	<b>22-23</b>

- d. **Canada Post, Gillies Chagnon, regarding change to postal service.** (At request of Board)

## 6. **CORRESPONDENCE FOR ACTION**

- a. **REQUEST FOR ANNUAL OPERATING AGREEMENT** **24-38**  
BC Transit, March 20, 2015 regarding 2015-2016 Annual Operating Agreement and Budget.

Possible Motion:

*THAT the Board of Directors defer the matter of the BC Transit 2015-2016 Annual Operating Agreement until the adoption of the Alberni-Clayoquot Regional District Budget.*

## 7. **CORRESPONDENCE FOR INFORMATION**

- a. **NORTH ISLAND 9-1-1 CORPORATION** **39**  
Adoption of 2015 operating budget
- b. **MINISTRY OF FORESTS, LANDS AND NATURAL RESOURCE OPERATIONS** **40-41**  
Announcement of Rural Advisory Council Members
- c. **EMERGENCY MANAGEMENT BC**  
Disaster Financial Assistance Recovery Plan approval **42-44**  
Invitation – for representatives to attend workshops **45-49**  
(Directors - Please confirm attendance by noon March 30, to Tracy)
- d. **METRO VANCOUVER** **50-68**  
Update on Metro Vancouver's Response to the Minister's Rejection of Bylaw 280
- e. **BC GOVERNMENT/MINISTRY OF TRANSPORTATION** **69-128**  
B.C. on the move, A 10 year Transportation Plan  
(For your information, please refer to pages 74, 100 and 112 as they pertain to our region)
- f. **AUDITOR GENERAL FOR LOCAL GOVERNMENT** **129**  
Announcement of Performance Audit Reports for the City of Rossland and the Corporation of Delta
- g. **THIRD CROSSING SOCIETY** **130-139**  
Update on Third Crossing
- h. **DISTRICT OF UCLUELET TO MINISTER OF ENVIRONMENT** **140-141**  
Shouldering for Safety on Highway #4
- i. **PARKS CANADA** **142-145**  
Authorization for work at the Long Beach Airport
- j. **OFFICE OF THE PREMIER** **146**  
Environment Stewardship Initiatives

## **8. REQUEST FOR DECISIONS & BYLAWS**

- a. **REQUEST FOR DECISION** **147-151**  
**Bylaw 845-1, E911 Emergency Telephone Extended Service Bylaw Amendment, 2015.**

*THAT the Alberni-Clayoquot Regional District Board of Directors adopt Bylaw 845-1, E911 Emergency Telephone Extended Service Bylaw Amendment, 2015.*

- b. **REQUEST FOR DECISION** **152**  
**Airport Capital Assistance Program Contribution Agreement – Snowplow Truck and Plow.**

*THAT the Alberni-Clayoquot Regional District Board of Directors agree to enter into a Contribution Agreement with Her Majesty the Queen in the right of Canada to receive \$294,413.00 capital contribution for the purchase of a snowplow truck and plow for the Tofino/Long Beach Airport and agree to assume all project costs above the level approved by the Minister and authorize Russell Dyson, CAO to be the designated representative to sign the agreement on their behalf.*

- c. **REQUEST FOR DECISION** **153-154**  
**AV Regatta Association – Noise Exemption from Noise Bylaw No. R1024.**

*THAT the Alberni-Clayoquot Regional District Board of Directors re-issue the permit for a special event as per Section 7 of the "Sproat Lake Noise Control Bylaw No. R1024, 2013" for July 17, 18 and 19, 2015.*

- d. **REQUEST FOR DECISION** **155-182**  
**Finance Warrant No.550.**

*THAT the Board of Directors approves Finance Warrant Number 550 in the amount of \$497,271.23 dated February 28, 2015.*

- e. **REQUEST FOR DECISION** **183-193**  
**Alberni Valley Regional Airport Hangar Lease – Bowerman Excavating Ltd.**

*THAT the Alberni-Clayoquot Regional District Board of Directors enter into a 3 year lease agreement with Bowerman Excavating Ltd., commencing May 1st, 2015 and ending April 30th, 2018, to construct an aircraft hangar on Lots 8 & 17 (Lot A) at the Alberni Valley Regional Airport for the annual rate of \$2,939.20 plus applicable taxes including CPI increases.*

- f. **REQUEST FOR DECISION** **194-204**  
**Lot 7 Alberni Valley Regional Airport – Hangar Lease Renewal.**

*THAT the Alberni-Clayoquot Regional District Board of Directors renew Lot 7 lease agreement with Allen Paul for a 3 year term commencing May 1st, 2015 and ending April 30th, 2018 at the rate of \$1,518.58 plus applicable taxes per year including CPI increases.*

- g. **REQUEST FOR DECISION** **205-218**  
**Fuel Facility Lease Renewal – Long Beach Enterprises at Long Beach Airport.**

*THAT the Alberni-Clayoquot Regional District Board of Directors renew Long Beach Enterprises lease at the Long Beach Airport to operate an aircraft fuel facility for a 3 year term commencing April 1st, 2015 and ending March 31st, 2018 for the annual rent of \$1,222.90 per year plus applicable taxes, CPI increases, and fuel concession fees.*

- h. **REQUEST FOR DECISION** **219-236**  
**Regional Emergency Coordinator.**

*THAT the Alberni-Clayoquot Regional District Board of Directors authorize the Chair and CAO to enter into a contract for Regional Emergency Services with Dan Holder for a three year term.*

- i. **REQUEST FOR DECISION** **237-250**  
**F1119 Beaver Creek Water Service Area Rates & Regulation Bylaw.**

*THAT the Alberni-Clayoquot Regional District Board of Directors give first reading to the bylaw cited as “Beaver Creek Water System Service Area Rates and Regulations Bylaw No. F1119, 2015”.*

*THAT the Alberni-Clayoquot Regional District Board of Directors give second reading to the bylaw cited as “Beaver Creek Water System Service Area Rates and Regulations Bylaw No. F1119, 2015”.*

*THAT the Alberni-Clayoquot Regional District Board of Directors give third reading to the bylaw cited as “Beaver Creek Water System Service Area Rates and Regulations Bylaw No. F1119, 2015”.*

*THAT the Alberni-Clayoquot Regional District Board of Directors adopt bylaw cited as “Beaver Creek Water System Service Area Rates and Regulations Bylaw No. F1119, 2015”.*

- j. **REQUEST FOR DECISION** **251**  
**Gas Tax Strategic Priorities Funds Grant Applications**



*THAT That the Alberni-Clayoquot Regional District Board of Directors refer the Alberni Valley Regional Airport expansion grant application with the addition of navigational aids for \$1,218,200.00 to the Gas Tax Strategic Priorities Fund.*

*THAT the Alberni-Clayoquot Regional District Board of Directors apply to the Gas Tax Strategic Priorities Fund for lighting improvements for the Long Beach airport for a total project value of \$1,344,600.00*

k. **REQUEST FOR DECISION**

**252-255**

**3<sup>rd</sup> Reading and adoption of 2015-2019 Financial Plan**

*THAT the Alberni-Clayoquot Regional District Board of Directors give third reading to Bylaw cited as '2015 to 2019 Financial Plan Bylaw No. F1115'.*

*Prior to voting on third reading Directors are asked to make any motions to amend and then vote on third reading as amended. Five proposed amendments are as follows:*

1. *THAT the Board of Directors amend the Regional Parks capital budget, page 17 – as follows:*

<i>Budget Line</i>	<i>2015</i>
<i>Line 24 – China Creek Bridge</i>	<i>\$2,000</i>

**Regional Parks**, page 17- line 24 – China Creek Bridge has been approved for the EMBC funding to restore the bridge to the condition before the flood event in December 2014. There was an improvement identified that would prevent the occurrence of the wash out in the future and there would be a further \$2,000 needed that is not covered under the EMBC program, this would come from the capital reserve.

2. *THAT the Board of Directors amend the Alberni Valley and Bamfield Waste Management budget, page 29 as follows:*

<i>Budget Line</i>	<i>2015</i>
<i>Line 1 – Surplus</i>	<i>\$508,957</i>
<i>Line 5 –Tipping fees</i>	<i>\$1,513,543</i>

**Alberni Valley & Bamfield Waste Management** – Yearend adjustments were completed after the second reading that decreased the 2014 surplus down \$14,926, to offset this decrease staff has increased tipping revenue in Line 5 to continue with no tax requisition for the Alberni Valley.

3. *THAT the Board of Directors amend the Alberni Valley Regional Airport budget, pages 32 & 33 as follows:*

<i>Budget Line</i>	<i>2014</i>
<i>Line 3 – Government and other grants</i>	<i>\$185,750</i>
<i>Line 20 – Capital fund contribution</i>	<i>\$185,750</i>
<i>Line 41 – Tree clearing/brushing</i>	<i>\$302,000</i>

***Alberni Valley Regional Airport*** – After the Community Forest Grant was received the line items associated with the increase from \$100,000 to \$185,750.00 affect the lines mentioned and the tree clearing and brushing were increased to \$302,000 in 2015 capital budget due to this funding.

4. *THAT the Board of Directors amend the West Coast Waste Management budget, pages 43 & 44 as follows:*

<i>Budget Line</i>	<i>2014</i>
<i>Line 1 – Surplus</i>	<i>\$94,736</i>
<i>Line 2 – Tax requisition</i>	<i>\$123,264</i>
<i>Line 4 – Curbside garbage</i>	<i>\$123,000</i>
<i>Line 38 – Operating costs</i>	<i>\$20,000</i>

***West Coast Waste Management*** - After the review and completion of the year end there was a coding error found that over inflated revenue by \$36,807, this pushed the tax requisition for the service from \$117,457 to \$137,764 The expenditure amounts were reviewed by staff to help reduce the tax requisition and found that there could be \$15,000 cut from Other Operating, Garbage billing increased \$8,000 revenue in 2015.

5. *THAT the Board of Directors amend the Sproat Lake Community Parks budget, pages 71 as follows:*

<i>Budget Line</i>	<i>2014</i>
<i>Line 2 – Tax requisition</i>	<i>\$81,890</i>
<i>Line 10 – Labour &amp; related costs</i>	<i>\$4,500</i>

***Sproat Lake Community Parks*** - page 71 line 10 – The Sproat Lake Parks Labour and benefits were reviewed and found that amounts were over allocated to this service due to changes in the Sproat Lake Marine Patrol as a separate service. The Labour line item was decreased by \$1,500.

*After final amendments vote on third reading as amended.*

*THAT the Alberni-Clayoquot Regional District Board of Directors adopt the Bylaw cited as '2015 to 2019 Financial Plan Bylaw No. F1115'.*

## **9. PLANNING MATTERS**

### **9.1 ELECTORAL AREA DIRECTORS ONLY**

- a. **DVC14008, UHER/TAYLOR, 1480 PORT ALBION ROAD** **256-266**  
Development Variance Application – Report

*THAT the Board of Directors pass a resolution to consider issuing development variance permit DVC14008.*

- b. **RF14005, FRANCOEUR/ISLAND CORRIDOR, BLK 1447 & PART OF R/W** **267-273**  
**VIP67988**  
Rezoning Application – Public Hearing Report, Public Hearing Minutes  
and Bylaw P1325

*THAT the Board of Directors receive the public hearing report.*

*THAT the Board of Directors receive the public hearing minutes.*

*THAT Bylaw P1325, Regional District of Alberni-Clayoquot Zoning Atlas Amendment Bylaw, be read a second time.*

*THAT Bylaw P1325, Regional District of Alberni-Clayoquot Zoning Atlas Amendment Bylaw, be read a third time.*

### **9.2 ALL DIRECTORS**

- a. **AE14004, COREY/HAWSER, 6176 SAUNDERS ROAD N** **274-279**  
Agricultural Land Reserve Application - Report

*Board direction requested.*

- b. **AGRICULTURAL SUPPORT WORKERS FEBRUARY REPORT** **280-296**  
Report

*THAT the Board of Directors receive the Agricultural Support Workers February Report.*

## **10. REPORTS**

### **10.1 STAFF REPORTS**

a.	Staff Action Items Report – March 19, 2015	<b>297-300</b>
b.	Meeting Schedule –April, 2015	<b>301</b>
c.	Building Inspector’s Report – January, 2015 and February, 2015	<b>302-303</b>

*THAT the Board of Directors receives the Staff Reports a-c.*

## **10.2 COMMITTEE REPORTS**

## **10.3 MEMBER REPORTS**

- a. 9-1-1 Corporation – J. McNabb
- b. Vancouver Island Regional Library - P. Cote
- c. Central West Coast Forest Society – T. Bennett
- d. Alberni Valley Chamber of Commerce – Jack McLeman
- e. Coastal Community Network – T. Bennett
- f. Island Coastal Economic Trust – J. Osborne
- g. Air Quality Council, Port Alberni – J. McNabb
- h. West Coast Aquatic Board – T. Bennett/K. Wyton
- i. Association of Vancouver Island & Coastal Communities – J. Osborne
- j. Other Reports

*THAT the Board of Directors receives the Member Reports.*

## **11. UNFINISHED BUSINESS**

## **12. LATE BUSINESS**

## **13. QUESTION PERIOD**

## **14. ADJOURN**

**Next Board of Directors Meeting: Wednesday, April 8, 2015, 1:30 pm.**



# Alberni-Clayoquot Regional District

## MINUTES OF THE BOARD OF DIRECTORS MEETING HELD ON WEDNESDAY, MARCH 11, 2015, 1:30 PM

Regional District Board Room, 3008 Fifth Avenue, Port Alberni, BC

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### DIRECTORS

#### PRESENT:

Josie Osborne, Chairperson, District of Tofino  
John McNabb, Vice-Chair, Electoral Area "E" (Beaver Creek)  
Bob Baden, Alternate Director, Electoral Area "A" (Bamfield)  
Mike Kokura, Director, Electoral Area "B" (Beaufort)  
Tony Bennett, Director, Electoral Area "C" (Long Beach)  
Penny Cote, Director, Electoral Area "D" (Sproat Lake)  
Lucas Banton, Director, Electoral Area "F" (Cherry Creek)  
Mike Ruttan, Mayor, City of Port Alberni  
Jack McLeman, Councillor, City of Port Alberni  
Dianne St. Jacques, Mayor, District of Ucluelet  
Alan McCarthy, Member of Legislature, Yuułu?it'ath Government  
Wilfred Cootes, Councillor, Uchucklesaht Tribe Government

#### REGRETS:

John Jack, Councillor, Huu-ay-aht First Nation

#### STAFF PRESENT:

Russell Dyson, Chief Administrative Officer  
Andrew McGifford, Acting Manager of Finance  
Mike Irg, Manager of Planning and Development  
Shelli Lyle, Administrative Assistant

### 1. CALL TO ORDER

The Chairperson called the meeting to order at 1:30 pm.

**The Chair recognized the meeting this afternoon is being held in the Tseshaht First Nation and the Hupacasath First Nation Traditional Territories.**

### 2. APPROVAL OF AGENDA

*MOVED: Director St. Jacques*

*SECONDED: Director Cootes*

*THAT the agenda be approved as circulated with the addition of a late item under correspondence for information from Rogers regarding the Regional District's request for improved cell coverage in Sproat Lake for consideration.*

**CARRIED**

Director Cote entered the meeting at 1:32 pm.

### 3. DECLARATIONS

#### **4. ADOPTION OF MINUTES**

##### **a. Board of Directors Meeting – February 25, 2015**

*MOVED: Director Kokura*

*SECONDED: Director McLeman*

*THAT the minutes of the Board of Directors meeting held on February 25, 2015 be adopted.*

**CARRIED**

##### **b. Committee-of-the Whole Meeting - February 25, 2015**

*MOVED: Director Banton*

*SECONDED: Director Cootes*

*THAT the minutes of the Committee of the Whole Meeting held on February 25, 2015 be adopted.*

**CARRIED**

##### **c. Parcel Tax Review Panel Committee Meeting - February 25, 2015**

*MOVED: Director Kokura*

*SECONDED: Director McNabb*

*THAT the minutes of the Parcel Tax Review Panel Meeting held on February 25, 2015 be adopted.*

**CARRIED**

##### **d. Beaver Creek Water Advisory Committee Meeting - February 23, 2015**

*MOVED: Director McNabb*

*SECONDED: Director Bennett*

*THAT the minutes of the Beaver Creek Water Advisory Committee Meeting held on February 23, 2015 be adopted.*

**CARRIED**

##### **e. Committee-of-the-Whole Meeting – March 4, 2015**

*MOVED: Director Cootes*

*SECONDED: Director Banton*

*THAT the minutes of the Committee-of-the-Whole Meeting held on March 4, 2015 be adopted.*

**CARRIED**

**5. PETITIONS, DELEGATIONS & PRESENTATIONS**

**a. Dr. Hasselback, Island Heath, Local Heath Area Profiles for Port Alberni.**

Dr. Hasselback provided the Board with an annual presentation on the Local Health Area Profile for the Alberni-Clayoquot Region (Local Health Area 70). Dr. Hasselback reviewed the data and statistics over a 4 year period and asked the board to consider the consistent effort of local governments to contribute to health and well being of residents. Continued support for the work of the Alberni Clayoquot Health Network and pointed out the outdoor and wood stove burning continues to be a concern for Alberni Valley airshed.

**b. Gary Murton, President, Hugh Grist, Director, Western Vancouver Island Industrial Heritage Society, Update on McLean's Mill Activities.**

Mr. Grist presented an update on the McLean Mill activities and spoke in favour of the ACRD contribution remaining the same as in 2014 at \$27,000. Mr. Grist reviewed the accomplishments of 2014 and the events scheduled for 2015, the actual costs for 2014 and the budgeted costs for 2015.

**6. CORRESPONDENCE FOR ACTION**

**a. Vancouver Island Economic Alliance, March 4, 2015 regarding Vancouver Island Transportation Forum**

*MOVED: Director McNabb*

*SECONDED: Director Kokura*

*THAT the Board of Directors authorize Chairperson Osborne and Director McLeman's attendance at the Vancouver Island Transportation Forum, March 31, 2015, Victoria, BC.*

**CARRIED**

**7. CORRESPONDENCE FOR INFORMATION**

**a. CITY OF PORT MOODY**  
Declaration of the Right to a Healthy Environment

**b. ISLAND COSTAL ECONOMIC TRUST**  
Meeting Place Will Bring More Tourism Dollars to Comox Waterfront and Downtown

- c. **ISLAND TIMBERLANDS**  
Public Access Concerns to Island Timberland's Private Land in the Alberni Valley
- d. **FRASER VALLEY REGIONAL DISTRICT**  
Minister of Environment's Rejection of Bylaw 280
- e. **Rogers - March 5, 2015**  
Improved cell phone coverage in Sproat Lake.

## 8. **REQUEST FOR DECISIONS & BYLAWS**

## 9. **PLANNING MATTERS**

- a. **AE14004, COREY/HAWSER, 6176 SAUNDERS ROAD N**  
Agricultural Land Reserve Application – Report

*MOVED: Director Bennett*

*SECONDED: Director Banton*

*THAT the Board of Directors defer the AE14004, Corey/Hawser, 6176 Saunders Road N Agricultural Land Reserve Application to the next meeting being held on March 25, 2015.*

**CARRIED**

- b. **ALBERNI-CLAYOQUOT REGIONAL DISTRICT PARKS & TRAILS  
STRATEGIC PLAN**  
Request for Decision and Plan

*MOVED: Director Bennett*

*SECONDED: Director Cote*

*THAT the Board of Directors approve the Alberni-Clayoquot Regional District Parks & Trails Strategic Plan.*

**CARRIED**

## 10. **REPORTS**

### 10.1 **STAFF REPORTS**

- a. **CAO Report – March 6, 2015**
- b. **Planning & Development Manager Report – March 4, 2015**
- c. **Staff Action Items Report – March 6, 2015**



MOVED: Director Kokura  
SECONDED: Director Bennett

*THAT the Board of Directors receives the staff reports a-c.*

**CARRIED**

**10.2 COMMITTEE REPORTS**

**11. UNFINISHED BUSINESS**

**12. LATE BUSINESS**

**13. QUESTION PERIOD**

**14. RECESS**

MOVED: Director Cote  
SECONDED: Director Cootes

*THAT the Board of Directors recess the meeting at 2:33 pm in order to conduct the Alberni-Clayoquot Regional Hospital District meeting.*

**CARRIED**

**15. RECONVENE**

The meeting was re-opened to the public at 2:44 pm.

MOVED: Director Bennett  
SECONDED: Director McNabb

*THAT the Board of Directors permit Director Bennett to report on West Coast Aquatic.*

**CARRIED**

Director Bennett reported that Andrew Day was resigning from West Coast Aquatic.

MOVED: Director Bennett  
SECONDED: Director McNabb

*THAT the Board of Directors send a letter of congratulations to Andrew Day on his new position of Vice President, Vancouver Aquarium and Executive Director of its new Coastal and Ocean Research Institute.*

**CARRIED**

**16. IN-CAMERA**

*MOVED: Director McNabb*

*SECONDED: Director McLeman*

*THAT the meeting be closed to the public to discuss matters relating to:*

- i. Labour or other employee relations;*
- ii. Negotiations and related discussions respecting the proposed provision of a Regional District service that are at their preliminary stages, disclosure of which the Board considers could reasonably be expected to harm the interest of the Regional District if they were held in public*

**CARRIED**

The meeting was closed to the public at 2:45 pm.

The meeting was re-opened to the public at 3:05 pm.

**17. RECOMMENDATIONS TO THE BOARD FROM IN-CAMERA**

**18. ADJOURN**

*MOVED: Director Kokura*

*SECONDED: Director Banton*

*THAT this meeting be adjourned at 3:06 pm.*

**CARRIED**

Certified Correct:

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Josie Osborne,  
Chairperson

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Russell Dyson,  
Chief Administrative Officer



## Alberni-Clayoquot Regional District

### MINUTES OF THE SPECIAL BOARD OF DIRECTORS MEETING PUBLIC CONSULTATION 2015-2019 FINANCIAL PLAN HELD ON WEDNESDAY, MARCH 11, 2015, 6:00 PM

Regional District Board Room, 3008 Fifth Avenue, Port Alberni, BC

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#### **DIRECTORS**

#### **PRESENT:**

Josie Osborne, Chairperson, District of Tofino  
John McNabb, Vice-Chair, Electoral Area "E" (Beaver Creek)  
Bob Baden, Alternate Director, Electoral Area "A" (Bamfield)  
Mike Kokura, Director, Electoral Area "B" (Beaufort)  
Tony Bennett, Director, Electoral Area "C" (Long Beach)  
Penny Cote, Director, Electoral Area "D" (Sproat Lake)  
Lindsay Rogers, Alternate Director, Electoral Area "F" (Cherry Creek)  
Mike Ruttan, Mayor, City of Port Alberni  
Jack McLeman, Councillor, City of Port Alberni  
Dianne St. Jacques, Mayor, District of Ucluelet

#### **REGRETS:**

John Jack, Councillor, Huu-ay-aht First Nation  
Alan McCarthy, Member of Legislature, Yuułu?it?ath Government  
Wilfred Cootes, Councillor, Uchucklesaht Tribe Government

#### **STAFF PRESENT:**

Russell Dyson, Chief Administrative Officer  
Andrew McGifford, Acting Manager of Finance  
Mike Irg, Manager of Planning and Development  
Shelli Lyle, Administrative Assistant

#### **1. CALL TO ORDER**

The Chairperson called the meeting to order at 6:00 pm.

**The Chair recognized the meeting this evening is being held in the Tseshaht First Nation and the Hupacasath First Nation Traditional Territories.**

#### **2. APPROVAL OF AGENDA**

*MOVED: Director Kokura*

*SECONDED: Director Bennett*

*THAT agenda be approved as circulated with delegations being considered as item 3.*

**CARRIED**

Director Ruttan entered the meeting at 6:02 pm.

### **3. PETITIONS, DELEGATIONS & PRESENTATIONS (10 minute maximum)**

- a. **Mr. Al Winney, Arrowsmith Amateur Radio Club regarding Grant-in-Aid request.**

Mr. Winney spoke in favor of the Arrowsmith Amateur Radio Club Grant in Aid request explaining the monies would be used to purchase an 8x16 trailer for the Emcom Trailer Project to provide a complete mobile communications center.

### **4. PUBLIC CONSULTATION**

- a. Public Input and Questions – No input or questions received.

### **5. 2015-2019 REGIONAL DISTRICT FINANCIAL PLAN**

- a. **REQUEST FOR DECISION**  
General Government Budget

*MOVED: Director Bennett*

*SECONDED: Director St. Jacques*

*THAT the Alberni-Clayoquot Regional District Board of Directors receives the report providing further details on the General Government budget as requested at the Board meeting on February 25, 2015.*

**CARRIED**

- b. **REQUEST FOR DECISION**  
Agriculture Plan 2015 Implementation Strategy

*MOVED: Director McNabb*

*SECONDED: Director Cote*

*THAT the Board of Directors receive the memorandum.*

**CARRIED**

*MOVED: Director McLeman*

*SECONDED: Director Kokura*

*THAT the Board of Directors appoint Director Cote and Director Ruttan as alternate to represent the ACRD on the Agricultural Development Committee.*

**CARRIED**

- c. **REQUEST FOR DECISION**  
Bylaw No. F1115 – 2<sup>nd</sup> Reading of the 2015-2019 Financial Plan  
(Financial Plan Attached Separately)

MOVED: Director Bennett  
SECONDED: Director Kokura

*THAT the Alberni-Clayoquot Regional District Board of Directors give second reading to Bylaw cited as '2015 to 2019 Alberni-Clayoquot Regional District Financial Plan Bylaw No. F1115'.*

MOVED: Director St. Jacques  
SECONDED: Director Bennett

*THAT the Board of Directors amend the Grants in Aid to the Economic Development Financial Plan, page 11 of the '2015 to 2019 Alberni-Clayoquot Regional District Financial Plan Bylaw No. F1115' to include the District of Ucluelet contributing \$1,000.00.*

**CARRIED**

MOVED: Director Bennett  
SECONDED: Director St. Jacques

*THAT the Board of Directors approve a Grants in Aid to the Ucluelet Day Care Society, page 42 of the '2015 to 2019 Alberni-Clayoquot Regional District Financial Plan Bylaw No. F1115' in the amount of \$2,000.00 with the funds coming from the District of Ucluelet and Electoral Area C "Long Beach" excluding the District of Tofino.*

**CARRIED**

MOVED: Director McNabb  
SECONDED: Director McLeman

*THAT the Board of Directors approve a Grants in Aid to the Arrowsmith Amateur Radio Club, page 28, line item 12 of the '2015 to 2019 Alberni-Clayoquot Regional District Financial Plan Bylaw No. F1115' in the amount of \$10,000.00 with the funds coming from the Alberni Valley.*

**CARRIED**

MOVED: Director McNabb  
SECONDED: Director Cote

*THAT the Board of Directors amend the Alberni Valley Regional Airport budget page 33, line item 40 of the '2015 to 2019 Alberni-Clayoquot Regional District Financial Plan Bylaw No. F1115' to add Sweeper/Runway Surface cleaning in the amount of \$10,000.00 and reduce line item 41, Tree cleaning/brushing to 190,000.00.*

**CARRIED**

MOVED: Director McNabb

SECONDED: Director Bennett

THAT the Board of Directors amend the Alberni Valley Regional Water budget, page 34, line item 9 of the '2015 to 2019 Alberni-Clayoquot Regional District Financial Plan Bylaw No. F1115' from \$30,000.00 to \$22,000.00.

**CARRIED**

MOVED: Director Bennett

SECONDED: Director St. Jacques

THAT the Board of Directors amend West Coast Grants in Aid, Central Westcoast Forest Society, page 42, line item 6 of the '2015 to 2019 Alberni-Clayoquot Regional District Financial Plan Bylaw No. F1115' the amount of \$3,500.00 be removed as it is included in page 43, line item 22, Illegal dumping prevention.

**CARRIED**

MOVED: Director Bennett

SECONDED: Director McNabb

THAT the Board of Directors amend Beaufort Grants in Aid Beaver Creek Community Club, page 52, line item 5 of the '2015 to 2019 Alberni-Clayoquot Regional District Financial Plan Bylaw No. F1115' to \$4,000.00 and include a contribution of \$1,000.00 from Long Beach Grants in Aid page 54, line item 5.

**CARRIED**

MOVED: Director Cote

SECONDED: Director Bennett

THAT the Board of Directors amend the Sproat Lake Volunteer Fire Department, page 75 of the '2015 to 2019 Alberni-Clayoquot Regional District Financial Plan Bylaw No. F1115' as follows:

Budget Line	2014	2015
Line 9 – Capital fund con't from operating	\$86,115	\$72,000
Line 12 – Operating costs	\$226,488	\$309,000

**CARRIED**

MOVED: Director Cote

SECONDED: Director Bennett

THAT the Board of Directors amend Sproat Lake Volunteer Fire Department, page 76 of the '2015 to 2019 Alberni-Clayoquot Regional District Financial Plan Bylaw No. F1115' as follows:

Budget Line	2014	2015
-------------	------	------

<b>Line 31 – 50th Anniversary</b>	<b>\$0</b>	<b>\$0</b>
<b>Line 31 – Service Review</b>	<b>\$0</b>	<b>\$12,000</b>

**CARRIED**

*MOVED: Director McNabb*

*SECONDED: Director Ruttan*

*THAT the Board of Directors amend Beaver Creek Water System, page 83, line item 69 of the '2015 to 2019 Alberni-Clayoquot Regional District Financial Plan Bylaw No. F1115' to \$0 and add \$10,000.00 to line item 67, Contributions from operating fund for the years 2016-2018.*

**CARRIED**

The main motion of 2<sup>nd</sup> Reading as amended was

**CARRIED**

## **6. ADJOURN**

*MOVED: Director Ruttan*

*SECONDED: Director McNabb*

*THAT this meeting be adjourned at 8:15 pm.*

**CARRIED**

Certified Correct:

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Josie Osborne,  
Chairperson

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Russell Dyson,  
Chief Administrative Officer



**Alberni-Clayoquot Regional District  
Solid Waste Plan Monitoring Advisory Committee – West Coast  
Meeting Minutes**

**Meeting Date & Time:** Thursday, February 19, 2015 @ 1:30 pm

**Location:** District of Tofino Council Chambers, 121 3<sup>rd</sup> Street, Tofino, BC

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**In attendance:**

Dianne St. Jacques, District of Ucluelet  
Chris Bird, Sonbird Refuse & Recycling  
Warren Rudd, Tofino Chamber of Commerce  
Carey McIver, Carey McIver & Associates

Josie Osborne, District of Tofino  
Alan McGill, McGill & Associates  
Tony Bennett, Electoral Area C Director  
Janice Hill, ACRD

**1. Call to Order**

Chair, Josie Osborne called the meeting to order at 1:30 p.m.

**2. ACRD SWMP Implementation**

- a) Carey McIver delivered a power point presentation outlining the 2015 Work plan and schedule.
- b) 2014 disposal data shows a decrease from 740 kg per capita in 2007 to 736 kg per capita in 2014, which shows we are diverting more from the landfill but we still can divert much more.

**3. ICI Disposal Bans Progress Report**

- a) WC Waste Audit Results
  - i. A mini-waste audit was carried out over a couple of days at the WC Landfill. Commercial and Residential loads of garbage were audited. Residential loads did not contain a lot of recyclables but the commercial loads did contain cardboard (OCC) and renovation and construction waste. This may be due to the time of year when resorts are doing a lot of renovations.
  - ii. A drive-by audit carried out in both Ucluelet and Tofino showed that most businesses have a front end garbage bin, but only a few had a dedicated OCC bin. Some businesses pile OCC beside their garbage bin, which doesn't provide any protection for the OCC. Most restaurants have a Fat, Oil and Grease (FOG) bin.
- b) A second stakeholder meeting was held at the Ucluelet Community Centre in the evening on February 15<sup>th</sup>, 2015. Attendance was low but the discussions were good. A few issues still need to be addressed:



- i. Costs of recycling needs to be lower than \$300/tonne, especially when the landfill tipping costs are \$95/tonne.
  - ii. Small generators need costs-effective collection and drop-off-options.
  - iii. Some businesses have lack of storage space to store recycling bins.
  - iv. More effective stakeholder engagement needed.
- c) Program Implementation Issues
  - i. Need to build awareness of collection options.
  - ii. Must be cost effective.
  - iii. Needs to be marketable.
  - iv. Need to find a 'local Champion' in each community to help with education and support for the bans.
  - v. The schedule for implementing the ban should be delayed for a few months to allow for more consultation with generators and haulers.
- d) Impact on tipping fees – Tipping fees may need to be increased to help cover the cost of lost revenue of tipped material. Keeping in mind that the cost of recycling needs to be the same or less than disposing of materials in the landfill.
- e) Communication Plan Progress Report – the committee agreed that there needs to be plenty of advertising and education material provided to each community in order to provide information on the bans. Potential tools may include, a survey, a mail out to generators, advertising, media material, brochures, posters, and flyers. All agreed that it would be beneficial to enlist the assistance of a local champion to help distribute the material.

#### **4. Organics Diversion Opportunities Assessment.**

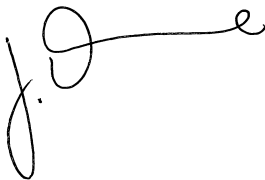
Waste audit results were discussed in reference to organics diversion opportunities. The committee felt that organics diversion should be the priority project and that the cardboard disposal ban should be delayed to provide more time for consultation with businesses in Ucluelet.

The ability to use cardboard as a feedstock in a potential composting facility was discussed and the committee felt that this issue should be addressed quickly in the planning process.

Meeting adjourned at 3:00 pm.

**Next meeting:** Thursday, April 16th, 2015, @ 1:30 pm (Ucluelet Community Center – Activity Room #1).

Certified Correct



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Josie Osborne, Chair



## PORT ALBERNI RCMP DETACHMENT MONTHLY REPORT



This report represents the policing activities undertaken by the Port Alberni RCMP Detachment during January 2015. I have included an update on policing activities thus far in 2015 and a comparator to previous years.

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

- Officers received and responded to 847 calls for service during the month
- Detachment officers partnered with many community agencies with a visible presence in pink shirts for anti-bullying day on February 25<sup>th</sup>. Officers attended the opening and closing ceremonies for the Senior Curling Championships.
- Traffic offences continue to be detected by police officers and are being reported by the public. Education and enforcement will continue in this area.
  - Speed Watch is one program aimed at changing driving behaviours. In 2014 Speed Watch volunteers provided nearly 400 hours of community service and checked 25 378 vehicles. This resulted in 272 warning letters being sent to vehicle owners concerning speeding.
- The Victim Services Unit assisted 33 new clients
- The Aboriginal Policing Section continues to work with the First Nations and youth in particular. Work continues on the investigation into elk poaching with BC Conservation Services, DARE is being presented at Maquinna, Bamfield and Haahuupayak Schools, presentations have been made on suicide prevention, officers have been interacting with youth through a number of activities including visits to Schools and attending the VAST Success Dinner.

Port Alberni RCMP's 2014/15 Annual Performance Plan:

- **Crime Reduction:**
- **Substance abuse**
- **Youth**
- **Visibility/engagement**
- **Traffic**

Respectfully,

Insp Mac Richards, OIC Port Alberni Detachment

## Detailed Crime - 2015 Year Review

	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
Assault	46	45											91
Relationship Violence	9	10											19
Thefts	77	74											151
Break and enter	17	16											33
Mischief	32	51											83
Drugs	12	30											42
Provincial Traffic	80	76											156
Criminal Code Traffic	25	23											48
Motor Vehicle Incident	24	21											45
Calls for Service	843	847											1690

## 7 Year Comparison

	2008	2009	2010	2011	2012	2013	2014	2015	Total
Assault	766	728	628	616	622	512	551		4423
Relationship Violence	222	175	158	112	140	87	101		995
Thefts	1508	1288	1159	1077	1124	961	962		8079
Break and enter	450	325	298	359	251	287	288		2258
Mischief	738	679	538	555	582	583	544		4219
Drugs	445	323	257	372	329	331	304		2361
Provincial Traffic	1212	1199	1211	1150	1042	1112	1090		8016
Criminal Code Traffic	373	359	398	374	354	294	285		2437
Motor Vehicle Incident	518	484	406	364	389	360	366		2887
Calls for Service	14340	12848	12077	12429	11790	11591	11698		86773

### 2008 – 2014 Average

Assault	631
Relationship Violence	142
Thefts	1154
Break and enter	322
Mischief	602
Drugs	337
Provincial Traffic	1145
Criminal Code Traffic	348
Motor Vehicle Incidents	412
Calls for Service	12396

March 20, 2015

Russel Dyson  
Chief Administrative Office  
**Regional District of Alberni-Clayoquot**  
3008 Fifth Avenue  
Port Alberni, B.C. V9Y 2E3



Dear Russel,

SUBJECT: 2015-2016 Annual Operating Agreement and Budget

Further to the draft 3-Year budget forecast (3YB) sent to you in October, 2014, and in consideration of subsequent discussions, please find enclosed your 2015-16 Annual Operating Agreement (AOA) for approval. We are pleased to acknowledge that the final 2015-16 AOA budgets closely reflect the costs in the draft 3 year budgets provided to you.

Further to the recently announced Provincial Budget and the BC Transit Service Plan, this 2015-2016 AOA budget confirms that there is sufficient funding for base service levels in year one of your community's three year service hours and budget plan. For years two and three, budgets are to remain at the 2015-2016 AOA level, as provincial funding levels are forecast to remain flat over the term of the BC Transit Service Plan.

This AOA, along with the Master Operating Agreement (MOA), constitute the operating agreements for your transit system. The AOA includes costs associated with your base (existing) transit services with no change in service levels.

The covering letter to the 3YB provided a detailed summary of key trends and initiatives impacting 2015-16 operating budgets as well as strategies BC Transit are engaged in to mitigate cost pressures. Complementary to this, information is provided in the bulleted points below specific to the Schedule "C" of your AOA. The major cost drivers and key assumptions used to develop your 2015-16 AOA budget are as follows:

- **Revenue:** revenue forecasted in the AOA reflects the most recent actual performance and fare assumptions. As this information is most current, the revenue budget is slightly lower than the information presented in the 3 Year Forecast.
- **Operating Costs:**
  - The Operating company's fixed costs reflect the recently approved 2 year Contract extension which includes all of the operating company's overhead (non-driver and non-mechanic) costs to deliver service such as supervision, dispatching, training, bus fueling, bus interior cleaning & washing, utilities, rents and administration;
  - Driver related labour costs also reflect the year 2 contract extension that include wage and benefit rates and increased statutory employer contributions;
  - Operating costs are also impacted by changes in service hours based on calendar changes.
- **Fuel Costs** are budgeted down from \$1.34/l (as noted in the 3 year budget) to a fuel price of \$1.25/l.

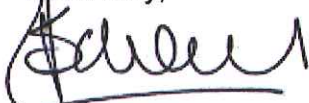


- **Fleet Insurance:** consistent with the 3 year budget information, the allocation of Fleet Insurance is now based on vehicle replacement costs, rather than the prior allocation method of net book value.
- **Administration:** a decrease in BCT Management Service (BCTMS) reflects reductions in administration costs as well as the reallocation of direct charges to specific AOA line items. As outlined in the 3 year budget letter, four key components were identified to provide greater transparency of key costs within BCTMS. These included:
  - Scheduling/Business Intelligence and Information Technology are both reflected under Info Systems/Business Intelligence;
  - where BC Transit owns or leases a facility, Fixed Asset management is reflected in the Property Maintenance line; and,
  - costs associated with supporting maintenance throughout the province, mainly fleet support and inspectors, are reflected in the Fleet Maintenance line.
- **Maintenance:** changes to the Fleet Maintenance budget reflect actual activity during the current year and upcoming work forecasted for 2015-16 as well as assumptions on inflationary increases related to parts;
- **Capital Initiatives and Debt Service:** Vehicle Lease Fees reflect the forecasted fleet plan, and for the upcoming year no vehicle replacements are planned. Note that Public Transportation Infrastructure Project (PTIP) funding expires at the end of the 2014/15 fiscal year affecting an increase in Lease Fees.

While it is understood that the financial information contained within the AOA is needed for budgeting and planning purposes, it is important to note that the costs outlined in the Schedule "C" – Budget and Schedule "D" – Payment Schedule contain commercially confidential information from our operating company and are subject to protection afforded by the Freedom of Information & Protection of Privacy Act. Any reports to your Regional Boards, or any discussions which may be made within the public sphere which contain costs associated with the provision of transit services must be limited to four line items showing Revenues, Total Operating Costs, Total Costs and Total Local Government's Share of Costs.

Once the agreements have received signature/seal from the Regional District Board, please forward all three copies to Diversified Transportation for their approval with a request to return all originals to the undersigned for execution by BC Transit. Could you please make every effort to have these agreements signed and submitted to Diversified Transportation within thirty days of receipt. Please contact me if you have any questions related to the AOA or budgets.

Yours truly,



Johann Van Schaik  
Senior Regional Transit Manager,  
BC Transit

## 2015/2016 Lease Fee Summary

### Alberni-Clayoquot Custom Transit

	2015/2016
VEHICLES	
Vehicles (4 Vehicles)	191,316
<b>Vehicles Total</b>	<b>\$191,316</b>
LAND AND BUILDINGS	
<b>Land and Buildings Total</b>	<b>\$0</b>
EQUIPMENT	
IT Projects	2,973
<b>Equipment Total</b>	<b>\$2,973</b>
TOTAL LEASE FEES	
100% Lease Fees	194,289
Local Share %	33.31%
<b>Lease Fees Local Share Total</b>	<b>\$64,718</b>

**ALBERNI-CLAYOQUOT**

**ANNUAL OPERATING AGREEMENT  
(CUSTOM)**

**Among**

**THE REGIONAL DISTRICT OF ALBERNI-CLAYOQUOT**

**BRITISH COLUMBIA TRANSIT**

**And**

**DIVERSIFIED TRANSPORTATION LTD.  
(as agreed to in the MOA)**

**APRIL 1, 2015 TO MARCH 31, 2016**

**INFORMATION CONTAINED IN SCHEDULE "C" – BUDGET AND SCHEDULE "D" – PAYMENT  
SCHEDULE IS SUBJECT TO FREEDOM OF INFORMATION & PROTECTION OF PRIVACY ACT.**

**CONSULT WITH BC TRANSIT PRIOR TO RELEASING INFORMATION IN THESE SCHEDULES TO  
INDIVIDUALS OR COMPANIES OTHER THAN THOSE WHO ARE PARTY TO THIS AGREEMENT.**

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**ANNUAL OPERATING AGREEMENT**

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**ANNUAL OPERATING AGREEMENT**

BETWEEN: THE REGIONAL DISTRICT OF ALBERNI-CLAYOQUOT  
(the "**Municipality**")

AND: BRITISH COLUMBIA TRANSIT  
(the "**Authority**")

AND: DIVERSIFIED TRANSPORTATION LTD.  
(the "**Operating Company**")

**WHEREAS** the Municipality and the Authority are authorized to contract for the provision of a Public Passenger Transportation System and share in the costs of providing same pursuant to the British Columbia Transit Act.

**WHEREAS** the Operating Company is authorized to operate, manage and maintain a Public Passenger Transportation System within the Alberni-Clayoquot Transit Service Area

**WHEREAS** the parties hereto have entered into a Master Operating Agreement effective which sets out the general rights and responsibilities of the parties hereto.

**AND WHEREAS** the parties hereto wish to enter into an Annual Operating Agreement which sets out, together with the Master Agreement, the specific terms and conditions for the operation of the Public Passenger Transportation System for the upcoming term.

**NOW THEREFORE THIS AGREEMENT WITNESSETH** that in consideration of the premises and of the covenants herein contained, the parties covenant and agree with each other as follows:

**SECTION 1 – DEFINITION OF TERMS**

1.1 Definitions: Unless agreed otherwise in the Annual Operating Agreement, the definitions set out in the Master Agreement shall apply to this Annual Operating Agreement including:

- (a) "**Annual Operating Agreement**" shall mean this Annual Operating Agreement and any Annual Operating Agreement Amendment negotiated and entered into by the parties subsequent hereto;
- (b) "**Master Agreement**" shall mean the Master Operating Agreement, including any amendments made thereto;

**SECTION 2 – INCORPORATION OF MASTER AGREEMENT**

2.1 Incorporation of Master Agreement into Annual Operating Agreement: Upon execution, this Annual Operating Agreement shall be deemed integrated into the Master Agreement and thereafter the Master Agreement and the current Annual Operating Agreement shall be read together as a single integrated document and shall be deemed to be the Annual Operating Agreement for the purposes of the British Columbia Transit Act, as amended from time to time.

2.2 Amendments to Master Agreement: The parties agree to amend the Master Agreement as follows:

- (a) To remove Section 13 in its entirety and replace it with the following:

**"SECTION 13 - INSURANCE**

13.1 Insurance: The Operating Company and the Authority shall purchase and maintain in force throughout the term of this Master Agreement, insurance policies covering the perils specified herein as set out below. As evidence of insurance coverage, the Operating Company shall deposit with the Authority, copies of the insurance policies

the Operating Company is required to purchase in accordance with this Master Agreement and the Annual Operating Agreement.

**13.2 Minimum Insurance Coverage Requirements:** The following insurance coverage shall be purchased and maintained throughout the term of this Master Agreement and the Annual Operating Agreement:

**1. Vehicle Insurance:**

a) The Operating Company shall purchase and maintain insurance on all vehicles used by the Operating Company in the operation of the Public Passenger Transportation System under this Master Agreement as follows:

i) Third party liability insurance of Five Million Dollars (\$5,000,000.00) per occurrence purchased from the Insurance Corporation of British Columbia.

b) The Authority shall purchase and maintain insurance on all revenue vehicles used by the Operating Company in the operation of the Public Passenger Transportation System under this Master Agreement as follows:

i) Third Party Liability insurance in excess of Five Million Dollars (\$5,000,000.00) to a minimum limit of Twenty-Five Million Dollars (\$25,000,000.00).

ii) Collision or upset insurance \$5,000.00 deductible.

iii) Comprehensive insurance covering hazards such as fire, theft, vandalism, glass breakage, falling trees, wind-storms, etc. \$500.00 deductible.

**2. Physical Assets Leased from the Authority : (where applicable)**

a) The Authority shall purchase and maintain insurance on all Physical Assets leased from the Authority, pursuant to the terms of the individual lease agreements with the Operating Company and respecting said Physical Assets.

b) Without limiting the generality of the foregoing, such insurance shall be in the name of the Authority and shall include a waiver of subrogation against the Operating Company. The insurance shall be in accordance with the laws in force and in effect in the Province of British Columbia and Canada.

c) The amount of such insurance for the respective categories of Physical Assets shall be not less than as follows:

i) Buildings and Structures Including Leasehold Improvements. The Authority shall purchase and maintain insurance on all buildings and structures on a standard all risk form including boiler explosion, flood and earthquake where applicable, in an amount not less than the full replacement value thereof as determined by the Authority

ii) Other Chattels and Equipment. The Operating Company shall purchase and maintain insurance on all chattels and equipment not otherwise insured under this Schedule against loss or damage from all risks, in an amount not less than the full replacement value thereof.

d) The Authority may, in its sole discretion, self-insure part or all of the insurance requirements hereunder.

**3. Physical Assets Owned by the Operating Company or Leased from a Party other than the Authority**

a) The Operating Company shall purchase and maintain insurance on all Physical Assets owned or leased by them from a party other than the Authority, to the same extent as specified in Section (2), above, except that contrary to Section (2) the Operating Company shall determine the full replacement value thereof.

**4. Comprehensive General Liability Insurance:**

a) The Authority shall take out and maintain comprehensive general liability insurance (CGL) covering the operation of the Public Passenger Transportation System specified in Schedule "B" of the Annual Operating Agreement on an occurrence basis in an amount not less than Twenty-Five Million Dollars (\$25,000,000.00). Such insurance shall include the Operating Company and the Municipality as an additional insured party and further, the policy shall apply to



each insured in the same manner and to the same extent as if a separate policy has been issued to each of the insured parties.

b) The Authority's CGL does not extend to cover non-transit activities a company may be engaged in. If the Operating Company performs work outside of the terms of this Master Agreement and/or the Annual Operating Agreement, the Operating Company will require separate insurance coverage for that work which provides a Waiver of Subrogation in favour of BC Transit.

5. Additional Covenants:

a) The Operating Company covenants that it shall not knowingly permit, suffer, allow or connive at the use or operation of any vehicle in respect of this Master Agreement by any person, or in any way, or for any purpose, contrary to the provisions of this Master Agreement or the provisions of the Insurance (Vehicle) Act or any other applicable legislation and related regulations. The Operating Company shall indemnify and save harmless the Authority from any breach of this covenant.

b) It is mutually understood and agreed that the responsibilities to acquire and maintain policies of insurance pursuant to this Master Agreement and/or the Annual Operating Agreement shall be restricted and limited to the provisions of this Section 13."

### SECTION 3 – TERM AND RENEWAL

- 3.1 Term and Renewal: The term of this Agreement shall be from April 1, 2015 to March 31, 2016 except as otherwise provided herein. It is acknowledged by the parties that in the event of termination or non-renewal of the Annual Operating Agreement, the Master Agreement shall likewise be so terminated or not renewed, as the case may be.

### SECTION 4 – SCHEDULES

- 4.1 Schedules: The schedules attached hereto shall form part of the Annual Operating Agreement and be binding upon the parties hereto as though they were incorporated into the body of this Agreement.

- a) Schedule "A" – Transit Service Area
- b) Schedule "B" - Service Specifications
- c) Schedule "C" - Budget
- d) Schedule "D" – Payment Schedule
- e) Schedule "E" – Tariff-Fares

### SECTION 5 – MISCELLANEOUS PROVISIONS

- 5.1 Amendment: This Annual Operating Agreement and the Schedules attached hereto may be amended only with the prior written consent of all parties.
- 5.2 Assignment: This Annual Operating Agreement shall not be assignable without the prior written consent of the other parties.
- 5.3 Enurement: The Annual Operating Agreement shall be binding upon and enure to the benefit of the parties hereto and their respective successors.

**SECTION 6 - NOTICES AND COMMUNICATION**

All notices, claims and communications required or permitted to be given hereunder shall be in writing and shall be sufficiently given if personally delivered to a responsible officer of the party hereto to whom it is addressed or if mailed by prepaid registered mail, to:

**Regional District of Alberni-Clayoquot**  
c/o Administrator  
3008 Fifth Avenue  
Port Alberni, BC V9Y 2E3

**and to: BC Transit**  
c/o Chief Operating Officer  
520 Gorge Road East  
Victoria, BC V8W 2P3

and to:

**Diversified Transportation Ltd.**  
c/o General Manager  
1041 Great Street  
Prince George, BC V2N 2K8

and, if so mailed during regular mail service, shall be deemed to have been received five (5) days following the date of such mailing.

IN WITNESS WHEREOF the parties hereto have hereunto set their hands and seals and where a

party is a corporate entity the seal of such party has been affixed hereto in the presence of its duly authorized officer this          day of

THE CORPORATE SEAL OF THE  
REGIONAL DISTRICT OF ALBERNI-  
CLAYOQUOT has been hereto affixed in the  
presence of:

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THE COMMON SEAL OF BRITISH  
COLUMBIA TRANSIT has been hereto  
affixed in the presence of:

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CHIEF OPERATING OFFICER

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CHIEF FINANCIAL OFFICER

THE CORPORATE SEAL OF DIVERSIFIED  
TRANSPORTATION LTD. has been hereto  
affixed in the presence of:

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**SCHEDULE "A" - TRANSIT SERVICE AREA BOUNDARIES**

The boundaries of the Municipal Transit Service Area shall be defined as follows:

The boundaries of the Alberni-Clayoquot Transit Service Area shall be the corporate boundaries of the Corporation of the City of Port Alberni and Electoral Areas "B", "D", "E" and "F" of the Regional District of Alberni-Clayoquot.

## SCHEDULE "B" – SERVICE SPECIFICATIONS

Alberni - Clayoquot Base Budget Official AOA 2015/2016

Schedule 'B'

Effective Apr 01, 2015

## Scheduled Revenue Service

15/16 Full Year (Apr 01, 2015 to Mar 31, 2016)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	
Hrs/Day	20.00	20.00	20.00	20.00	20.00	0.00	4.00	
Kms/Day	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## Flexible Hours

	Apr, 2015	May, 2015	Jun, 2015	Jul, 2015	Aug, 2015	Sep, 2015	Oct, 2015	Nov, 2015	Dec, 2015	Jan, 2016	Feb, 2016	Mar, 2016
	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00

## Extra Revenue Service

	Apr, 2015	May, 2015	Jun, 2015	Jul, 2015	Aug, 2015	Sep, 2015	Oct, 2015	Nov, 2015	Dec, 2015	Jan, 2016	Feb, 2016	Mar, 2016

## Adjusted Revenue Service

	Apr, 2015	May, 2015	Jun, 2015	Jul, 2015	Aug, 2015	Sep, 2015	Oct, 2015	Nov, 2015	Dec, 2015	Jan, 2016	Feb, 2016	Mar, 2016

## 2015/2016 Calendar Specification

Period	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Exceptions	Total	Exception Days
Apr 01, 2015 to Apr 30, 2015	3	4	5	5	3	4	4	2	30	Apr 03, 2015 Good Friday 2015 (Fri)
May 01, 2015 to May 31, 2015	3	4	4	4	5	5	5	1	31	Apr 06, 2015 Easter Monday 2015 (Mon)
Jun 01, 2015 to Jun 30, 2015	5	5	4	4	4	4	4	0	30	May 18, 2015 Victoria Day 2015 (Mon)
Jul 01, 2015 to Jul 31, 2015	4	4	4	4	5	5	4	1	31	Jul 01, 2015 Canada Day 2015 (Wed)
Aug 01, 2015 to Aug 31, 2015	4	4	4	4	4	4	5	1	31	Aug 03, 2015 BC Day 2015 (Mon)
Sep 01, 2015 to Sep 30, 2015	3	5	5	4	4	4	4	1	30	Sep 07, 2015 Labour Day 2015 (Mon)
Oct 01, 2015 to Oct 31, 2015	3	4	4	5	5	5	4	1	31	Oct 12, 2015 Thanksgiving Day 2015 (Mon)
Nov 01, 2015 to Nov 30, 2015	5	4	3	4	4	4	5	1	30	Nov 11, 2015 Remembrance Day 2015 (Fri)
Dec 01, 2015 to Dec 31, 2015	4	5	5	5	3	3	4	2	31	Dec 25, 2015 Christmas Day 2015 (Fri)
Jan 01, 2016 to Jan 31, 2016	4	4	4	4	4	5	5	1	31	Dec 26, 2015 Boxing Day 2015 (Sat)
Feb 01, 2016 to Feb 29, 2016	4	4	4	4	4	4	4	1	29	Jan 01, 2016 New Years Day 2016 (Fri)
Mar 01, 2016 to Mar 31, 2016	3	5	5	5	3	4	4	2	31	Feb 08, 2016 Family Day 2016 (Mon)
										Mar 25, 2016 Good Friday 2016 (Fri)
										Mar 28, 2016 Easter Monday 2016 (Mon)
<b>Total</b>	<b>45</b>	<b>52</b>	<b>51</b>	<b>53</b>	<b>48</b>	<b>51</b>	<b>52</b>	<b>14</b>	<b>366</b>	<b>14 Exceptions</b>

## Monthly Summary

Month	Custom Transit							
	Revenue Hours				Revenue Kilometers			
	Scheduled	Extra	Flexible	Adjusted	Total	Scheduled	Extra	Adjusted
April, 2015	416.00		20.00		436.00	0.00		
May, 2015	420.00		20.00		440.00	0.00		
June, 2015	456.00		20.00		476.00	0.00		
July, 2015	456.00		20.00		476.00	0.00		
August, 2015	420.00		20.00		440.00	0.00		
September, 2015	436.00		20.00		456.00	0.00		
October, 2015	436.00		20.00		456.00	0.00		
November, 2015	420.00		20.00		440.00	0.00		
December, 2015	456.00		20.00		476.00	0.00		
January, 2016	420.00		20.00		440.00	0.00		
February, 2016	416.00		20.00		436.00	0.00		
March, 2016	436.00		20.00		456.00	0.00		
<b>Total</b>	<b>5,188.00</b>	<b>0.00</b>	<b>240.00</b>	<b>0.00</b>	<b>5,428.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>



**SCHEDULE "C" - BUDGET****Alberni - Clayoquot Custom Transit****Official AOA  
2015/2016**

<b>TRANSIT REVENUE</b>	
Farebox Cash	\$35,000
<b>TOTAL REVENUE</b>	<b>\$35,000</b>
<b>EXPENDITURES</b>	
Fixed Costs	\$142,527
Variable Hourly Costs - Scheduled Service	\$170,329
Variable Fuel Costs - Scheduled Service	\$31,875
Variable Tire Costs - Scheduled Service	\$2,192
Fleet Maintenance	\$58,057
Major Capital Projects Operating Contingency	\$3,397
Accident Repairs	\$1,000
Taxi Supplement	\$3,000
ICBC Insurance	\$8,653
Excess Insurance	\$2,788
Information Systems	\$11,243
P.S.T.	\$3,376
<b>TOTAL DIRECT OPERATING COSTS</b>	<b>\$438,437</b>
Property Maintenance	\$1,526
Training (Education & Seminars)	\$698
Marketing	\$1,061
Municipal Administration	\$8,391
BCT Management Services	\$29,163
<b>TOTAL OPERATING COSTS</b>	<b>\$479,276</b>
Lease Fees - Vehicles (Local Share)	\$63,727
Lease Fees - Equipment (Local Share)	\$990
<b>TOTAL LEASE FEES - LOCAL SHARE</b>	<b>\$64,718</b>
<b>TOTAL COSTS</b>	<b>\$543,994</b>
<b>COST SHARING</b>	
Municipal Share of Costs	\$224,365
Less: Total Revenue	\$35,000
Less: Municipal Administration	\$8,391
Net Municipal Share of Costs	\$180,974
Authority Share of Costs*	\$319,629
<b>STATISTICS</b>	
Scheduled Revenue Hours	5,428.00
Total Passengers	18,374
Custom/Para Passengers - Vans	17,974
Custom/Para Passengers - Taxi Supplement	400

\*Does not include Authority share of Lease Fees



## SCHEDULE "D" – PAYMENT SCHEDULE

**Alberni - Clayoquot Custom Transit  
2015/2016 AOA BUDGET****1) Payment Schedule**

The Authority agrees to pay the Operating Company a monthly payment, the amount of which is determined on the following basis:

- a) For Specified Service in Schedule "B":
  - i) \$11,877.28 for Fixed Monthly Payment; plus
  - ii) \$31.38 per Revenue Hour; plus
  - iii) Variable distance costs for fuel and tires as billed, with satisfactory supporting documentation.
- b) For Deleted Fixed Costs as outlined in Section 6 (2), an amount equal to 1/365 of the Fixed Costs amount contained in Schedule "C" shall be deducted for each day or part day.
- c) For Added Service or Deleted Service within the regular hours of system operation specified in Schedule "B":
  - i) \$31.38 per Revenue Hour;
  - ii) Variable distance costs for fuel and tires as billed, with satisfactory supporting documentation.
- d) For Maintenance:
  - i) Vehicle maintenance subcontracted by the Operating Company shall be paid at cost in accordance with the budget specified in Schedule "C", with satisfactory supporting documentation (invoices).
- e) Not applicable.
- f) Prior to conducting a Special Group Trip, the Operating Company must apply for and receive from BC Transit, a pre-approval to conduct the trip, the cost recovery rates to be charged and the method of payment.

**Information contained in Schedule "C" - Budget and Schedule "D" - Payment Schedule is subject to the Freedom of Information and Protection of Privacy Act.**

**Consult with BC Transit prior to releasing information in these Schedules to individuals or companies other than those who are party to the Agreement.**

**SCHEDULE "E" – TARIFF-FARES****Fares:**

All fares are for one-way trips.

**Effective May 1, 2009**

	Within city boundaries & up to 6km radius from city limits	Within 6-13km radius from city limits	Within 13-20km radius from city limits	Beyond 20km from city limits
Passenger	\$2.00	\$2.75	\$3.25	\$4.50
Companion	\$2.00	\$2.75	\$3.25	\$4.50
Attendants	Free	Free	Free	Free

Note: Visitors (elsewhere in B.C. and outside B.C.) are eligible for temporary handyDART service.

## **NEWS RELEASE**

**For immediate release**

**March 6, 2015**

### **North Island 9-1-1 Corporation adopts 2015 budget**

North Island 9-1-1 Corporation, the regional emergency communications service provider on northern Vancouver Island and in the Powell River area, has adopted a 2015 operating budget of \$2.3 million, and approved capital equipment expenditures of \$146,000 funded from reserves.

The operating budget is used to pay for the agreement with E-Comm to provide initial call answering for 9-1-1 calls and for operating and maintaining a fire dispatch and mapping system used for the dispatch of 50 fire departments covering a geographic area of approximately 60,000 square kilometres.

The North Island 911 Corporation provides an emergency communication link between our citizens and visitors and the emergency responders serving our geographic area. In 2014, there were over 60,000 9-1-1 calls for the NI911 area.

For information on the North Island 9-1-1 Corporation, and other important things to remember when calling in an emergency, visit the website at [www.nisl911.bc.ca](http://www.nisl911.bc.ca).

The [North Island 911 Corporation](http://www.nisl911.bc.ca) was established on January 5, 1995 to provide and manage emergency 911 services to the Comox Valley Regional District, the Strathcona Regional District and the Regional Districts of Mt. Waddington and Alberni-Clayoquot and a portion (School District No. 69) of the Nanaimo Regional District. The Powell River Regional District (excluding Lasqueti Island) joined the service in 1999.

-30-

#### **Media contact:**

Wendy Byrne, CVRD manager of financial services  
Tel: 250-334-6078

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## NEWS RELEASE

For Immediate Release  
2015FLNR0030-000309  
March 11, 2015

Ministry of Forests, Lands and Natural Resource  
Operations

### **Rural Advisory Council members announced**

VICTORIA – Members of the Province’s new Rural Advisory Council were announced today by Forests, Lands and Natural Resource Operations Minister Steve Thomson and Parliamentary Secretary Donna Barnett.

The 14 individuals come from different areas of the province. The mandate of the council is to provide input to government policy decisions to best support thriving rural communities, while keeping in mind government’s need to control spending and ensure an overall balanced budget for the Province.

The initial focus for the council will be to provide advice on rural economic development, including rural access to capital and business development support for rural entrepreneurs and businesses. The council will also advise on rural community capacity building, including the Rural Dividend.

Members are expected to meet on a quarterly basis, with the first meeting being held March 26-27, 2015, in Victoria. The council will be chaired by Parliamentary Secretary Donna Barnett, with a co-chair to be selected at the first meeting.

In September 2014, government released its report entitled Supporting Rural Development: Creating a Voice for Rural British Columbia. In the report, the Province committed to forming a Rural Advisory Council.

#### **Quotes:**

#### **Minister of Forests, Lands and Natural Resource Operations Steve Thomson –**

“There are promising economic opportunities on the horizon for British Columbia and we want to ensure that small and rural communities share fully in the benefits.”

#### **Parliamentary Secretary Donna Barnett –**

“We have accomplished good things for small communities – and rural B.C. – by working together. There is a lot to be said in favour of taking a collaborative approach, and the Rural Advisory Council will be helpful in that endeavour.”

#### **Quick Facts:**

- Applications for council members were accepted between Dec. 12, 2014, and Jan. 9, 2015.
- The 14 Rural Advisory Council members were selected from among 87 applicants.

**Learn More:**

To learn more about the Rural Advisory Council:

<http://www2.gov.bc.ca/gov/topic.page?id=53BE23E840F84C3D8B46E7E05862D661>

A backgrounder with biographies of council members follows.

**Media Contact:**

Greig Bethel  
Media Relations  
Ministry of Forests, Lands and  
Natural Resource Operations  
250 356-5261

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Connect with the Province of B.C. at: [www.gov.bc.ca/connect](http://www.gov.bc.ca/connect)

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## BACKGROUND

For Immediate Release  
2015FLNR0030-000309  
March 11, 2015

Ministry of Forests, Lands and Natural Resource  
Operations

### **Members of the Rural Advisory Council**

**Debra Arnot, Cache Creek:**

Arnot is the general manager of Community Futures Sun Country and for the past nine years, has co-owned and operated a logging company with her husband. She has experience working with local government and has a strong passion for enhancing economic development in rural communities.

**Susan Clovechok, Fairmont Hot Springs:**

Clovechok is the executive director of the Columbia Valley Chamber of Commerce. With over 25 years in business, she has a wide range of experience in sales, customer service, and quality and operational management. She wants rural communities to be economically diverse and sustainable, while providing residents the lifestyle that attracted them to their chosen community in the first place.

**Geri Collins, Kamloops:**

Collins is director of operations for the Community Futures Development Corporation of Central Interior First Nations. She and her husband owned and operated a successful construction business. They also raise cattle as a family venture. Collins has been a member of the Southern Interior Beetle Action Coalition since its inception and is a member of the Tk'emlúps te Secwépemc (Kamloops) Band.

**Tom Hoffman, Williams Lake:**

Hoffman is a Registered Professional Forester and a board member of Community Futures Cariboo-Chilcotin and the Northern Development Initiative Trust. He believes that rural B.C. has a long and proud tradition in resource development, including innovation to expand economic benefits.

**Bill Holmberg, Houston:**

Holmberg has over 20 years' experience in business and is currently a manager of a heavy-duty equipment business in Houston. Having spent two terms as the mayor of Houston, he is able to bring a local government perspective (from a rural standpoint) to the committee.

**Chief Roy Jones Jr., Skidegate:**

As a commercial fisherman, Jones has interacted with almost all of B.C.'s coastal communities. He has also been on the Native Brotherhood of B.C. general executive for 23 years. He is a hereditary chief on the Council of the Haida Nation and spends his time encouraging young people to continue their education and pursue business opportunities.

**Sue Kenny, Dawson Creek:**

Kenny is the general manager of Community Futures Peace Liard and the executive director of

the Northeast Regional Community Foundation. Living in Northern B.C. makes her well aware of the challenges that are faced by rural communities. As a former city councillor in Dawson Creek, she's had an opportunity to build relationships with businesses and stakeholders alike.

**Jonathan Lok, Port McNeill:**

Lok is a Registered Forest Technician with over 20 years' experience in the forest sector and he is a managing partner in a consulting firm. He brings his experience in facilitation, project management, communications and leadership to the Rural Advisory Council.

**Grace McGregor, Christina Lake:**

Previously the owner of a small business, McGregor is now chair of the Regional District of Kootenay Boundary, vice-chair of the Southern Interior Beetle Action Coalition and is engaged in many other community organizations. Her keen interest in rural B.C. began seven years ago when she attended the Reversing the Tide Conference in Prince George. Following subsequent meetings, McGregor and others put together a paper entitled "What rural B.C. needs to survive".

**David Pernarowski, Terrace:**

Pernarowski is a former mayor of Terrace and currently works as an account manager at a firm in Terrace. His current role allows him to work with First Nations, community stakeholders and municipal government. Part of this work is to help clients improve business development and client services. Based on his past experience, he brings a clear perspective on stakeholder relations from a rural B.C. standpoint.

**Chris Pieper, Armstrong:**

Pieper is the current mayor of Armstrong with over 20 years in local government. Previously, he worked in the forest sector and as a consultant. He believes strongly in the value of rural communities and feels that support and opportunities must be enhanced to allow for maximum growth.

**Sylvia Pranger, Agassiz:**

Pranger has previous local government experience both as a councillor and as mayor. She is an active volunteer in her community and appreciates the contributions that rural communities make to B.C. She wants to be a voice at the table to make sure that rural issues are heard.

**Gerry Thiessen, Vanderhoof:**

Thiessen is the mayor of Vanderhoof, vice-chair of the Regional District of Bulkley-Nechako and vice-chair of the Omineca Beetle Action Coalition. He also owned a cattle operation. His vision for rural B.C. is to make sure the residents are healthy and educated and stay in their community to make it economically sustainable.

**Eric (Rick) Thompson, McBride:**

Thompson is a retired district administrator for School District 57 and a former school principal. He is currently the successful owner/operator of three small businesses in McBride. He has vast experience working in education and regional government. Having seen success with small businesses in a rural setting, he is sure that the council will be able to increase those opportunities in other communities.

**Media Contact:**

Greig Bethel  
Media Relations  
Ministry of Forests, Lands and  
Natural Resource Operations  
250 356-5261

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Connect with the Province of B.C. at: [www.gov.bc.ca/connect](http://www.gov.bc.ca/connect)



File: DFA-1415-03

Application #150115-060A-D8F6

March 16, 2015

Heather Adair  
Junior Planner  
Alberni Clayoquot Regional District  
3008 5th Avenue  
Port Alberni BC V9Y 2E3

Dear Heather Adair:

**Re: Disaster Financial Assistance (DFA) Recovery Plan Approval:  
DFAGEN 14/15 December 8-12, 2014**

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We are in receipt of the Alberni Clayoquot Regional District's recovery plan that describes recovery work required to restore the Regional District's infrastructure to pre-event conditions for damages attributed to the December 8-12, 2014 DFA event.

In accordance with Section 33(7)(b) of the Compensation and Disaster Financial Assistance (C&DFA) Regulation, we are notifying you of our decision to approve the Regional District's recovery plan. The recovery plan has been approved to a maximum of \$5,530.28. Eligible recovery costs will be considered for the approved projects outlined on the enclosed Recovery Plan and Project Status Report.

Recovery Plan Approval:

1. Eligible costs are reimbursed upon receipt of approved invoices and proof of payment.
2. Eligible recovery costs will be payable at 80 percent of the amount of the accepted claim that exceeds the first \$1,000.
3. All invoices submitted must qualify under the C&DFA Regulation to be considered eligible as approvals are based on general description only and costs may, in fact, be ineligible due to other detailed information.
4. Costs must be for restoration to pre-event conditions and not for enhancements.
5. Do not include those costs associated with the operation of local government equipment.
6. Regular wages for employees are not eligible.

.../2

Conditions:

1. By **September 16, 2016**, all work approved under this funding must be completed and invoices submitted to Emergency Management BC, Recovery and Funding Programs Office, PO Box 9201 Stn Prov Govt, Victoria BC V8W 9J1.
2. A request for funding that exceeds the recovery plan approved funding level may not be paid unless a written request substantiating the need to increase the funding level has been received and approved by EMBC.
3. A calculation of your claim must be submitted on a Local Government Body Recovery Claim Submission form available on the EMBC website at [www.embc.gov.bc.ca](http://www.embc.gov.bc.ca), under the Disaster Financial Assistance tab. Also, please e-mail an electronic version of the completed Recovery Claim Submission spreadsheet to my attention at [dfa@gov.bc.ca](mailto:dfa@gov.bc.ca).
4. Claim submissions are to include an itemized account of all expenditures, a copy of all invoices, and the general ledger entry that provides proof of payment for each expense.
5. Claims and their supporting invoices are to be organized by project number.
6. Statements indicating the reason for purchasing the goods and services and their applicability to recovery operations must be evident by the description on the invoice or recorded in the spreadsheet.
7. If in-stream recovery work is required, the appropriate government agencies, such as the provincial Ministry of Environment and federal Department of Fisheries and Oceans, must be advised of your plans.
8. The costs for enhancements must not be included in any DFA Recovery Claim Submission.

If you have any questions or concerns, please contact our office by telephone at (250) 952-5505 or toll free at 1-888-257-4777.

Sincerely,



Maureen West  
Recovery Officer, Recovery and Funding Programs

Enclosure:   Approved Recovery Plan  
                  Project Status Report

pc:     Ralph Mohrmann, EMBC Senior Regional Manager, Vancouver Island Region  
       Clare Fletcher, EMBC Regional Manager, Vancouver Island Region

DFAGEN 14/15 - 1415-03

ALBERNI/CLAYOQUOT REGIONAL DISTRICT #1415-03

PROJECT STATUS REPORT

March 16, 2015

Project Number	Project Name	Recovery Plan Approved Amount at 100%	Invoices Paid at 100%	Invoices Paid at 100%	Invoices Paid at 100%	Invoices Paid at 100%	Invoices Paid at 100%	Invoices Paid at 100%	Invoices Paid at 100%	Invoices Paid at 100%	Invoices Paid at 100%	Project Total	Project Status
1	China Creek Bridge	\$4,190.00										\$0.00	Approved
2	North Reservoir Fence	\$0.00										\$0.00	Closed Project Ineligible
3	Culvert	\$1,340.28										\$0.00	Approved
Sub Total at 100%		\$5,530.28	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
Less \$1,000		\$1,000.00	\$0.00										
Sub Total		\$4,530.28	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
Total (Payable at 80%)		\$3,624.22	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		

Total Paid To Date: \$0.00





## Emergency ManagementBC

March 9, 2015

To: Mayor and Council/Chair and Board

Emergency Management BC (EMBC) would like to invite you, your representatives, and the Emergency Program Coordinator to participate in one of the Senior and Elected Officials workshops offered this spring.

The workshops will provide an opportunity for elected officials and administrators to learn more about emergency management including: response roles and responsibilities, the importance of initiating recovery plans early on, how mitigation and prevention can minimize the impact, and how preparedness activities can build resilience and ensure your community is ready to respond. We will also discuss the statutory requirements of the Emergency Program Act, present the Provincial Coordination Team (PCT) concept, and provide an overview of the Province's draft Initial Response Plan (IRP) for a major seismic event.

These half-day workshops will be delivered by EMBC staff and will include lunch and refreshments to provide additional networking opportunities.

To register, please see the attached schedule and confirm your participation through the appropriate EMBC regional office.

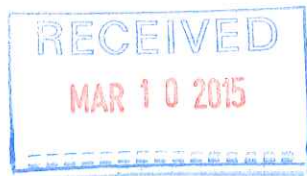
Sincerely,

Patrick Quealey  
Assistant Deputy Minister  
Emergency Management BC

## 2015 Senior and Elected Officials Workshop Schedule

Location	Date	Venue	Region
Williams Lake	Apr 16, 1000-1400	Williams Lake Fire Hall, 230 Hodgson Road	NEA
Port Alberni	Apr 21, 1000-1400	Echo Park Fieldhouse – 4200 Wood Avenue at King St	VIR
Kelowna	Apr 22, 1000-1400	Firehall #1 - 2255 Enterprise Way	CTL
Prince George	Apr 24, 1000-1400	155 George Street	NEA
Central Saanich	Apr 27, 1000-1400	Central Saanich Fire Hall - 1512 Keating X Road	VIR
Squamish	Apr 29, 1000-1400	37801 Cleveland Ave.	SWE
Abbotsford	Apr 30, 1000-1400	AFRS Training Center, 1544 Riverside Rd	SWE
Dawson Creek	Apr 30, 1000-1400	Calvin Kruk Center for the Arts, 10401 - 10 Street	NEA
Revelstoke	May 05, 1000-1400	Revelstoke Fire Hall, 227 – 4 <sup>th</sup> St West	SEA
Surrey	May 05, 1000-1400	SWE PREOC, 14292 Green Timbers Way	SWE
Sechelt	May 06, 0900-1300	SCRD Office, 1975 Field Street	SWE
Nanaimo	May 06, 1000-1400	Vancouver Island Conference Centre – 101 Gordon St	VIR
Kamloops	May 11, 1030-1430	Kamloops EOC - 955 Concordia Way	CTL
Burns Lake	May 12, 1000-1400	Regional District of Bulkley-Nechako, #37 – 3 <sup>rd</sup> Ave	NWE
Terrace	May 13, 1000-1400	Suite 1A (Basement) 3215 Eby Street	NWE
Port Clements	May 14, 1100-1500	Senior's Room, Multi-Purpose Building, #36 Cedar Ave West	NWE
Castlegar	May 27, 1000-1400	Columbia Trust Forum, 445 – 13 <sup>th</sup> Ave	SEA
Courtenay	May 27, 1000-1400	Comox Valley Emergency Program Office – 3001 Moray Avenue	VIR
Powell River	May 28, 0830-1230	Powell River Town Centre Hotel – 4660 Joyce Avenue	VIR
Cranbrook	Jun 16, 1000-1400	RD East Kootenay Board Room, 19 -24 <sup>th</sup> Ave South	SEA

MAR - 3 2015



Executive Offices  
Tel. 604 432-6215 Fax 604 451-6614

File: CR-12-01/CP-16-02-016  
Ref: ID 5547

Ms. Josie Osborne, Chair  
Alberni-Clayoquot Regional District  
3008 Fifth Avenue  
Port Alberni, BC V9Y 2E3

Dear Chair Osborne:

**Re: Update on Metro Vancouver's Response to the Minister's Rejection of Bylaw 280**

I am writing to thank you for your support of Metro Vancouver's proposed Greater Vancouver Sewerage and Drainage District Bylaw 280, 2015 (Bylaw 280) and to provide an update on Metro Vancouver's work following rejection of Bylaw 280 by Minister Polak on October 17, 2014.

Unfortunately, we are seeing an increase in commercial waste bypassing regional disposal facilities and as a result, avoiding our disposal bans and tipping fees, which are in place to help us achieve our aggressive waste reduction and recycling goals and to support a financially sustainable regional solid waste disposal system. Our understanding is that similar issues exist in many other regional districts around the Province.

On February 13, 2015, Metro Vancouver adopted a new Tipping Fee Bylaw to better reflect the cost of solid waste disposal services and to encourage waste haulers to deliver garbage to Metro Vancouver facilities rather than ship this waste to remote disposal facilities. Effective April 6, 2015, tipping fees will be set based on the weight of each load of garbage. The new fees will be:

- Large loads exceeding nine tonnes: \$80 per tonne.
- Medium loads between one and nine tonnes: \$109 per tonne to a maximum load fee of \$720.
- Small loads up to one tonne: \$130 per tonne and a maximum load fee of \$109.
- A transaction fee of \$5 applied to all loads.
- The minimum cost for small loads will increase to \$15 with the addition of the transaction fee

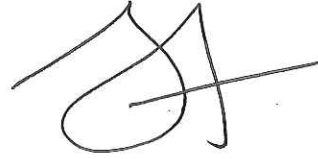
Even with these changes, Metro Vancouver's solid waste function anticipates an operating deficit in 2015. We are continuing to explore additional initiatives to eliminate the deficit, support our aggressive waste reduction and recycling goals and ensure a financially sustainable regional solid waste disposal system.

We encourage you to continue to engage on this important solid waste management issue both with the Provincial government and other regional districts.

Yours truly,



Malcolm Brodie, Chair  
Metro Vancouver Zero Waste Committee



Greg Moore, Chair  
Metro Vancouver Board

GM/PH/ah

cc: Mr. Russel Dyson, CAO

Enclosure: Greater Vancouver Sewerage and Drainage District Bylaw No. 288, 2015



## GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT

### BYLAW NO. 288, 2015

#### A Bylaw to Establish the Tipping Fee and Solid Waste Disposal Regulation

##### WHEREAS:

- A. Pursuant to the *Greater Vancouver Sewerage and Drainage District Act* (the “Act”) the objects of the Greater Vancouver Sewerage and Drainage District (“GVS&DD”) include the disposal of all types of waste and the operation and administration of facilities for the disposal of all types of waste;
- B. Section 7A(5)(b) of the Act empowers the GVS&DD to establish the uses to which its waste disposal facilities may be put and by whom they may be used;
- C. Section 7A(5)(g) of the Act empowers the GVS&DD to establish scales of charges for services rendered by the GVS&DD and for the use of any of the GVS&DD’s waste disposal facilities;
- D. In relation to the disposal of solid waste generated within its area, section 7B of the Act empowers the GVS&DD to set levies payable by generators of waste or by other persons who use the services of a waste hauler based on the quantity, volume, type or composition of waste generated;
- E. Pursuant to section 14 of the Act, the Board of the GVS&DD may proceed by bylaw, resolution or order unless specially required by the Act to proceed by bylaw.

**NOW THEREFORE** the Board of the Greater Vancouver Sewerage and Drainage District in open meeting assembled, enacts as follows:

##### **1.0 Repeal of Bylaw**

- 1.1 “Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Bylaw No. 287, 2014” is hereby repealed.

##### **2.0 Citation**

- 2.1 The official citation for this bylaw is “Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Bylaw No. 288, 2015”.
- 2.2 This Bylaw may be cited as the “2015 Tipping Fee Bylaw”.



### 3.0 Definitions

#### 3.1 In this Bylaw:

**"Agricultural Waste"** means Refuse that originates from an agricultural operation as defined pursuant to the *Agricultural Waste Control Regulation*, B.C. Reg. 131/1992, adopted pursuant to the *Environmental Management Act*, and includes manure, used mushroom medium and agricultural vegetation waste;

**"Banned Materials"** means Hazardous and Operational Impact Materials, Recyclable Materials or Product Stewardship Materials;

**"Board"** means the board of directors of the Greater Vancouver Sewerage and Drainage District;

**"Clean Wood"** means Municipal Solid Waste that comprises solid wood, lumber or pallets:

- (i) that does not contain any glues or resins;
- (ii) that is unpainted, unstained and untreated; and
- (iii) that may or may not be pierced with nails or other metal fasteners;

**"Commissioner"** means the person appointed to the position of Commissioner from time to time by the Board and includes any person appointed or designated to act in his or her place;

**"Contaminated Recyclable Paper"** means Recyclable Paper that has been contaminated with grease, oil, food residue or other material;

**"Corrugated Cardboard"** means Recyclable Paper that consists of a fluted corrugated sheet and one or two flat linerboards;

**"Delta Garbage"** means all Garbage originating from within the territorial boundaries of the Corporation of Delta, except Delta Residential Drop-off Garbage;

**"Delta Residential Drop-off Garbage"** means Garbage brought to a Vancouver Disposal Site by residential customers who reside in Delta;

**"Disposal Site"** means any of the Municipal Solid Waste disposal facilities listed in Schedule "A";

**"Environmental Management Act"** means the *Environmental Management Act* S.B.C. 2003 c. 53;

**"Food Waste"** means Municipal Solid Waste that comprises food, including meat, fish, fat, dairy products, bread, baking products, fruits and vegetables, whether cooked or uncooked and packaged or unpackaged;

**"Fraser Valley Regional District Levy" or "FVRD Levy"** means the solid waste levy that is charged by the Fraser Valley Regional District pursuant to the Fraser Valley Regional District Bylaw No. 0327, 1999, as amended or replaced from time to time;

**"Garbage"** means the Municipal Solid Waste that is disposed of in a bunker, pit or on the tipping floor, as opposed to a Recycling Area, at a Disposal Site or a Vancouver Disposal Site;

**"Greater Vancouver Sewerage and Drainage District Act" or the "Act"** means the *Greater Vancouver Sewerage and Drainage District Act* S.B.C. 1956 c. 59;

**"Green Waste"** means Municipal Solid Waste that comprises vegetative matter resulting from gardening, landscaping or land clearing that is capable of being composted and includes grass, shrub and tree branches, grass sod, flowers, weeds, leaves, vegetable stalks, brush and tree stumps with a maximum diameter of 30 centimetres and maximum length of 120 centimetres, but excludes Clean Wood, Food Waste and Agricultural Waste;

**"Gypsum"** means Municipal Solid Waste that comprises board made of several plies of fiberboard, paper or felt bonded to a hardened gypsum plaster core that is also known as drywall and includes gypsum board that has been painted or covered in wallpaper;

**"Hazardous and Operational Impact Materials"** means the classes of Refuse listed in Schedule "C";

**"International Waste"** means Municipal Solid Waste originating from outside of Canada, but excludes Refuse from cruise ships from the United States;

**"Load"** means a quantity of Municipal Solid Waste material that is or was contained within a single vehicle attending at a Disposal Site;

**"Manager"** means the person appointed to the position of Director, Solid Waste Operations from time to time and includes any person appointed or designated to act in his or her place;

**"Mattresses"** means Municipal Solid Waste that comprises a case of canvas or other heavy cloth stuffed with wool, cotton, other fibers or similar material, with or without coiled springs, that was used as a bed or as support for a bed;

**"Municipal Solid Waste"** means Refuse that originates from residential, light industrial, commercial, institutional, demolition, land clearing or construction sources or Refuse specified to be included in the GVS&DD's solid waste management plan pursuant to the *Environmental Management Act*;

**"Peak Hours"** means from 10:00 am to 2:00 pm on Monday through Friday inclusive;

**"Product Stewardship Materials"** means the classes of Refuse listed in Schedule "E";

**"Quarter"** means, within any calendar year, the three month period from January 1 to March 31, April 1 to June 30, July 1 to September 30, or October 1 to December 31;



**"Recyclable Materials"** means the classes of Refuse listed in Schedule "D";

**"Recyclable Paper"** means Municipal Solid Waste manufactured from thin sheets from wood pulp or other fibrous substances that may be converted into reusable materials and includes newspapers and inserts, magazines, telephone directories, catalogues, office papers, envelopes, boxboard, paper bags and mail, but excludes photographic paper, carbon paper, tissue paper, paper napkins or towels, paper that is adhered to plastic or metal, composite paper products such as tetrapak containers, gable-top paper containers such as milk cartons, or paper that is covered or infused with wax;

**"Recycling Area"** means those parts of a Disposal Site or Vancouver Disposal Site designated for Green Waste, Source Separated Organics, Clean Wood, Food Waste, Gypsum, Mattresses and the specific materials, substances and objects that comprise Recyclable Material and Product Stewardship Materials;

**"Recycling Fee"** means the recycling fee charged by the GVS&DD for Green Waste, Source Separated Organics, Clean Wood, Food Waste, Gypsum, Mattresses and the specific materials, substances and objects that comprise Recyclable Material dropped off in the designated Recycling Area at Disposal Sites, as set out in Table 3 of Schedule "B" of this Bylaw;

**"Recycling Regulation"** means the *Recycling Regulation*, B.C. Reg. 449/2004 adopted pursuant to the *Environmental Management Act*;

**"Refuse"** means discarded or abandoned materials, substances or objects;

**"Regional Services Rate"** means the fee charged by the GVS&DD for solid waste management related services that the GVS&DD provides for the benefit of the entire area of the GVS&DD including, but not limited to, system analysis and planning, regulation and enforcement, demolition, land clearing and construction waste management, recycling and sustainability initiatives, public education, communication and administration;

**"Source-Separated Organic Waste"** means Food Waste, Green Waste, Clean Wood, Recyclable Paper that has been soiled by or comingled with food residue, or carbon paper, tissue paper, paper napkins or towels or paper that is covered or infused with wax, or any combination thereof that has been collected by or on behalf of GVS&DD's member municipalities and does not contain more than 0.05% (by wet weight) of any other type of Refuse;

**"Special Handle Waste"** means International Waste and Municipal Solid Waste that requires immediate destruction or is designated for product destruction by a regulatory agency;

**"Surcharge"** means the cost charged by the GVS&DD, in addition to the applicable Tipping Fee, for disposing of Banned Materials at a Disposal Sites as set out in Table 4 of Schedule "B" of this Bylaw;

**"Tipping Fee"** means the fee charged by the GVS&DD for disposing of Garbage or Special Handle Waste at Disposal Sites, as set out in Table 1 of Schedule "B" of this Bylaw, which includes the Regional Services Rate;

**"Transaction Fee"** means the fee charged by the GVS&DD, in addition to the Tipping Fee, for all Loads of Garbage or Special Handle Waste disposed of at Disposal Sites, as set out in Table 2 of Schedule "B" of this Bylaw;

**"Treasurer"** means the person appointed to the position of Treasurer from time to time by the GVS&DD and includes any person appointed or designated to act in his or her place;

**"Vancouver Disposal Site"** means either of the following Municipal Solid Waste disposal facilities that are owned or operated by the City of Vancouver:

- (i) Vancouver Landfill located at 5400 72<sup>nd</sup> Street, Delta; and
- (ii) Vancouver South Transfer Station, Recycling Depot and Yard Trimmings Drop-off located at 377 West Kent Avenue North, Vancouver; and

**"Vancouver Garbage"** means all Garbage that originates from within the territorial boundaries of the City of Vancouver.

#### **4.0 Restrictions and Prohibitions**

- 4.1 No person shall dispose of anything at a Disposal Site except in accordance with this Bylaw.
- 4.2 No person shall dispose of Municipal Solid Waste at a Disposal Site unless it originates from within the geographic area of the GVS&DD.
- 4.3 Despite section 4.2, the Board may authorize acceptance at a Disposal Site of Municipal Solid Waste that originates from outside the geographic area of the GVS&DD, including International Waste.
- 4.4 No person shall enter a Disposal Site with a Load unless the Load is tied and covered or otherwise secured to prevent Municipal Solid Waste from escaping while the vehicle is in motion or at a standstill.
- 4.5 No person shall dispose of any Loads that emit odours, fumes or particulate matter (such as dust) that cause or are capable of causing material discomfort to a person at a Disposal Site, except that where expressly authorized by the Manager such Loads may be disposed of at the Waste-to-Energy Facility.
- 4.6 No person shall dispose of any Loads dominated by oily materials, substances or objects at a Disposal Site, except that where expressly authorized by the Manager such Loads may be disposed of at the Waste-to-Energy Facility.
- 4.7 No person shall dispose of Gypsum at a Disposal Site other than dropping off a Load of Gypsum that weighs one-half tonne or less at a designated Recycling Area.
- 4.8 No person shall dispose of Mattresses at a Disposal Site other than dropping off a Load comprising four or fewer Mattresses at a designated Recycling Area.



- 4.9 The Manager may prohibit a person who contravenes this Bylaw from disposing of Municipal Solid Waste at any Disposal Site for such period as the Manager may determine.

**5.0 Tipping Fees, Transaction Fee, Recycling Fees and Surcharges**

- 5.1 Every person who disposes of Municipal Solid Waste at a Disposal Site must pay to the GVS&DD the applicable Tipping Fees set out in Table 1 of Schedule "B", the Transaction Fee set out in Table 2 of Schedule "B", the applicable Recycling Fees set out in Table 3 of Schedule "B", and the applicable Surcharges set out in Table 4 of Schedule "B" and such charges must be paid before the person leaves the Disposal Site.
- 5.2 Every person who disposes of Garbage or Special Handle Waste at a Disposal Site must pay the applicable Tipping Fee specified in Table 1 of Schedule "B" of this Bylaw and the Transaction Fee specified in Table 2 of Schedule "B" of this Bylaw.
- 5.3 Every person who drops off Source-Separated Organic Waste, Green Waste, Clean Wood, Gypsum, Mattresses or Recyclable Materials at a designated Recycling Area must pay the applicable Recycling Fee specified in Table 3 of Schedule "B" of this Bylaw.
- 5.4 If a person attends a Disposal Site with a Load that contains any combination of Source-Separated Organic Waste, Green Waste, Food Waste, Clean Wood, Gypsum, Mattresses or Recyclable Materials and/or other Municipal Solid Waste and the person chooses not to weigh-out after dropping off each part of the Load at the designated Recycling Areas, then the person must pay to the GVS&DD the Tipping Fee for the entire Load that is based on the highest fee payable for any part of the Load, in the amounts set out in Schedule "B" of this Bylaw, together with any applicable Surcharges.
- 5.5 Every person who disposes of a Load at a Disposal Site that contains a quantity of Recyclable Material other than Food Waste or Clean Wood that exceeds either 5% of the total weight of the Load or 5% of the total volume of the Load must pay a Surcharge in the amount set out in Table 4 of Schedule "B" of this Bylaw.
- 5.6 Every person who disposes of a Load at a Disposal Site that contains Contaminated Recyclable Paper that exceeds either 5% of the total weight of the Load or 5% of the total volume of the Load must pay a Surcharge in the amounts set out in Table 4 of Schedule "B" of this Bylaw.
- 5.7 Every person who disposes of a Load at a Disposal Site that contains Food Waste that exceeds either 25% of the total weight of the Load or 25% of the total volume of the Load must pay a Surcharge in the amounts set out in Table 4 of Schedule "B" of this Bylaw.
- 5.8 Every person who disposes of a Load at a Disposal Site that contains Clean Wood that exceeds either 10% of the total weight of the Load or 10% of the total volume of the Load must pay a Surcharge in the amounts set out in Table 4 of Schedule "B" of this Bylaw.
- 5.9 Special Handle Waste is exempt from the Surcharges specified in sections 5.5, 5.6, 5.7 and 5.8.

- 5.10 Every person who disposes of any Hazardous and Operational Impact Materials or Product Stewardship Materials must pay a Surcharge in the amount set out in Table 4 of Schedule "B" of this Bylaw plus the costs of remediation or clean up.
- 5.11 Where a single Load is subject to multiple Surcharges, the Surcharge with the highest value will apply for the weight of the entire Load.
- 5.12 Despite anything else in this Bylaw, the Manager may, at his or her discretion, waive a Surcharge for a specified period.
- 5.13 The weigh scales at Disposal Sites are precise to 0.005 tonnes. The Tipping Fees and Recycling Fees payable to GVS&DD are determined by rounding the weight of a Load up to the nearest 0.01 tonnes, and then applying the applicable rates set out in Table 1 and Table 3 of Schedule "B" of this Bylaw. For those customers who do not have a customer charge account, as described in Schedule "F", the total amount payable to GVS&DD is rounded to the nearest dollar.
- 5.14 In addition to the Tipping Fees, Transaction Fee, Recycling Fees and Surcharges set out in Schedule "B" of this Bylaw, every person who disposes of a Load at the Matsqui Transfer Station must pay the applicable FVRD Levy.
- 5.15 Every person who disposes of a Load at the Waste-to-Energy Facility that is made up of at least 85% by weight of metals will receive a credit of \$25 per tonne on exiting the scale house at the Waste-to-Energy Facility.
- 5.16 Despite section 5.1 of this Bylaw, any person who disposes of Municipal Solid Waste at a Disposal Site on a regular basis may apply to the GVS&DD for a customer charge account in accordance with Schedule "F" to this Bylaw.
- 5.17 In the event the weigh scale system at a Disposal Site is not functioning for any reason, at his or her discretion the Manager may:
- (a) close the Disposal Site until the weigh scale system is functioning; or
  - (b) permit a person to dispose of a single Load at the Disposal Site subject to the following:
    - (i) the Load must not measure more than 0.5 cubic metres in volume; and
    - (ii) the minimum Tipping Fee set out in Table 1 of Schedule "B" of this Bylaw, plus the Transaction Fee, will be charged for the Load.

## **6.0 Regional Services Rate**

- 6.1 The Regional Services Rate is \$6.00 per tonne for every Load of Garbage disposed of at a Disposal Site or at a Vancouver Disposal Site. The Regional Services Rate is included in the Tipping Fee for Garbage.
- 6.2 Every Quarter, the City of Vancouver must record:



- (a) the total tonnage of Garbage;
- (b) the tonnage of Vancouver Garbage and Delta Garbage; and
- (c) the tonnage of Delta Residential Drop-off Garbage,

that is disposed of at the Vancouver Disposal Sites during that Quarter and provide such information to GVS&DD and the Corporation of Delta within 30 days of the end of the Quarter.

- 6.3 Every Quarter GVS&DD will invoice the City of Vancouver for an amount equal to the Regional Services Rate for every tonne of Vancouver Garbage and Delta Residential Drop-off Garbage disposed of at the Vancouver Disposal Sites during the previous Quarter, and the City of Vancouver must remit payment to GVS&DD within 30 days of the date of such invoice.
- 6.4 Every Quarter GVS&DD will invoice the Corporation of Delta for an amount equal to the Regional Services Rate for every tonne of Delta Garbage disposed of at the Vancouver Disposal Sites during the previous Quarter, and the Corporation of Delta must remit payment to GVS&DD within 30 days of the date of such invoice.

## **7.0 Interpretation**

- 7.1 If a portion of this Bylaw is held to be invalid it shall be severed and the remainder of the Bylaw shall remain in effect.
- 7.2 In this Bylaw, the word "person" includes a corporation.
- 7.3 Schedules "A", "B", "C", "D", "E", and "F" are attached to and form part of this Bylaw.

## **8.0 Effective Date**

- 8.1 This Bylaw comes into force and takes effect April 6, 2015.

Read a first, second and third time this \_\_\_\_\_ day of \_\_\_\_\_ 2015.

Passed and finally adopted this \_\_\_\_\_ day of \_\_\_\_\_ 2015.

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Greg Moore, Chair

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Chris Plagnol, Corporate Officer



## **SCHEDULE "A"**

### **DISPOSAL SITES**

- Coquitlam Resource Recovery Plant located at 1200 United Boulevard, Coquitlam
- North Shore Transfer Station located at 30 Riverside Drive, North Vancouver
- Surrey Transfer Station located at 9770 192nd Street, Surrey
- Langley Residential Transfer Station located at 1070 272 Street, Langley
- Maple Ridge Residential Transfer Station located at 10092 236 Street, Maple Ridge
- Matsqui Transfer Station located at 33621 Valley Road, Abbotsford
- Waste-to-Energy Facility located at 5150 Riverbend Drive, Burnaby

## SCHEDULE "B"

## TIPPING FEES, TRANSACTION FEE, RECYCLING FEES AND SURCHARGES

Table 1 –Tipping Fees for Garbage (including the Regional Services Rate) and Special Handle Waste

	Net Weight	North Shore Transfer Station <sup>1</sup>	Surrey Transfer Station <sup>1</sup>	Coquitlam Resource Recovery Plant <sup>1</sup>	Matsqui Transfer Station <sup>1</sup>	Maple Ridge Transfer Station	Langley Transfer Station <sup>1</sup>	Burnaby WTE <sup>1</sup>
Garbage	0 to .99 tonnes	\$130/tonne <sup>2</sup>	\$130/tonne <sup>2</sup>	\$130/tonne <sup>2</sup>	\$150/tonne <sup>*</sup>	\$134/tonne <sup>3</sup>	\$130/tonne <sup>2</sup>	\$130/tonne <sup>2</sup>
	1.0 to 8.99 tonnes	\$109/tonne <sup>4</sup>	\$109/tonne <sup>4</sup>	\$109/tonne <sup>4</sup>	\$150/tonne <sup>*</sup>	\$113/tonne <sup>5</sup>	\$109/tonne <sup>4</sup>	\$109/tonne <sup>4</sup>
	9.0 tonnes or more	\$80/tonne	\$80/tonne	\$80/tonne	\$150/tonne <sup>*</sup>	Not accepted.	Not accepted.	\$80/tonne
	Minimum Tipping Fee during Peak Hours	\$20/Load	\$20/Load	\$20/Load	\$10/Load	\$10/Load	\$10/Load	\$10/Load
	Minimum Tipping Fee outside of Peak Hours	\$10/Load	\$10/Load	\$10/Load	\$10/Load	\$10/Load	\$10/Load	\$10/Load
Special Handle Waste	All Loads.	Not accepted.	Not accepted.	Not accepted.	Not accepted.	Not accepted.	Not accepted.	\$200/tonne, \$50 minimum.

<sup>1</sup> All Loads originating from Maple Ridge will be assessed an additional fee of \$4/tonne.<sup>2</sup> To a maximum of \$109 per Load.<sup>3</sup> To a maximum of \$113 per Load.<sup>4</sup> To a maximum of \$720 per Load.<sup>5</sup> To a maximum of \$756 per Load.

Table 2 – Transaction Fee

Each Load of Garbage disposed of at any Disposal Site and each Load of Special Handle Waste disposed of at the Burnaby WTE	\$5/Load
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**Table 3 – Recycling Fees for materials dropped off in designated Recycling Areas**

	North Shore Transfer Station	Surrey Transfer Station	Coquitlam Resource Recovery Plant	Matsqui Transfer Station	Maple Ridge Transfer Station	Langley Transfer Station	Burnaby WTE
Source Separated Organic Waste	\$71/tonne, \$7 minimum	Not accepted.	Not accepted.	Not accepted.	Not accepted.	Not accepted.	Not accepted.
Green Waste	\$71/tonne, \$7 minimum	\$66/tonne, \$6 minimum.	\$66/tonne, \$6 minimum.	Not accepted.	\$66/tonne, \$6 minimum.	\$66/tonne, \$6 minimum.	Not accepted.
Clean Wood	\$71/tonne, \$7 minimum	\$66/tonne, \$6 minimum.	\$66/tonne, \$6 minimum.	\$66/tonne, \$6 minimum.	\$66/tonne, \$6 minimum.	\$66/tonne, \$6 minimum.	Not accepted.
Gypsum – two sheets 1.22m x 2.44m or less	\$109/tonne, \$10 minimum	\$109/tonne, \$10 minimum	\$109/tonne, \$10 minimum	\$109/tonne, \$10 minimum	\$109/tonne, \$10 minimum	\$109/tonne, \$10 minimum	Not accepted.
Gypsum – more than two sheets 1.22m x 2.44m but less than ½ tonne	\$150/tonne, \$15 minimum	\$150/tonne, \$15 minimum	\$150/tonne, \$15 minimum	\$150/tonne, \$15 minimum	\$150/tonne, \$15 minimum	\$150/tonne, \$15 minimum	Not accepted.
Mattresses	\$15 per Mattress	\$15 per Mattress	\$15 per Mattress	\$15 per Mattress	\$15 per Mattress	\$15 per Mattress	Not accepted.

Table 4 – Surcharges

Loads of Source-Separated Organic Waste containing more than 0.05% (by wet weight) of any other type of Refuse	North Shore Transfer Station	\$50 per Load
Loads containing Recyclable Material other than Food Waste or Clean Wood that exceeds either 5% of the total weight of the Load or 5% of the total volume of the Load (see section 5.5)	All Disposal Sites	50% of the applicable Tipping Fee
Loads containing Contaminated Recyclable Paper that exceeds either 5% of the total weight of the Load or 5% of the total volume of the Load (section 5.6)	All Disposal Sites	50% of the applicable Tipping Fee
Loads containing Food Waste that exceeds either 25% of the total weight of the Load or 25% of the total volume of the Load (section 5.7) <sup>1</sup>	All Disposal Sites	50% of the applicable Tipping Fee
Loads containing Clean Wood that exceeds either 10% of the total weight of the Load or 10% of the total volume of the Load (section 5.8) <sup>2</sup>	All Disposal Sites	50% of the applicable Tipping Fee
Loads containing any Hazardous and Operational Impact Materials or Product Stewardship Materials	All Disposal Sites	\$50 per Load plus the cost of removal, clean-up and remediation

<sup>1</sup> Surcharges for Food Waste will be effective as of July 1, 2015.

<sup>2</sup> Surcharges for Clean Wood will be effective as of July 1, 2015.



## SCHEDULE "C"

### BANNED HAZARDOUS AND OPERATIONAL IMPACT MATERIALS

1. Agricultural Waste;
2. Automobile parts and bodies;
3. Refuse that is on fire, smoldering, flammable or explosive;
4. Hazardous Waste as defined in the *Hazardous Waste Regulation*, B.C. Reg. 63/88;
5. Propane tanks;
6. Liquids or sludge;
7. Coated or uncoated wire and cable exceeding 1% of the load;
8. Dead animals;
9. Inert fill material including soil, sod, gravel, concrete and asphalt exceeding 0.5 cubic metres per load.
10. Excrement, other than amounts of pet excrement that are double bagged and discarded with Municipal Solid Waste and that do not exceed either 5% of the total weight of the Load or 5% of the total volume of the Load;
11. Barrels, drums, pails or other large (205 litre or greater) liquid containers, whether full or empty;
12. Any single object that:
  - (a) weighs more than 100 kilograms; or
  - (b) exceeds 0.35 square metres in cross section at any point; or
  - (c) exceeds 1.2 metres in width and/or 2.5 metres in length, except at the Waste-to-Energy Facility where a single object must not exceed 1.0 metre in length; or
  - (d) exceeds 3 cubic metres in volume.
13. Gypsum;
14. Mattresses;
15. Refuse that would cause undue risk of injury or occupational disease to any person at the Disposal Site or that would otherwise contravene the *Occupational Health and Safety Regulation* B.C. Reg. 296/97 enacted pursuant to the Workers Compensation Act, as amended or replaced from time to time;
16. Any other Refuse that the Manager considers unsuitable for handling at a Disposal Site.

## SCHEDULE "D"

### BANNED RECYCLABLE MATERIALS

1. Beverage containers identified in "Schedule 1 — Beverage Container Product Category" to the *Recycling Regulation*;
2. Containers other than beverage containers made of:
  - (a) metal;
  - (b) glass; or
  - (c) polyethylene terephthalate (number 1 PET plastic), high density polyethylene (number 2 HDPE plastic), low density polyethylene (number 4 LDPE plastic) or polypropylene (number 5 PP);
3. Corrugated Cardboard;
4. Recyclable Paper;
5. Green Waste;
6. Food Waste; and
7. Clean Wood.

## SCHEDULE "E"

### BANNED PRODUCT STEWARDSHIP MATERIALS

1. The following materials pursuant to Schedule 2 – Residual Product Category to the *Recycling Regulation*:
  - (a) Solvents and flammable liquids;
  - (b) Pesticides;
  - (c) Gasoline;
  - (d) Pharmaceutical products and medications;
  - (e) Oil, oil filters and oil containers;
  - (f) Lubricating oils and lubricating oil containers;
  - (g) Paint;
  - (h) Lead-acid batteries;
  - (i) Antifreeze and antifreeze containers;
2. Electronics and electrical products, including metal household and commercial appliance, as identified in Schedule 3 – Electronics and Electrical Products Category to the *Recycling Regulation*;
3. Tires pursuant to Schedule 4 – Tire Product Category to the *Recycling Regulation*.

## SCHEDULE "F"

### CUSTOMER CHARGE ACCOUNTS

1. Any person wishing to establish a customer charge account with the GVS&DD must complete the GVS&DD's application for credit ("**Application for Credit**").
2. The Treasurer may approve the Application for Credit on behalf of the GVS&DD and establish a commercial charge account for a person for up to one million dollars (\$1,000,000).
3. The Commissioner and Treasurer may approve the Application for Credit on behalf of the GVS&DD and establish a commercial charge account for a person for up to two million dollars (\$2,000,000).
4. If the GVS&DD approves a person's Application for Credit and establishes a commercial charge account, then:
  - (a) the person may leave the Disposal Site before paying the applicable Tipping Fees, Transaction Fee, Recycling Fees and Surcharges; and
  - (b) the GVS&DD will generate invoices for Tipping Fees, Transaction Fees, Recycling Fees and Surcharges on a monthly basis for up to the established commercial charge account limit, which invoices are payable on receipt.
5. Where a person fails or refuses to pay an invoice for Tipping Fees, Transaction Fees, Recycling Fees and Surcharges within thirty-five (35) days, then the Treasurer may rescind their customer charge account and the person must:
  - (a) pay interest on the Tipping Fee, Transaction Fee, Recycling Fee or Surcharge at the rate of 1.25% per month (15% per year) compounded monthly and calculated daily on all amounts overdue, including all overdue interest from the date the charge was due to the date of payment; and
  - (b) not dispose of any Municipal Solid Waste at a Disposal Site until any outstanding invoice has been paid in full.



# B.C. on the Move

## A 10-Year Transportation Plan



BC JOBS  
PLAN



MARCH 2015

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## PREMIER'S MESSAGE



*Honourable Christy Clark  
Premier of British Columbia*

British Columbians have built a strong, diverse economy, with people in every part of the province working to build a prosperous and sustainable future.

While British Columbia has many competitive advantages – including a strategic position as Canada's Pacific Gateway and abundant natural resources, such as natural gas – we need to work to maximize our potential.

In September 2011, I introduced the *BC Jobs Plan* to help strengthen the economy. Since then, more than 70,000 jobs have been created through our focus on eight key sectors, including Transportation. I also launched *The Pacific Gateway Transportation Strategy 2012–2020*, and we've made a lot of progress since then.

The growth of our economy relies on a safe, reliable and efficient multi-modal transportation network. With *B.C. on the Move: A 10-Year Transportation Plan*, we have identified priorities for improvements to the transportation network that will grow the economy, meet the needs of our growing population, and support expanding resource sectors. This includes investing \$2.5 billion over the next three years in transportation infrastructure.

While *B.C. on the Move* lays out clear actions for the Province to take, strong partnerships are key to success. Provincial investment in the transportation system can be enhanced by fully leveraging funding available under federal infrastructure programs and by developing cost-sharing partnerships with other levels of government and the private sector.

The *New West Partnership* – a collaborative effort between the provinces of British Columbia, Alberta and Saskatchewan – represents an opportunity for British Columbia to continue to work to develop a renewed cost-sharing partnership with Canada and the private sector to maximize Canada's export capacity, expand and diversify trade relationships, and improve transportation infrastructure.

Through these partnerships – and with investments as part of *B.C. on the Move* – we will continue to ensure that we grow our economy, create jobs for British Columbians and maintain our high quality of life.

**Honourable Christy Clark**  
Premier of British Columbia

## MINISTER'S MESSAGE



*Honourable Todd Stone,  
Minister of Transportation  
and Infrastructure*

British Columbians rely on our transportation network every day – to get to work or school, to access services, and to stay connected to each other and to the world. Along with getting us to where we need to go, transportation generates employment and underpins job creation and economic development. Recognizing that the world wants what we have, and consistent with the *BC Jobs Plan*, transportation is a critical part of our effort to expand and open new international markets for key B.C. sectors such as natural resources, tourism, manufactured goods, agri-food and international education.

We recognize the importance of transportation for the economic health of our province and the well-being of our citizens. I am very pleased to present *B.C. on the Move: A 10-Year Transportation Plan*. This plan sets out a series of priorities, including almost \$2.5 billion in provincial investment over the next three years, focused on moving people and goods safely, growing the economy, and strengthening communities.

Our government has worked hard to develop *B.C. on the Move* – making sure it reflects the needs and priorities of British Columbians. From Oct. 14 to Dec. 12, 2014, we asked British Columbians to provide their feedback on B.C.'s transportation priorities over the next 10 years with the *B.C. on the Move* engagement. During the engagement, the *B.C. on the Move* website was visited over 44,000 times and we received over 12,500 survey responses from citizens all over the province. Over 100 meetings were held with over 550 representatives of First Nations, local governments, chambers of commerce, port and airport authorities, and other interested stakeholders. I also hosted a Twitter Town Hall. In addition, my Parliamentary Secretary, MLA Jordan Sturdy, met with over 70 groups on Vancouver Island in early September, hearing first-hand the transportation needs of Island communities.

I want to thank all British Columbians who took the time to participate in the engagement. This was an unprecedented opportunity for citizens to join in the conversation and let government know about their most pressing transportation needs. As we implement the plan, we will continue to engage with British Columbians, and ensure that we make the best use of every dollar we invest along the way. After all, a safe, efficient and cost-effective transportation network is the backbone of our strong economy and our high quality of life.

### **Honourable Todd Stone**

Minister of Transportation and Infrastructure

# SUMMARY OF PRIORITIES

The priority actions in this plan will be key to our transportation investments and strategic policy actions over the next 10 years. This plan will enhance our safety, mobility and connectivity, allowing us to keep pace with our many expanding sectors and ensuring that our transportation improvements remain affordable.

## 1) Rehabilitating Highways, Bridges and Side Roads

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- Invest \$380 million over the next three years to resurface provincial highways
- Increase investment to \$180 million over the next three years to repair and replace provincial bridges
- Increase investment to \$270 million over the next three years to improve the condition of provincial side roads
- Invest \$60 million over the next three years to upgrade roads in northeastern B.C. in support of the natural gas industry
- Explore opportunities to maintain public access to resource and back-country roads
- Invest \$9 million over the next three years for new and upgraded rest areas throughout B.C.

## 2) Improving Highway Safety

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- Invest \$75 million over the next three years in a new Road Safety Improvement Program
- Invest \$30 million over the next three years in intersection safety improvements in communities throughout B.C.
- Work with provincial policing agencies and other incident-response partners to reduce the duration of highway closures
- Undertake a review of the traffic management and safety aspects associated with pulling drivers over in traffic
- Enhance and improve Driver Information Systems
- Continue to develop and implement strategies to improve roadside worker safety
- Implement strategies for drivers to stay out of the left lane and not impede other traffic
- Enable municipalities to allow motorcycle parking near intersections
- Introduce new regulations to clarify the definition of winter tires and traction devices
- Work with ICBC to explore opportunities to allow drivers more choices to use slow-moving vehicles and other mobility devices in smaller communities
- Improve public safety in B.C.'s "party bus" and limousine industry

## 3) Improving Highway Capacity and Reliability

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- Invest approximately \$1 billion over the next three years to ensure our network has the capacity and reliability to meet transport and trade needs, with maximum safety and minimal delays and uncertainties
- *Highway 1 – Kamloops to the Alberta Border*
  - ▶ Continue to advance four-laning projects between Kamloops and Golden
  - ▶ Pursue federal partnership funding to enable completion of the final four kilometres of the Kicking Horse Canyon Project
  - ▶ Deliver projects to improve highway reliability, with a specific focus on improving avalanche infrastructure
- *Okanagan Valley Highways*
  - ▶ Continue project planning and initiate community engagement for a future second crossing of Okanagan Lake, including assessment of the Highway 97 corridor through the communities of Kelowna, West Kelowna and Peachland
  - ▶ Construct new passing lanes and four-laning on highways throughout the Okanagan Valley, including six-laning through Kelowna
  - ▶ Construct intersection improvements, new interchanges, and safety improvements on highways and roads throughout the Okanagan Valley
- *Highway 3 – Crowsnest*
  - ▶ Construct realignments and new passing lanes on sections of Highway 3 between Hope and Princeton and from Cranbrook to the Alberta border
  - ▶ Work with communities along the corridor to improve safety through their downtown cores
- *Highway 5 – Yellowhead – Kamloops to Tête Jaune Cache*
  - ▶ Construct additional passing lanes between Kamloops and Tête Jaune Cache to promote safety and efficiency
- *Highway 97 – Cariboo Connector*
  - ▶ Complete the final four projects announced under Phase 2, including four-laning south of Williams Lake, and initiate planning for future priority projects
- *Northwest B.C./Highway 16 – Yellowhead*
  - ▶ Construct passing lanes on highways 16 and 37 in the northwest and around Prince George, and take action to reduce rail/road conflicts
- *Northeast B.C./Highways 97 North and 2*
  - ▶ Continue to four-lane highways 97 and 2 from the Alberta border to Fort St. John, and construct new passing lanes north of Fort St. John
- *Vancouver Island Highways*
  - ▶ Deliver upgrades to reduce congestion and improve commuter mobility along Highway 1 between Langford and Victoria
  - ▶ Work in partnership with local communities to deliver projects to improve access to and from provincial highways and traffic flow through communities
  - ▶ Plan and deliver key highway safety improvements in locations such as Highway 4 west of Port Alberni and the Malahat corridor of Highway 1

# SUMMARY OF PRIORITIES

## 3) Improving Highway Capacity and Reliability

continued

page 20

- **Lower Mainland Highways**
  - ▶ Advance development of the George Massey Tunnel Replacement Project
  - ▶ Initiate design for future construction of six-laning on Highway 1 from Langley to Abbotsford
  - ▶ Work with communities to plan and deliver highway interchange and overpass projects throughout the Lower Mainland
  - ▶ Construct highway widening, capacity, safety and operational improvements on provincial highways throughout the Lower Mainland

## 4) Delivering a Provincial Trucking Strategy

page 34

- Upgrade and replace structures such as bridges and overpasses, so they can accommodate the increasingly heavy and large loads that industry needs to transport
- Work with industry to expand the number of provincial highway corridors pre-approved for the transport of 85- to 125-metric-tonne loads
- Streamline permitting and reduce the number of truck permits required while ensuring commercial vehicle safety
- Work with industry to identify priority locations for new and expanded parking, staging, inspection pullouts and chain-up/off areas for trucks on key corridors throughout B.C.
- Undertake a review of B.C.'s pilot-car requirements
- Support the Office of the Independent Container Trucking Commissioner

## 5) Investing in Transit

page 37

### Provincial Transit Services

- Maintain the highest level of operating support for transit in Canada, with the Province providing BC Transit with \$312 million in operating contributions over the next three years
- Partner with local communities throughout the province to replace half of BC Transit's fleet (about 500 buses) over the next five years
- Partner with local communities to build transit infrastructure to provide more efficient operations and improved transit services
- Continue to seek opportunities to deploy compressed natural gas (CNG) buses in communities throughout the province

### Metro Vancouver Transit Services

- Fund one-third of the cost of new rapid transit projects, and the Pattullo Bridge, provided they can be accommodated within the provincial fiscal plan and the investments are supported by a business case
- Work with the region to secure federal funding for rapid transit projects

## 6) Investing in Cycling

page 40

- Invest \$18 million over the next three years to partner with communities to build new bike lanes and trails throughout B.C.
- Widen shoulders, double the frequency of sweeping and implement safety improvements on provincial highways in areas with a high volume of cyclists
- Develop and implement a cycling tourism signage and marketing strategy

## SUMMARY OF PRIORITIES

### 7) Investing in Airports

page 42

- Invest \$24 million over the next three years in the new B.C. Air Access Program
- Support development of the aviation industry near B.C. airports
- Engage the federal government to enhance B.C.'s aviation sector

### 8) Enabling Efficient Ports and Rail

page 44

- Determine potential infrastructure upgrades needed to support Liquefied Natural Gas (LNG)
- Facilitate Port of Kitimat development with port structure and governance models that support economic activity
- Invest in infrastructure that enhances access to ports and increases port bulk, breakbulk and container capacity
- Invest in infrastructure that enhances efficiency of goods movement by rail
- Explore options for the revitalization of the Belleville Terminal in Victoria

### 9) Sustaining and Renewing Ferries

page 48

- Continue to pursue strategies to achieve the vision of an affordable, sustainable and efficient coastal ferry service
- Continue to engage the federal government to secure additional federal funding support for B.C.'s coastal ferry service
- Continue to renew inland ferry assets

### 10) Building Partnerships with First Nations

page 50

- Partner with First Nations on projects that support economic development on their lands
- Facilitate more employment and training opportunities for First Nations through the ministry's major projects
- Reconcile outstanding highway tenure issues

### 11) Improving Accessibility

page 51

- Upgrade rest areas throughout B.C. to improve accessibility for persons with limited mobility, such as curb letdowns, accessible washrooms and other improvements
- Increase the number of wheelchair-accessible taxis in communities throughout B.C.
- Partner with TransLink to make additional accessibility upgrades to SkyTrain stations, including adding new and improved elevators and escalators, and removing any barriers to movement
- Continue to work with BC Transit to improve transit service accessibility for people with disabilities
- Encourage BC Ferries to continue to improve accessibility at terminals and on vessels for people with disabilities

### 12) Protecting the Environment

page 52

- Continue to invest in transit and cycling programs
- Invest \$6 million over the next three years to conserve habitat and improve fish and wildlife protection
- Invest \$3.9 million over the next three years to deliver invasive plant management programs
- Deliver 1.8 million square metres of hot-in-place recycle paving every year
- Promote the use of cleaner fuel alternatives, such as natural gas for heavy-duty commercial vehicles, CNG for buses and LNG for ferries



# INTRODUCTION



British Columbians are linked to each other and to the world by an integrated transportation network that moves people and goods by road, rail, air and sea. Transportation is key to B.C.'s success – in 2013, it contributed \$10.8 billion in gross domestic product (GDP) and directly employed more than 121,000 people.

In response to evolving transportation needs, we are moving forward with a new 10-year plan, *B.C. on the Move*.

***This plan provides a comprehensive road map for transportation investments and strategic policy actions over the next 10 years.*** The plan presents a series of priorities for action to improve the provincial transportation network and showcases several short- to medium-term investments.

***Over the next three years, the Ministry of Transportation and Infrastructure will invest almost \$2.5 billion to improve British Columbia's transportation network.*** This plan will build on the success of our government's 2003 transportation plan, *Opening Up B.C.*, which resulted in new infrastructure investment throughout the province, improving safety and reliability and growing the economy.

*B.C. on the Move* reinforces government's commitment to invest in transportation infrastructure in every corner of the province. This plan will enhance our safety, mobility and connectivity, allowing us to keep pace with our rapidly expanding resource sectors and ensuring that transportation improvements remain affordable.

# BRITISH COLUMBIA'S TRANSPORTATION NETWORK

*B.C. on the Move* focuses primarily on the provincial transportation network, which includes highways, ferries, rail, airports, ports, regional transit, and cycling infrastructure.



## Transportation Network Highlights

- Approximately **47,000 kilometres (km)** of provincial highways and rural side roads
- Over **2,800 bridges**
- Over **2,900 transit buses**
- **133 km** of SkyTrain and commuter rail
- **3** Class 1 railways
- **300+** airports, heliports and other air facilities
- **19** international border crossings
- **3** international ports, **4** regional ports and **40** local ports
- **40+** ferry routes

# WHY INVESTMENTS ARE NEEDED: CHALLENGES AND OPPORTUNITIES

To keep our economy growing and to protect our high quality of life, we must continue to enhance connectivity, safety and mobility across our transportation networks. Investing in British Columbia's transportation infrastructure – highways and side roads, cycling, transit, airports, ports, rail and ferries – will help us to:

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## **Improve the Safe and Reliable Movement of People and Goods**

Safety is a priority for all modes of travel, and the safe movement of people and goods depends on access to a reliable transportation network. Reliability means having a network available in good condition to meet the transport and trade needs of the province, with minimal delays and uncertainties that can lengthen travel times.

## **Grow the Economy**

Transportation investments generate employment, underpin job creation and promote economic development throughout B.C. When we make affordable transportation investments, we are investing in tourism, in increased trading capacity, and in all of B.C.'s industries, including forestry, mining, energy, oil and gas, agri-food, green economy, education and tourism.

## **Maintain and Replace Aging Infrastructure**

Our transportation infrastructure is aging. This underscores the need for ongoing maintenance and rehabilitation to protect our transportation assets, valued at more than \$100 billion.

## **Meet the Needs of a Growing and Aging Population**

Our population is growing. It is estimated that an additional one million people will be living in British Columbia by 2030, adding to existing demands on our roads, bridges, ferries and transit systems. Our population is also aging, with seniors representing a growing proportion of the total population. Seniors – and those with mobility challenges – need to be able to rely on an accessible transportation network.

## **Support Expanding Resource Sectors**

Our resource sectors are expanding. This is putting additional pressure on rural British Columbia, especially in the north, where the energy sector is attracting billions of dollars in new private sector investment. The development of these resources affects the whole supply chain, especially since many of our products are for export.

## **Provide More Travel Choices**

In urban areas, more people are choosing to walk, cycle or take public transit. Infrastructure development needs to factor in these choices.

## **Reduce Environmental Impacts**

Transportation contributes to greenhouse gas emissions. But every step we take to improve efficiency and reduce congestion helps minimize the impact. Expanding pedestrian, cycling and transit infrastructure, along with new approaches such as powering trucks, buses and ferries with cleaner alternative fuels such as natural gas, and utilizing hot-in-place recycle paving, will help reduce environmental impacts.

This plan has been shaped by the input of British Columbians. Between Oct. 14 and Dec. 12, 2014, British Columbians had an opportunity to provide input on their transportation-related priorities.

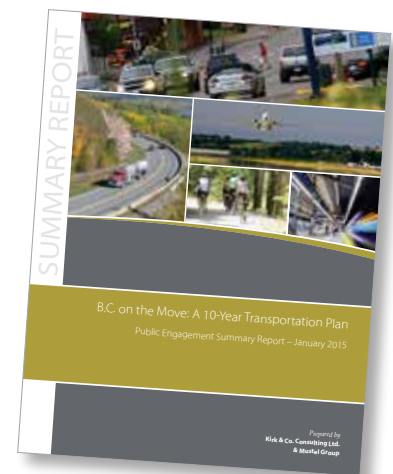
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The engagement included **over 100 meetings** throughout the province with First Nations, local governments, transportation authorities and other interested stakeholders, along with a Twitter Town Hall, several hundred individual submissions and a survey that drew **over 12,500 responses** from throughout B.C. In addition, MLA Jordan Sturdy, Parliamentary Secretary to the Minister of Transportation and Infrastructure, met with over 70 groups on Vancouver Island in Sept. 2014 to hear about the transportation needs of Island communities.

The survey responses revealed the top transportation-related priorities for British Columbians:

- 95%** said keeping **highways, bridges** and **side roads** in good condition was top priority
- 87%** said expanding and **increasing transit services** was important
- 73%** said we should expand **highway capacity** and upgrade key **highways** and **bridges** to facilitate heavy hauling
- 72%** said enhancing **cycling infrastructure** and improving **transportation choices** were important
- 70%** said we should support **regional** and **small community airports**

A full report on the results of the public engagement process can be found in *B.C. on the Move: A 10-Year Transportation Plan – Public Engagement Summary Report*.



## DELIVERY OF THE TRANSPORTATION PLAN

Building on what British Columbians told us during the public engagement, and to meet the challenges and opportunities facing our transportation network, the Province has developed a comprehensive transportation plan, consisting of 12 key areas of focus, setting out our priorities over the next 10 years.

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### 12 Key Priorities for the Next 10 Years:

- 1) Rehabilitating Highways, Bridges and Side Roads**
- 2) Improving Highway Safety**
- 3) Improving Highway Capacity and Reliability**
- 4) Delivering a Provincial Trucking Strategy**
- 5) Investing in Transit**
- 6) Investing in Cycling**
- 7) Investing in Airports**
- 8) Enabling Efficient Ports and Rail**
- 9) Sustaining and Renewing Ferries**
- 10) Building Partnerships with First Nations**
- 11) Improving Accessibility**
- 12) Protecting the Environment**





# 1) REHABILITATING HIGHWAYS, BRIDGES AND SIDE ROADS

Main highways connect communities and move people and goods within B.C. and to destinations beyond our borders. Side roads connect rural residents to communities, provide industry with access to resource roads and enable tourists to visit destinations throughout the province.

A safe and reliable provincial highway and side-road network is essential to the continued growth and development of B.C.'s communities, supporting provincial and regional economies, and continuing to provide for competitive and cost-effective national and international travel.

The network costs less when regular investments are made in rehabilitation. Putting off a needed paving project by four years can double the cost of repairs – delaying by eight years can drive up costs by 400%.

## WHAT WE HEARD

**95% AGREED** that keeping existing highways, bridges and side roads in good condition was important.

## Priorities for Action

### ✓ Invest \$380 million over the next three years to resurface provincial highways

Highway resurfacing includes conventional paving, hot-in-place recycle paving (an environmentally-friendly, made-in-B.C. technology), and sealcoating for lower volume rural highways. This investment program is the main component of our strategy to **resurface 1,000 kilometres of provincial highway annually**.

### DID YOU KNOW...

- **OVER 40** resurfacing projects are delivered throughout the province annually every summer.



Hot-in-place recycle paving produces **50% fewer greenhouse gas emissions** than conventional paving, as it reuses and recycles existing material, right at the project site.

# 1) REHABILITATING HIGHWAYS, BRIDGES AND SIDE ROADS

## ✓ Increase investment to \$180 million over the next three years to repair and replace provincial bridges

Bridge projects range from full replacements, bridge deck resurfacing, seismic upgrades to painting and railing repairs.

Bridges and structures are the most costly part of the highway system, and keeping them in good condition is critical to highway safety. The ministry carefully inspects every bridge under its jurisdiction each year. To avoid bridge condition problems, **this investment represents a 50% increase in bridge rehab funding over previous years.**

### LET'S GET MOVING



Sande Overpass bridge deck in Terrace will be resurfaced.

## ✓ Increase investment to \$270 million over the next three years to improve the condition of provincial side roads

Up to 30 projects will be delivered annually under this program throughout B.C., with the goal of **improving over 500 kilometres of side roads every year.**

Improvements to side roads will include hard surfacing, gravelling base construction, dust control, shoulder widening, and other safety improvements. This investment represents a **33% increase** over previous years.

### LET'S GET MOVING

Projects delivered in 2015 will include:

- Sayward Road widening on Vancouver Island
- Silver Star Road resurfacing near Vernon
- Fording Mine Road resurfacing in Elkford



Gravel side road between fields of canola in the Peace River region



Side road paving near Lillooet



## 1) REHABILITATING HIGHWAYS, BRIDGES AND SIDE ROADS

### ✓ Invest \$60 million over the next three years to upgrade roads in northeastern B.C. in support of the natural gas industry

This investment will support growing industrial traffic, and ensure that highways and side roads can safely and reliably serve both industry users and residents in northeastern B.C.

**Up to 20 projects a year** will be delivered, including side-road gravelling and dust control, side-road hard surfacing, and highway safety and capacity improvements such as signals, turning slots and passing lanes.

### LET'S GET MOVING



A new traffic signal in Taylor will be installed on the Alaska Highway at Pine Avenue in 2015.

### ✓ Explore opportunities to maintain public access to resource and back-country roads

Many back-country roads are built by resource industry companies, and are often maintained only when resource activity is ongoing. Additionally, companies have an obligation to decommission these roads when their work is done.

However, many of these roads provide important access to B.C.'s back-country for other business uses and recreation. Government ministries will work together with the resource industry and other stakeholders to identify priority back-country roads and explore opportunities to maintain access to ensure they can be secured for future use and enjoyment.



*Kinuseo Falls at Monkman Provincial Park in the Peace Region*

# 1) REHABILITATING HIGHWAYS, BRIDGES AND SIDE ROADS

## ✓ Invest \$9 million over the next three years for new and upgraded rest areas throughout B.C.

Throughout British Columbia there are more than 170 rest areas that enhance the safety, comfort and convenience of highway travel by providing a place to rest, access to washrooms, picnic tables, litter containers, and information about nearby attractions and services.

Rest areas are critical to the commercial trucking sector, enabling drivers to rest on a regular basis and ensuring the safe movement of goods throughout the province. They are also a key part of ensuring that British Columbia delivers competitive, world-class travel experiences to visitors.

### DID YOU KNOW...

- Approximately **81%** of B.C.'s 177 rest areas are wheelchair accessible, **72%** are open year-round and **74%** are suitable for large commercial traffic



*Kamloops Lake Rest Area on Highway 1*

## LET'S GET MOVING

Up to 30 rest-area improvement projects will be delivered throughout B.C. every year, including:

- New rest areas at priority locations
- Widened pullouts and expanded rest-area parking for truckers
- Upgraded amenities like washrooms, picnic tables, Wi-Fi, and play areas
- Curb letdowns and other accessibility improvements for people with limited mobility



The **Kalamalka Lake rest area** near Coldstream will be upgraded with washrooms and other facilities.

## 2) IMPROVING HIGHWAY SAFETY

Safety on British Columbia's highways and side roads is the ministry's number-one priority. The number of serious crashes on provincial highways has decreased 27% since 2003. This decrease has been the result of investing in transportation infrastructure improvements and focusing on driver education, improved technology, and policy and legislative changes, such as those aimed at eliminating distracted driving.

The Province's new Road Safety Program will complement ICBC's investment of \$44 million per year on safety initiative measures such as enhanced policing, road improvements and CounterAttack programs.

Although previous actions have made a difference, more investments and strategic policy actions need to be undertaken. The Province remains committed to improving safety and will work with its partners on the following key actions.

### Priorities for Action

#### ✓ Invest \$75 million over the next three years in a new Road Safety Improvement Program

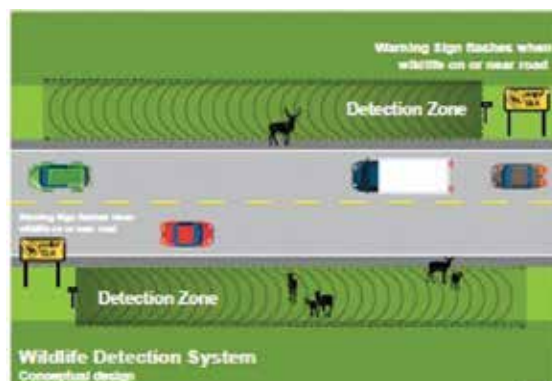
This is a **doubling in funding** over previous years.

**This program includes:**

- Snow avalanche infrastructure
- Community safety improvements, which consist of 20 to 25 annual projects focusing on crosswalks, signals, intersection improvements and signs
- Road-marking strategies to test and install new lane-marking technologies tailored to local climate conditions
- Guardrail program
- Dedicated annual funding for livestock fencing
- Installation of variable-speed-limit signs
- Installation of wildlife-detection systems

#### LET'S GET MOVING

The Province will install variable speed limit systems on Highway 99 - north of Squamish, Highway 5 - Coquihalla, between Hope and Merritt, and Highway 1, between Sicamous and Revelstoke.



A wildlife-detection system will be installed in the East Kootenays.

## 2) IMPROVING HIGHWAY SAFETY

### ✓ Invest \$30 million over the next three years in intersection safety improvements in communities throughout B.C.

Dedicating funds to improve existing intersections is important in reducing the number and severity of vehicle crashes, and collisions between vehicles, cyclists and pedestrians.



*Highway 97 and Birnie Road intersection*

### LET'S GET MOVING

#### Priority intersection-safety improvements

- Installation of advanced left-turn signal at Daimler Road and Highway 97 in West Kelowna
- Design of Sande Overpass and Keith Avenue intersection improvements on Highway 16 in Terrace
- Design of Highway 97 and Birnie Road intersection improvements near Vernon

### ✓ Work with provincial policing agencies and other incident-response partners to reduce the duration of highway closures

The Province will work with its road-safety partners to increase highway reliability by reducing the duration of highway closures when crashes and other incidents occur.

### ✓ Undertake a review of the traffic management and safety aspects associated with pulling drivers over in traffic

The Ministry of Transportation and Infrastructure will work with its road safety partners to explore a protocol for traffic management when drivers are pulled over, to help reduce the risk of crashes, to improve safety and to limit impacts on the flow of traffic.

### Intelligent Transportation Technologies

B.C.'s Regional Transportation Management Centre (RTMC) is a state-of-the-art multi-agency facility, serving as a focal point for transportation management in B.C. The RTMC is a 24-hour/7-days-per-week centre that provides real-time monitoring of road and traffic conditions, promotes regional data sharing and provides a co-ordinated traffic-management response during emergencies.

As we implement *B.C. on the Move*, we will explore increased use of intelligent transportation technologies to monitor and manage traffic flow, increase efficiencies for commercial vehicles, detect and clear traffic incidents, and provide travellers with timely information.

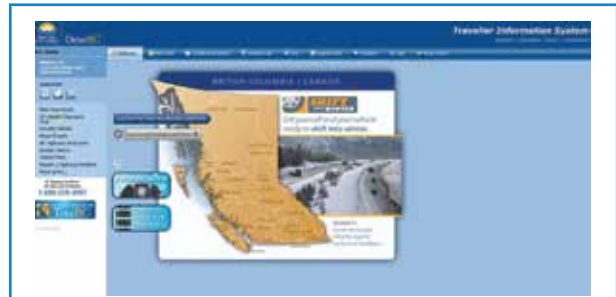
## 2) IMPROVING HIGHWAY SAFETY

### ✓ Enhance and improve Driver Information Systems

With 14 million annual visitors, DriveBC is the Ministry of Transportation and Infrastructure's most popular online communications tool.

Opportunities to improve this and other systems include:

- Enhancing the DriveBC website so it provides a better user experience
- Exploring ways to enable the public to provide real-time incident information
- Developing a national traveller information network to help governments and organizations communicate about road closures, hazards and roadworks
- Upgrading and increasing the number of changeable message signs
- Continuing to enhance the webcam system



DriveBC website



Highway 1 – Victoria

### ✓ Continue to develop and implement strategies to improve roadside worker safety

The ministry has enhanced legislation that requires vehicles to move over when approaching roadside work vehicles, similar to the requirement to move over when approaching emergency vehicles. We will continue to work with our partners and the public to explore additional strategies to improve roadside worker safety.



### DID YOU KNOW...

- The Ministry of Transportation and Infrastructure participates in the **Cone Zone Campaign** (<http://tranbc.ca/2014/05/28/cone-zone-campaign>) to improve the safety of roadside workers, along with promoting road safety through initiatives such as **"Shift into Winter"** (<http://shiftintowinter.ca/>).



## 2) IMPROVING HIGHWAY SAFETY

### ✓ Implement strategies for drivers to stay out of the left lane and not impede other traffic

"Left lane hogs" represent a serious threat to themselves and others, and more must be done to get these drivers out of the left lane. Changing driver behaviour will require a strategy comprising of multiple components, including legislative changes, signage, driver training and education, awareness campaigns, and enforcement.



### ✓ Enable municipalities to allow motorcycle parking near intersections

Parking motorcycles in municipalities is challenging. A motorcycle occupying a single vehicle stall is not efficient and can be unsafe. We have heard that the unused spaces near intersections could be used by motorcyclists to park, though municipalities need the means to enable this.

### ✓ Introduce new regulations to clarify the definition of winter tires and traction devices

New regulations will allow the Province to be more responsive and keep pace with the rapidly changing technology of winter tires and traction devices.

### ✓ Work with ICBC to explore opportunities to allow drivers more choices to use slow-moving vehicles and other mobility devices in smaller communities

As our population ages, there is still the expectation that people can move about freely. In smaller communities, people are interested in utilizing new vehicle technologies to make short trips on low-volume roads while not being constrained to driving an automobile.

### ✓ Improve public safety in B.C.'s "party bus" and limousine industry

The Province recognizes the need to strengthen the regulation of limousines, including specialty vehicles such as "party buses" to ensure public safety. All operators of stretch SUVs and limo buses will be required to obtain special authorization licences approved by the Passenger Transportation Board. This requirement will increase the accountability of operators and improve the ability to enforce public safety requirements.

#### DID YOU KNOW...

The Province is continuing to work with community partners on practical, affordable and sustainable transportation initiatives to increase the safety of citizens living in remote, rural northern communities along the **Highway 16 corridor**, including:

- Highway 16 community access website [www.gov.bc.ca/Highway16Corridor](http://www.gov.bc.ca/Highway16Corridor)
- Northern Health Connections and BC Transit transportation services
- Increased cell coverage in northern B.C.
- Additional DriveBC webcams installed at locations on northern highways
- Pursuing partnerships with community organizations to increase safe-driver education and licensing, information sharing and inter-community transportation services

### 3) IMPROVING HIGHWAY CAPACITY AND RELIABILITY

Expanding the capacity of our transportation network is critical to improving safety, attracting new investment and supporting economic growth.

**The Province will invest approximately \$1 billion over the next three years to ensure our network has the capacity and reliability to meet transport and trade needs, with maximum safety and minimal delays and uncertainties.**

The Province will work with Canada to secure federal funding for highway-expansion priorities, as provincial investment can be enhanced by fully leveraging federal funding available under federal infrastructure programs, as well as by developing partnerships with other levels of government and the private sector.

#### Priority action areas include:

- ✓ **Highway 1 – Kamloops to the Alberta Border**
- ✓ **Highway 97 – Okanagan Valley Highways**
- ✓ **Highway 3 – Crowsnest**
- ✓ **Highway 5 – Yellowhead**
- ✓ **Highway 97 – Cariboo Connector**
- ✓ **Northwest B.C./Highway 16 – Yellowhead**
- ✓ **Northeast B.C./Highways 97 North and 2**
- ✓ **Vancouver Island Highways**
- ✓ **Lower Mainland Highways**

#### WHAT WE HEARD

**73% AGREED** that expanding and improving highway, bridge and side road capacity was important, with stakeholders particularly focused on Highways 1, 3, 5, 16 and 97.

Continued investment in the rehabilitation and expansion of highways, bridges and side roads was the top theme in meetings held throughout the province with First Nations, local governments, and other key stakeholders.

# HIGHWAY 1 – KAMLOOPS TO THE ALBERTA BORDER



The Trans-Canada Highway is B.C.'s primary southern east-west corridor and is essential for trade and travel. The section between Kamloops and the Alberta border is over 400 km through some of the most challenging terrain in Canada, and is used by up to 12,000 vehicles each day.

Building on the provincial commitment to invest \$650 million over the next 10 years towards four-laning Highway 1 from Kamloops to the Alberta border, the Province will work with Canada to leverage federal funding for priority projects. It is the Province's goal to increase investment on this corridor to **over \$1 billion with partners over the next 10 years.**

## Priorities for Action:

### ✓ Continue to advance four-laning projects between Kamloops and Golden

The Trans-Canada Highway has more than two lanes almost everywhere else in the country except for between Kamloops and Golden. Priority projects will be advanced throughout the corridor to improve safety and capacity.

## LET'S GET MOVING

Construction is currently underway on three four-laning projects, including:

- Malakwa Bridge
- Monte Creek to Pritchard
- Pritchard to Hoffman's Bluff

Planning and design is also underway for additional four-laning projects, including:

- Hoffman's Bluff to Jade Mountain
- Donald East
- Illecillewaet
- Salmon Arm West



### ✓ **Pursue federal partnership funding to enable completion of the final four kilometres of the Kicking Horse Canyon Project**

Working in partnership with Canada, construction has been completed on 22 km of the 26 km of four-laning through the Kicking Horse Canyon section east of Golden.

The final four-kilometre project to complete the Kicking Horse Canyon is the most challenging section, and is estimated to need an investment of between \$440 and \$650 million to complete.

Federal partnership funding under the National Infrastructure component or the P3 Canada component of the Building Canada Plan to enable completion of this project.

Kicking Horse Canyon Project



### ✓ **Deliver projects to improve highway reliability, with a specific focus on improving avalanche infrastructure**

The Province is going to pursue new technologies and other improvements to reduce the number and duration of highway closures resulting from weather events such as avalanche risk and other incidents.

#### **DID YOU KNOW...**



- The Trans-Canada Highway travels through some of the most challenging avalanche terrain in the country. In an average year, the highway can be closed for nearly 200 hours. During high snow years, this can increase to nearly 400 hours.



# OKANAGAN VALLEY HIGHWAYS

Highway 97 is British Columbia's most important north-south connection, running from the Canada-U.S. border at Osoyoos to the B.C.-Yukon border. The Okanagan Valley Corridor runs from Osoyoos to Highway 1.

With a growing population and a thriving tourist industry, the Okanagan Valley Corridor is an important link through the Okanagan. It is also the busiest route in the Interior.

Projects in the Okanagan Valley will be consistent with the objectives identified by communities as part of the Okanagan Valley Traffic Symposium, held by the Province in 2011.

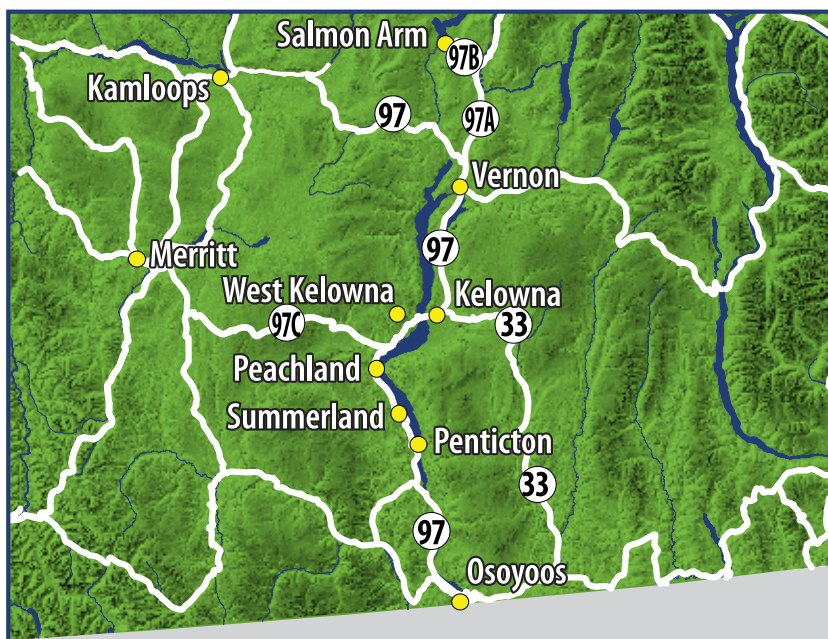
## Priorities for Action:

- ✓ **Continue project planning and initiate community engagement for a future second crossing of Okanagan Lake, including assessment of the Highway 97 corridor through the communities of Kelowna, West Kelowna and Peachland**

Initiating planning for a future second crossing now will ensure that the Province is ready when extra capacity is needed. It will also allow us to work with Kelowna, West Kelowna and Peachland to assess the existing Highway 97 corridor and identify longer-term needs.



The five-lane **William R. Bennett Bridge** on Highway 97, completed in 2008, is the only crossing of Okanagan Lake. It serves the entire valley and directly connects Kelowna with West Kelowna.





## ✓ Construct new passing lanes and four-laning on highways throughout the Okanagan Valley, including six-laning through Kelowna

With tourist, business and industry traffic growing every year in the Okanagan, continuing to build new passing lanes and four-laning near urban areas is a key transportation priority.

## ✓ Construct intersection improvements, new interchanges, and safety improvements on highways and roads throughout the Okanagan Valley

This priority will help ensure that residents of, and visitors to, the Okanagan can safely get on and off provincial highways. It will also focus safety upgrades on important regional side roads like Westside Road.



*Campbell Road and Highway 97 in Kelowna*

### LET'S GET MOVING

Construction will begin in 2015 on a new **six-laning project on Highway 97** in Kelowna, between Highway 33 and Edwards Road.

### LET'S GET MOVING



*Westside Road in the Okanagan Valley*

The Province will be investing **\$45 million** to make safety improvements and resurface Westside Road.

## HIGHWAY 3 – CROWSNEST



Highway 3 travels 850 km east-west from Hope through the Okanagan and Kootenays to the Alberta Border, serving the industrial region of the East Kootenays and other communities along the route. Over \$200 million has been invested in the Highway 3 corridor since 2001. The Province has been working closely with the Highway 3 Mayors' and Chairs' Coalition to deliver on their priorities for the route.

### Priorities for Action:

#### ✓ **Construct realignments and new passing lanes on sections of Highway 3 between Hope and Princeton and from Cranbrook to the Alberta Border**

Upgrades to the Hope to Princeton section of Highway 3 is the Mayors' and Chairs' Coalitions highest priority. The Province is working closely with the coalition to advance priority upgrades.

More passing lanes from Cranbrook to Fernie and through the Elk Valley are important for industry and communities in the southeast.

#### DID YOU KNOW...

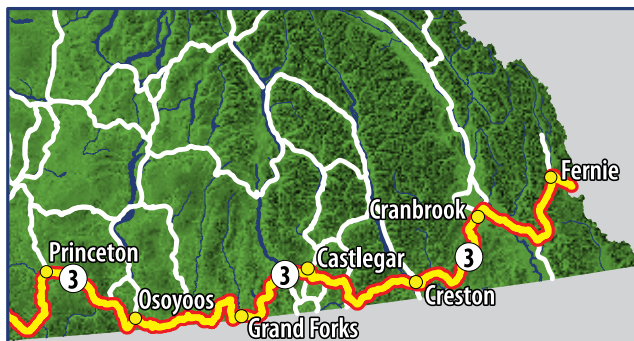


■ Currently underway, the **\$16-million Saturday Creek Highway Improvement Project** includes almost two km of highway realignment and the construction of a new passing lane.

#### ✓ **Work with communities along the corridor to improve safety through their downtown cores**

##### Highways are also Main Streets

In Creston, and in many other towns on provincial highways, the highway is not only a key regional transportation corridor – it is also Main Street. The Province is committed to working with communities to improve safety on these routes.



#### LET'S GET MOVING

In Creston, work will get underway in 2015 to construct improvements to the intersection of Pine and Railway as a key priority.

# HIGHWAY 5 – YELLOWHEAD – KAMLOOPS TO TÊTE JAUNE CACHE

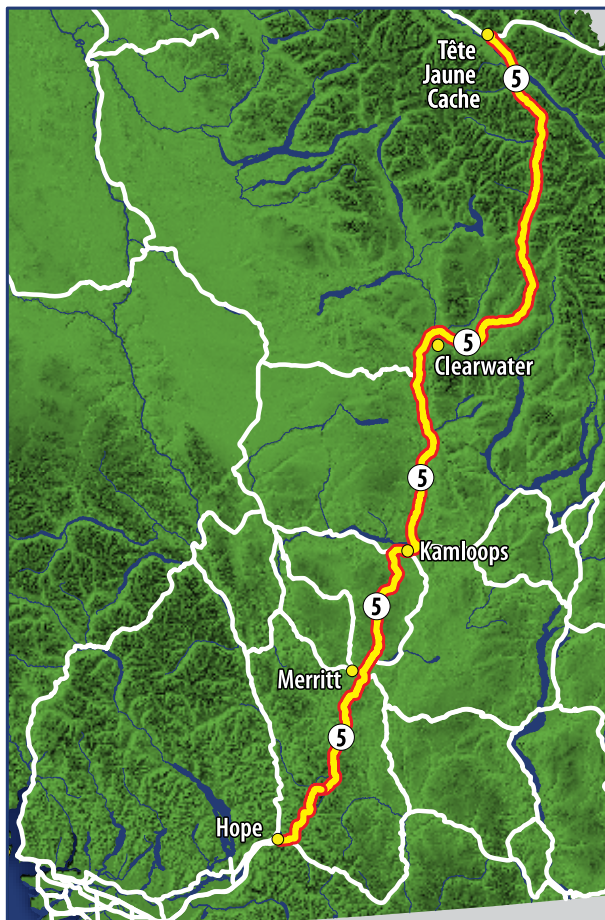


The Yellowhead Highway is the major north-south corridor through the Interior, connecting Vancouver with Edmonton. It is key to supporting the provincial economy, by facilitating goods movement to and from northern Alberta, and for access to renowned tourist attractions, including Wells Gray Provincial Park and heli-skiing operations in the Cariboo and Monashee Mountains.

## Priorities for Action:

### ✓ Construct additional passing lanes between Kamloops and Tête Jaune Cache to promote safety and efficiency

With more than 1,000 trucks on this corridor every day, more passing lanes are needed for safety and to reduce driver frustration.



## LET'S GET MOVING

Construction will begin this summer on a new southbound passing lane at Camp Creek.

### B.C.'s first roundabout on a major numbered route



Within the community of Clearwater, the Province recently completed the first-ever roundabout on a major numbered route.

This roundabout ensures safe community access to the highway and is the gateway entrance to the iconic Wells Gray Provincial Park.



# HIGHWAY 97 – CARIBOO CONNECTOR

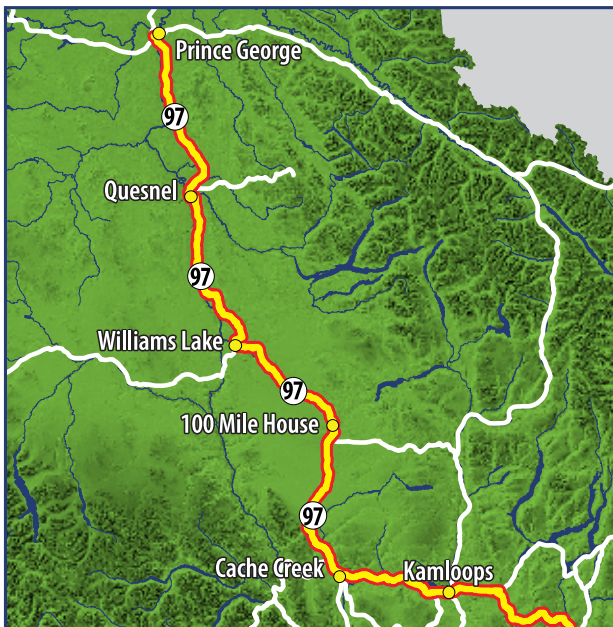


Highway 97 from Cache Creek to Prince George is a critical link between the Southern Interior and the rich natural resources of northern British Columbia. Since 2005, upgrades to this important route have been a priority for the Province, with over \$240 million invested in Phase 1 of the Cariboo Connector Upgrade Project. Phase 2 was announced in 2011, with a further commitment of \$200 million.

At the completion of Phase 2, nearly 50% of the corridor will be either three or four lanes wide, resulting in shorter travel times, less driver frustration and a safer highway.

## Priorities for Action:

- ✓ **Complete the final four projects announced under Phase 2, including four-laning south of Williams Lake, and initiate planning for future priority projects**



*Cariboo Connector*

The Province will work with local governments, including Cache Creek and Quesnel, to identify future project priorities to improve safety and reduce traffic congestion through their communities.

## LET'S GET MOVING

Construction will begin this summer on the **Stone Creek to Williams Road four-laning project** between Prince George and Quesnel.



The northwest region of B.C. has a population of about 90,000, with the largest population centres at Prince Rupert, Terrace, Kitimat and Smithers, which are also the economic hubs of the area.

The growing industrial development activity in the area associated with Liquefied Natural Gas (LNG), combined with the expansion of the Port of Prince Rupert, has led to increased truck and rail traffic, creating a need for continued investment in transportation infrastructure priorities.

Provincial highways, bridges and side roads will be upgraded to support these growing industries and communities.

### Priorities for Action:

- ✓ **Construct passing lanes on highways 16 and 37 in the northwest and around Prince George, and take action to reduce rail/road conflicts**

Along with upgrading bridges and making intersection safety improvements, increasing passing opportunities to ease driver frustration and reducing conflicts to improve rail and road efficiency are keys to ensuring the northwest transportation system is ready for the economic opportunities ahead.



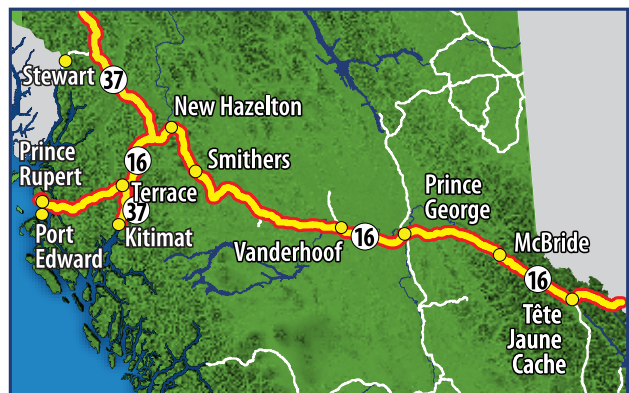
*Ridley Island Road, Rail and Utility Corridor Project near Prince Rupert*

### DID YOU KNOW...

- Since 2001, 10 passing lanes have been constructed on Highway 16.

### LET'S GET MOVING

In the next three years alone, work will begin on seven new passing lanes on Highways 16 and 37.





## NORTHEAST B.C./HIGHWAYS 97 NORTH AND 2



The northeast has a population of about 70,000 people and covers a vast expanse of northern B.C. As the primary area in the province where natural gas is extracted, the northeast is key to building B.C.'s LNG industry.



With the recent announcement of BC Hydro's Site C Clean Energy Project and the expected development of multiple LNG processing facilities in the province, the region's population could double in the next decade.

A large network of numbered highways and side roads – including many designated heavy-haul routes – is necessary for providing access to the natural gas, agricultural, mining and forestry industries, and supporting other economic development and recreational opportunities.

Since 2001, over \$900 million has been invested to strengthen and hard-surface side roads and to improve the capacity and safety of our main highways throughout the northeast.

### Priorities for Action:

- ✓ **Continue to four-lane highways 97 and 2 from the Alberta border to Fort St. John, and construct new passing lanes north of Fort St. John**



### LET'S GET MOVING

Construction is well underway on two four-laning projects, one on the South Taylor Hill and one in Dawson Creek.

Construction will begin this summer on a new passing lane near Mile 63, north of Fort St. John, with design work underway for another passing lane.

Vancouver Island has a population of over 700,000 people, with about 355,000 people in Greater Victoria. The Island supports a diverse geography and economy, ranging from resource-based communities to urban centres. Long distances can separate communities, emphasizing the need for a safe and reliable highway network.

## Priorities for Action:

### ✓ **Deliver upgrades to reduce congestion and improve commuter mobility along Highway 1 between Langford and Victoria**

The “Colwood Crawl” is B.C.’s most congested highway outside of the Lower Mainland. Upgrades are needed now, in partnership with the federal and local governments to ease congestion and improve safety.

### LET’S GET MOVING

Design work is underway to extend the **Douglas Street bus lanes from Tolmie Avenue to the Uptown area**, and preliminary engineering is underway to assess the potential for a **future interchange on Highway 1 at McKenzie Avenue**.



*Traffic congestion on Highway 1 approaching McKenzie Avenue near Victoria*

### ✓ **Work in partnership with local communities to deliver projects to improve access to and from provincial highways and traffic flow through communities**

Projects to improve access to and from provincial highways will support economic development and support access to community services. Improvements will include intersection enhancements, new access roads and potential interchanges.

### LET’S GET MOVING

A business case review is underway to assess the costs and benefits of an alternate connection between the Island Highway and Port Alberni.

# VANCOUVER ISLAND HIGHWAYS

- ✓ Plan and deliver key highway safety improvements in locations such as Highway 4 west of Port Alberni and the Malahat corridor of Highway 1



*Malahat corridor*



## LET'S GET MOVING

Improvements to the Malahat



Over the last three years, **over \$33 million** has been invested in the Malahat corridor, with **over half of this highway now protected by a median barrier.**



Planning and design is underway for the median barrier and safety improvements on Highway 1 in the Malahat Village area, as well as alignment improvements and widening on Highway 4 near Kennedy Lake.



## LOWER MAINLAND HIGHWAYS

The Lower Mainland region has approximately 2.8 million people, or 60% of B.C.'s population. Approximately one million more people are expected in the region over the next 30 years. The region's dense urban environment defines the transportation network.

A robust and reliable highway network is needed to serve the needs of a growing population and diverse economy, and each area has different needs that must be considered in the planning, design and expansion of these highways.

### Priorities for Action:

#### ✓ Advance development of the George Massey Tunnel Replacement Project

The George Massey Tunnel Replacement Project will improve safety and relieve congestion along the Highway 99 corridor, supporting growth in trade and commerce. Project development will continue to advance for construction to start in 2017.



#### DID YOU KNOW...



*Conceptual rendering of the George Massey Tunnel Bridge Replacement on Highway 99 in the Lower Mainland*

■ **The George Massey Tunnel** opened to traffic in May 1959 at a cost of \$25 million. During the busy summer season, peak-period delays can average up to 45 minutes, and in the event of a traffic incident, delays can be up to an hour or more. The new bridge is estimated to save the average peak-hour commuter 30 minutes per day or more, with travel time and reliability benefits forecast to be more than \$80 million in the first full year of operation.

## LOWER MAINLAND HIGHWAYS

### ✓ Initiate design for the construction of six-laning on Highway 1 from Langley to Abbotsford

Building on recent improvements to Highway 1 through Surrey and into Langley, it is critical for safety and congestion relief that six-laning and associated interchange improvements continue through Langley and out to Abbotsford.



*South Fraser Perimeter Road*

### ✓ Work with communities to plan and deliver highway interchange and overpass projects throughout the Lower Mainland

Planning and delivery of up to 20 new interchange improvement projects is needed over the next 10 years on highways throughout the Lower Mainland.

### LET'S GET MOVING

Design is underway for a new interchange on Highway 1 at Mountain Highway in North Vancouver, with construction set to begin in 2016.

### ✓ Construct highway widening, capacity, safety and operational improvements on provincial highways throughout the Lower Mainland

### LET'S GET MOVING

Design is underway for future upgrades to Mt. Lehman Road, connecting Highway 1 to the Abbotsford Airport.

### DID YOU KNOW...

■ **The Port Mann/Highway 1 Improvement Project** is the largest transportation improvement project in B.C. history. It includes doubling the capacity of the bridge and widening the highway from Vancouver to Langley, a distance of 37 kilometres. The improvements have resulted in travel time savings of up to one hour per day for commuters.



*Port Mann Bridge*



## 4) DELIVERING A PROVINCIAL TRUCKING STRATEGY

From semi-trucks and trailers hauling freight, to logging and industrial trucks serving the resource industries, to smaller trucks serving local businesses, trucking supports our economy and helps to maintain a high quality of life for all British Columbians.

There are about 23,000 trucking companies in British Columbia, with fleets totalling almost 40,000 trucks and employing around 33,500 people. Each year, more than \$3 billion in goods are trucked between our gateway ports and the rest of Canada, and over one million trucks cross to/from the U.S. via the three Lower Mainland border crossings.

For many communities and transportation stakeholders, increasing the economic efficiency and safety of the commercial trucking industry is critically important.

### WHAT WE HEARD

**73% AGREED** that upgrading highways and bridges to facilitate heavy hauling was important; support increased to 91% in the northeast.

### Priorities for Action:

- ✓ **Upgrade and replace structures such as bridges and overpasses, so they can accommodate the increasingly heavy and large loads that industry needs to transport**

The transport of very large and heavy loads throughout B.C. is becoming increasingly important to the economy as emerging resource sectors such as LNG continue to develop and industry works to remain competitive. It is a provincial priority that these loads are transported safely and efficiently. Upgrading and replacing bridges along key northern industrial corridors is necessary to support the vital commercial transportation sector and growing industrial activity.

Plan and deliver **upgrades to 10 major bridges** throughout the Interior and northern British Columbia.

### LET'S GET MOVING



Complete the design of the **Nass River Bridge replacement** project on Highway 37, to better serve northern communities.



*Parsnip Bridge, Highway 97*

Undertake **design for the replacement** of the **Salmon River and Parsnip Bridges** on Highway 97.

## 4) DELIVERING A PROVINCIAL TRUCKING STRATEGY

### ✓ **Work with industry to expand the number of provincial highway corridors pre-approved for the transport of 85- to 125-metric-tonne loads**

Out of the approximately 47,000 km of provincial highways and side roads, over 5,000 km are currently pre-approved for the transport of 85-tonne loads. Pre-approved corridors for heavy-haul loads enable truckers to get the permits they need faster and more easily.



*Upper North Thompson Bridge – Highway 5*

### ✓ **Streamline permitting and reduce the number of truck permits required while ensuring commercial vehicle safety**

Approximately 120,000 truck permits are issued every year in B.C. to regulate the safe transport of heavy and large loads. Some of these permits can be incorporated into regulations, thus streamlining the system while maintaining safety.

Obtaining a truck permit takes time. The introduction of a new automated online permitting system will provide truckers the ability to obtain permits 24 hours a day, seven days a week, with no wait times.

#### **DID YOU KNOW...**

- The collaborative **New West Partnership** between B.C., Alberta and Saskatchewan has significantly contributed to harmonizing trucking regulations between the three provinces.

#### **LET'S GET MOVING**

- Introduce new truck safety regulations to **reduce the number of truck permits required**
- Establish a new **online truck permitting system** that will make it easier and faster to purchase permits 24 hours a day, seven days a week with no wait times

#### **DID YOU KNOW...**

- Every year in B.C., Commercial Vehicle Safety and Enforcement (CVSE) staff conduct more than 30,000 vehicle inspections. Some take place at permanent weigh-scale locations, while mobile inspections are conducted at established pullouts.



## 4) DELIVERING A PROVINCIAL TRUCKING STRATEGY

### ✓ **Work with industry to identify priority locations for new and expanded parking, staging, inspection pullouts and chain-up/off areas for trucks on key corridors throughout B.C.**

Operating commercial vehicles is demanding. The Province recognizes the value in providing convenient and accessible areas to enable commercial vehicles to park, access appropriate amenities and install/remove chains safely along our highway corridors, including within the Lower Mainland. Staging areas will help reduce congestion and idling by allowing truckers to safely park and turn off their engines.

### **LET'S GET MOVING**

- Construct at least **two new truck parking areas** in the Lower Mainland.
- Construct **10 new truck-inspection pullouts** throughout B.C.
- Explore partnership opportunities with the private sector to identify locations that would suit **development of commercial truck stops and facilities.**

### ✓ **Undertake a review of B.C.'s pilot-car requirements**

Trucks carrying oversize loads on B.C.'s highways and side roads have to be escorted by pilot cars. Specific requirements vary, depending on the type of load, highway or time of day, creating a complex system compared to other jurisdictions. Without compromising safety, there is an opportunity to review B.C.'s pilot-car requirements to make them more efficient and consistent with other jurisdictions.



*Large load travelling with pilot car*

### ✓ **Support the Office of the Independent Container Trucking Commissioner**

In partnership with the federal government, the Province implemented the *2014 Joint Action Plan*, securing fair compensation for truckers, and ensuring port trucking labour stability at Port Metro Vancouver. The Province then created the Office of the Independent Container Trucking Commissioner to ensure fair compensation for truckers and ensure Canada's busiest port remains open.



*Container truck on B.C. highway*

## 5) INVESTING IN TRANSIT

Public transit is an essential component of British Columbia's integrated transportation network. Many British Columbians rely on public transit to commute to work or school, to access services and leisure opportunities, and to connect with friends and family.

Access to public transit is a key priority of government, which is why we partner with communities to ensure that 90% of British Columbians have access to this important service. This fabric of transit services supports community livability, and contributes to provincial and regional environmental sustainability objectives, helping to reduce greenhouse gas emissions and other pollutants.

Building on the achievements of the *2008 Provincial Transit Plan*, the Province is committed to working with its partners to increase transit ridership, and to continue to support the increased adoption of cleaner-energy transit vehicles, such as the new compressed natural gas (CNG) fleets recently introduced in Nanaimo and Kamloops.

Over 285 million transit trips were taken throughout B.C. in 2013. This is expected to increase over the coming years, particularly in urban areas as new generations shift to a lower reliance on personal vehicles.

**Transit contributes to prosperous communities and a strong provincial economy by:**

- **Providing a transportation alternative that connects people to jobs, education, health care and recreation**
- **Making transportation more affordable for families and individuals**
- **Reducing congestion, allowing for the efficient movement of people and goods**
- **Supporting efficient land use and compact communities**
- **Contributing to reductions in greenhouse gas emissions and other pollutants**

### WHAT WE HEARD

- Rapid transit and commuter passenger rail service are especially important in Metro Vancouver, where congestion continues to be a concern with a growing population
- Communities and transportation stakeholders throughout the province noted the importance of matching transit service with community needs

### DID YOU KNOW...

- Fully accessible **handyDART** provides service to **2.5 million passengers each year.**



A CNG fuelling station with CNG buses in Nanaimo (photo courtesy Regional District of Nanaimo)

**BC Transit serves over 130 communities of all sizes outside of Metro Vancouver.** With costs shared between local governments and the Province, BC Transit operates about 1,000 buses and carries more than 50 million passengers each year. BC Transit provides conventional, custom (handyDART) and paratransit services. BC Transit also partners with health authorities to ensure that people throughout the province are able to access health services.

### Priorities for Action:

- ✓ **Maintain the highest level of operating support for transit in Canada, with the Province providing BC Transit with \$312 million in operating contributions over the next three years**

#### DID YOU KNOW...

- Since 2008, transit ridership has increased by 31% throughout B.C., thanks to projects such as Rapid Bus Service linking West Kelowna and Kelowna, and the addition of 330 new buses.

- ✓ **Partner with local communities throughout the province to replace half of BC Transit's fleet (about 500 buses) over the next five years**

#### DID YOU KNOW...

- Provincial operating contributions to BC Transit are the highest in Canada. Since 2001, the Province has contributed about \$840 million in funding to BC Transit operations, including \$95 million in 2013-2014.

- ✓ **Partner with local communities to build transit infrastructure to provide more efficient operations and improved transit services**

#### LET'S GET MOVING

The Province will work with BC Transit and local governments on initiating design to **extend the Douglas Street bus lanes** from Tolmie Avenue to the Uptown area in Victoria.

- ✓ **Continue to seek opportunities to deploy CNG buses in communities throughout the province**

#### DID YOU KNOW...

- CNG buses have fewer emissions, lower fuel costs and a longer life cycle than conventional buses.



# METRO VANCOUVER TRANSIT SERVICES

**TransLink provides transit services within Metro Vancouver – one of the largest transportation service areas in Canada.** In 2013, TransLink carried 234 million passengers.

The Mayors' Council on Regional Transportation has identified that expansion of the Metro Vancouver transit network is vital to economic development in the region, and will be a critical component of ensuring that the area's transportation network is able to accommodate the one million additional people expected over the next 30 years. To help ensure that transit services and infrastructure keep pace with current and forecasted demand, in June 2014 the mayors formally communicated their priorities in a plan entitled: *Regional Transportation Investments – a Vision for Metro Vancouver*. The mayors believe that realizing this vision is a critical component of meeting demand for service today and into the future.

Key highlights of the Vision include new rapid transit in Surrey and to Langley and along the Broadway corridor in Vancouver; improvements to the existing SkyTrain, SeaBus and West Coast Express systems; and adding 400 new buses. Details of the Vision can be found at [mayorscouncil.ca](http://mayorscouncil.ca)

Funding the Mayors' Council Vision will require partnerships between all levels of government. The Province will work closely with the region and the federal government to secure funding for Metro Vancouver rapid transit projects.

## Priorities for Action:

- ✓ **Fund one-third of the cost of new rapid transit projects, and the Pattullo Bridge, provided they can be accommodated within the provincial fiscal plan and the investments are supported by a business case**
- ✓ **Work with the region to secure federal funding for rapid transit projects**

### DID YOU KNOW...

- The opening of the **Evergreen Line** in 2016 will provide even more transit choices in the Lower Mainland.



Since 2001, the Province has provided over \$2 billion to TransLink to support its operations and key project priorities including the **Canada Line**, investments in buses and SkyTrain cars, and the **UPASS BC** program.

The region's transit system includes **the SkyTrain network**, a driverless three-line fully separated advanced light rapid transit system. **The Evergreen Line is a new SkyTrain line** under construction that will provide fast, frequent and convenient rapid transit from Coquitlam to Vancouver via Port Moody and Burnaby.

## 6) INVESTING IN CYCLING

Cycling promotes health and fitness, and helps reduce greenhouse-gas emissions and traffic congestion. Promoting cycling also supports economic growth through tourism and recreation.

For more people to cycle instead of drive, they must feel safe and comfortable. Investments in cycling and pedestrian infrastructure – including separated bike paths and wider shoulders, bicycle/pedestrian overpasses, crosswalks and intersection lighting – help to promote safety and comfort for those travelling by bike.

### WHAT WE HEARD

**72% AGREED** that enhancing cycling infrastructure and improving transportation choices were important.

To achieve these goals, the ministry's cycling infrastructure program, **Bike BC**, has created partnerships with local governments. These projects enable more people to cycle safely to and from work and school and for recreational purposes. Since 2001, 55 communities have partnered in the program and provided 180 cycling projects, including new bike lanes, separated paths and shared roadways.

### Priorities for Action:

#### ✓ Invest \$18 million over the next three years to partner with communities to build new bike lanes and trails throughout B.C.

The Province will provide \$18 million to the Bike BC cost-sharing program to fund municipal and regional cycling projects, and to help encourage cycling and walking for commuting, recreation and tourism. When combined with investments from partners, this investment increases to \$36 million.



The \$18 million represents a 50% increase in funding for **Bike BC** over the last three years.

#### Summerland to Penticton Bike Trail



The Province is working with communities to advance completion of the Summerland to Penticton bike trail.

## 6) INVESTING IN CYCLING

### ✓ **Widen shoulders, double the frequency of sweeping and implement safety improvements on provincial highways in areas with a high volume of cyclists**

Widening the shoulder on corridors that are used by many cyclists will improve safety and comfort by adding space between them and passing motorists. Priority locations will be determined in consultation with communities and stakeholders.

Sweeping reduces gravel and other debris, making corridors safer for cyclists.

Safety for cyclists will be further enhanced at priority locations with measures like improved pavement markings and signage.

### **LET'S GET MOVING**

Widening the shoulders on **Highway 14 east of Sooke** on Vancouver Island is a provincial priority.

### **Providing more choices for cyclists on Vancouver Island**



*Cyclists on Lochside Regional Trail in Central Saanich on Vancouver Island*

### ✓ **Develop and implement a cycling tourism signage and marketing strategy**

The Ministry of Transportation and Infrastructure will work with Destination British Columbia, local governments and stakeholders to promote cycling tourism in B.C. The strategy will provide cyclists with a variety of different riding experiences – from a leisurely day ride through wine country to a challenging multi-day ride of several hundred kilometres.

This unique tourism signage and marketing strategy will be piloted within **the Okanagan Valley**.

### **DID YOU KNOW...**

- The Province will continue to **streamline permitting, and working with cycling groups**, such as the **Whistler Grand Fondo, the Ironman and the Cops for Cancer charity ride**, to ensure these events remain successful.



## 7) INVESTING IN AIRPORTS

Aviation is critical to growing the B.C. economy – it supports jobs, enables investment and facilitates travel, tourism and trade within the province, Canada and internationally.

*Connecting With the World: An Aviation Strategy for British Columbia* was released in 2012 as part of the *BC Jobs Plan*. Its vision is for British Columbia to have an aviation sector that is viable and competitive in the global marketplace, enabling passengers and goods to connect with destinations around the world through B.C. airports.<sup>1</sup>

Investments in aviation are needed to connect citizens to jobs, their communities and destinations around the world. Aviation is key to industry, including oil and gas, mining and forestry. The aviation industry itself is an economic driver, creating opportunities for aerospace companies to develop manufacturing, training and other aviation-related services.

### Priorities for Action:

#### ✓ Invest \$24 million over the next three years in the new B.C. Air Access Program

Starting in 2015, the Province will establish a new program to provide community airports with access to \$24 million in new funding over the next three years to invest in infrastructure improvements, such as runway extensions, terminal-building expansions, lighting and navigational system upgrades. These improvements will allow airports to accommodate larger aircraft and more frequent flights, supporting the continued growth of local and provincial economies.

The program will encourage funding partnerships with the federal government, local and regional governments and agencies, and the private sector.

### WHAT WE HEARD

**70% AGREED** that it is important to support the improvement of infrastructure – such as runways and terminals – at regional and small community airports.

- Many local government stakeholders emphasized the importance of funding for these infrastructure improvements.



*Abbotsford International Airport*

The Province's new **B.C. Air Access Program** will provide community airports with access to \$24 million in new funding over the next three years to invest in infrastructure improvements.

### Growth in the Northwest

As of December 2013, the Northwest Regional Airport in Kitimat-Terrace welcomed almost 60% of all aircrafts and passengers arriving in northwest B.C. These numbers are continuing to grow rapidly.

<sup>1</sup> For more information on *Connecting With the World*, please see [th.gov.bc.ca/airports/documents/2012\\_AviationStrategy.pdf](http://th.gov.bc.ca/airports/documents/2012_AviationStrategy.pdf).

## 7) INVESTING IN AIRPORTS

### ✓ Support development of the aviation industry near B.C. airports

The Province will work with airports, various government ministries and other partners to facilitate aerospace development near B.C. airports, as part of the Province's renewed focus on manufacturing.

### ✓ Engage the federal government to enhance B.C.'s aviation sector

The federal government is responsible for regulating the aviation industry in Canada. This includes regulating airports, aircraft, airlines, air navigation and pilots, as well as international access and border security.

While federal jurisdiction limits the provincial role in aviation, there are opportunities for British Columbia to work with the federal government to help make the province's aviation sector stronger and more competitive, as described in *Connecting With the World*.

In February 2015, the Province of British Columbia submitted numerous recommendations designed to enhance B.C.'s position as a major world trading partner over the next 20 to 30 years to the **Canada Transportation Act Review Panel**. These recommendations support the goals of enhancing access to B.C. to create jobs and stimulate economic growth, to promote a sustainable transportation system and ensure the system, supports accessibility and community livability now and in the future.

### DID YOU KNOW...

■ B.C.'s aviation sector is operated by federal, local and private sector organizations that include more than 300 airports, heliports and other air facilities that provide travel opportunities, passenger and cargo charter services, and medevac services.

### Opportunities to enhance our provincial aviation sector include:



#### ■ Further enabling international air travel

by encouraging Canada to streamline sections in Canada's international bilateral air transport agreements (ATAs) – the agreements that regulate international commercial air services – to improve access to British Columbia.

■ **Pursuing improvements to travel for international visitors** by improving Canada's visa processing system and Transit Without Visa (TWOV) program, a top priority for Vancouver International Airport. Improvements to federal airport screening procedures and support for duty-free on arrival are also recommended.

■ **Pursuing opportunities to expand international air cargo and passenger services to B.C.**

■ **Request a federal review of the regulatory cost structure for aviation**, guided by lessons learned from B.C.'s removal of the aviation fuel tax and Vancouver International Airport's introduction of the Gateway Incentive Program.



## 8) ENABLING EFFICIENT PORTS AND RAIL

B.C. is Canada's Pacific Gateway – the preferred gateway for Asian trade between North America and the world. Along with the road and aviation networks, port and rail infrastructure play a key role in maintaining B.C.'s competitive advantage, which supports job creation and economic growth.

Though the U.S. remains our largest single trading partner, our trade relationships with Asian nations are now as important to provincial and Canadian economies, and continue to offer exciting opportunities for further growth, supporting a thriving economy for all British Columbians.

Provincial investments, which leverage private-sector commitments to port and rail infrastructure improvements, are key to continuing to expand our trading relationships and capacity in the global marketplace. Between 2005 and 2012, the Province and partners committed to \$22 billion in road, rail, port and air infrastructure in support of the Pacific Gateway – at the end of 2014, \$19.5 billion of this infrastructure had been completed.

Moving forward, future investment is identified in *The Pacific Gateway Transportation Strategy 2012–2020*, where an additional \$25 billion in new investments have been targeted, with \$15 billion now committed by funding partners, including more than \$9 billion in new private-sector projects since the Strategy was released. These investments will help British Columbia capitalize on its location as a gateway to the Asia-Pacific region.

### Priorities for Action:

#### ✓ Determine potential infrastructure upgrades needed to support LNG

New LNG terminals are proposed for Prince Rupert, Kitimat, Squamish and Vancouver Island.

The Province will continue to work with First Nations, local and federal governments, ports and industry on land use planning, access and infrastructure needs for proposed LNG facilities throughout the province.

The Province will be ready to upgrade provincial infrastructure as needed to support LNG.

#### DID YOU KNOW...



Since 2005, the number of containers handled by Port Metro Vancouver and the Prince Rupert Port Authority has increased by 57%.

With the **demand in China and India for resources** – such as potash for fertilizer, grain for food, LNG for fuel, coal for manufacturing steel, and wood for building – **B.C.'s ports are busier than ever.**

<sup>2</sup> *The Pacific Gateway Transportation Strategy 2012–2020* is available at [pacificgateway.gov.bc.ca/documents/120402\\_Gateway\\_Strategy.pdf](http://pacificgateway.gov.bc.ca/documents/120402_Gateway_Strategy.pdf).

## 8) ENABLING EFFICIENT PORTS AND RAIL

### ✓ Facilitate Port of Kitimat development with port structure and governance models that support economic activity

The Province will continue to lead a working group with representatives from industry, First Nations, local government and Transport Canada to determine the best management structure for the Port of Kitimat, enabling the Port to become the safest, most efficient and most sustainable industrial port possible.



Port of Kitimat

### ✓ Invest in infrastructure that enhances access to ports and increases port bulk, breakbulk and container capacity

The Province is committed to investing in transportation infrastructure that supports British Columbia's economy, by maximizing access to ports.

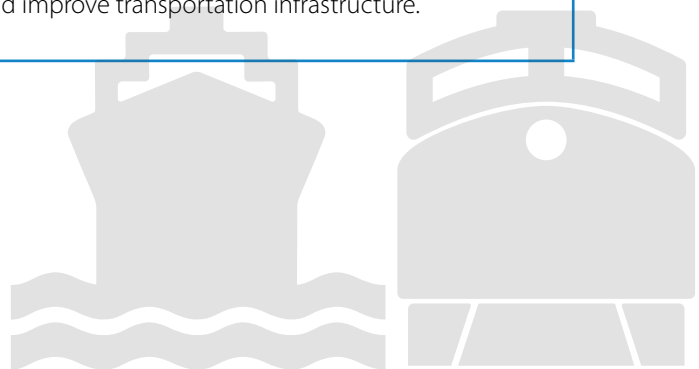
In response to increased container traffic, British Columbia's ports are planning investments to expand container handling capacity. To meet forecasted demand, Port Metro Vancouver is proposing a new container terminal at Roberts Bank, and the Prince Rupert Port Authority is planning an expansion to its Fairview Terminal.

Similarly, strong demand for Canadian raw materials and intermediate products is driving operational and infrastructure improvements at B.C. bulk and breakbulk terminals. Over \$250 million has been committed to expand Port Metro Vancouver's grain handling terminals and over \$650 million has been committed for expansion of the coal handling terminal capacity at Westshore and Ridley Terminals. B.C. ports are also considering investments to expand other bulk and breakbulk handling capacity, including a coal terminal at Fraser Surrey Docks and potash terminals in both Vancouver and Prince Rupert.

### WORKING WITH OUR PARTNERS

Since 2007, the **Pacific Gateway Alliance** – which includes Canada, British Columbia, Alberta, Saskatchewan, CN Rail, Canadian Pacific Railway, Port Metro Vancouver, Prince Rupert Port Authority and Vancouver Airport Authority – has been working collaboratively to promote our strategic location at the crossroads of the North American marketplace and the booming economies of Asia. The Alliance has enabled co-ordinated investments and policy actions to improve the reliability, capacity and efficiency of the supply chain.

The **New West Partnership** – a collaborative effort between the provinces of British Columbia, Alberta and Saskatchewan – represents an opportunity for British Columbia to continue to develop strategic partnerships with its colleague provinces, Canada and the private sector, to maximize Canada's export capacity, expand and diversify trade relationships, and improve transportation infrastructure.



## 8) ENABLING EFFICIENT PORTS AND RAIL

### ✓ Invest in infrastructure that enhances efficiency of goods movement by rail

As part of *B.C. on the Move*, the Province will continue to work with its private sector partners to explore road/rail grade separations on key trade corridors to support the efficient movement of goods by rail and enhance safety and community connectivity.

### LET'S GET MOVING

The Province, together with Canada, the District of North Vancouver and the private sector, is funding the **\$37-million rail overpass under construction at Phillip Road** in the Lower Mainland to enhance rail capacity and provide access to the Seaspan shipbuilding facility.

### LET'S GET MOVING

#### Road and rail utility trade corridors increase access to industrial lands, ports and other facilities that support trade



*A new overpass on Roberts Bank causeway, separating road and rail traffic, opened in October 2014*

- Continue to support the completion of the Deltaport Terminal, Road and Rail improvement Project to increase capacity at Roberts Bank
- Continue to collaborate with port and private sector partners to identify and support road and rail access requirements as projects are implemented
- Carry out multi-modal corridor analysis of infrastructure, so growing trade from resource sectors can move efficiently through the Pacific Gateway

## 8) ENABLING EFFICIENT PORTS AND RAIL

### ✓ Explore options for the revitalization of the Belleville Terminal in Victoria

The Belleville Terminal is a key "Pacific Gateway" entry point to British Columbia for vehicles, freight and passengers arriving from Port Angeles and Seattle.

#### DID YOU KNOW...

- The Province continues to support port expansion through the **Ports Property Tax Act**, which was made permanent in 2014 and has **resulted in \$1.3 billion in investment since 2004 and commitments of a further \$1.5 billion.**



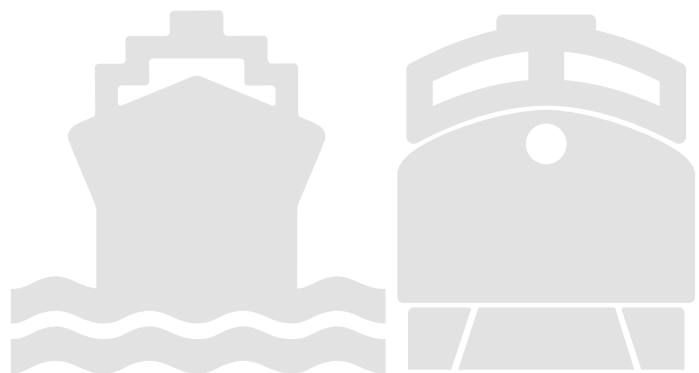
*Belleville Terminal in Victoria Harbour on Vancouver Island*

#### DID YOU KNOW...

Created in the 1800s, the E&N rail line runs 225 kilometres from Victoria to Courtenay, with a further subdivision line between Parkville and Port Alberni. The E&N Railway has historically provided passenger and freight service on the east coast of Vancouver Island; however, passenger rail service has been suspended due to the poor condition of the line. The long-term rail and bridge infrastructure rehabilitation costs remain very significant.

The Province remains committed to its contribution of \$7.5 million towards the E&N Rail Corridor.

The Province understands the importance of this corridor to communities across Vancouver Island and appreciates the need to protect the corridor over the long-term.



## 9) SUSTAINING AND RENEWING FERRIES

British Columbia's coastal and inland ferry systems are an important part of the province's integrated transportation system. They transport goods; connect B.C.'s citizens with friends and family, with school and work opportunities, and with needed services; and allow visitors to explore the province.

### Priorities for Action:

#### ✓ **Continue to pursue strategies to achieve the vision of an affordable, sustainable and efficient coastal ferry service**

The Province is committed to working with the BC Ferry Commissioner, BC Ferries, coastal communities, and other stakeholders to implement its vision of a coastal ferry system that is affordable, sustainable and efficient, while protecting basic services.

**This includes:**

- **Work with BC Ferries, the BC Ferry Commissioner and coastal communities** to achieve the objective of having annual price cap increases be in line with inflation.
- **Continue to provide a record level of provincial taxpayer support to BC Ferries, including the additional \$86.6 million to 2016.**
- **Encourage BC Ferries to pursue strategies** that minimize the pressure on fares, by:
  - Standardizing vessels and using more "no-frills" vessels on smaller routes
  - Moving to LNG fuel propulsion
  - Considering alternative ferry technologies (including Denman Island cable ferry)
  - Exploring the feasibility of fixed links (e.g., Gabriola Island)
  - Seeking additional operational efficiencies, such as a new reservation and point of sale system
  - Seeking additional capital investment from federal infrastructure programs
  - Achieving additional savings and efficiencies when significant capital investments are being planned

### WHAT WE HEARD

■ In 2012 and 2013, the Province engaged coastal communities and ferry users from throughout B.C. about strategies to ensure the long-term sustainability of the coastal ferry network. This followed an extensive public engagement in 2011 by the BC Ferry Commissioner.

For more on the BC Coastal Ferries 2013 Community Engagement, please visit [coastalferriesengagement.ca](http://coastalferriesengagement.ca)

### LET'S GET MOVING



*Spirit of British Columbia – potential conversion to dual diesel/LNG propulsion*

■ **BC Ferries is building three new ferries with LNG fuel propulsion capability**, and intends to retrofit its two largest Spirit Class ferries to use LNG fuel. The estimated annual fuel savings combined for those five vessels is \$12 million a year for 27 years, in addition to the significant reduction in GHG emissions.



## 9) SUSTAINING AND RENEWING FERRIES

### ✓ Continue to engage the federal government to secure additional federal funding support for B.C.'s coastal ferry service:

- **Duty relief:** waive federal duty required on the three new intermediate-class ferry vessels being built in Poland
- **Crewing levels:** review level of crews required on vessels to ensure that ferries can operate safely while improving efficiencies
- **Building Canada funding:** ensure eligibility for vessel and terminal projects
- **Federal subsidy:** increase federal ferry subsidy to be more comparable with subsidies provided to ferry systems in eastern Canadian provinces



*B.C. coastal ferry Queen of Capilano*

### ✓ Continue to renew inland ferry assets

The 14 inland ferry routes provide important connections between communities throughout British Columbia's interior. In 2013/14, inland ferries carried more than 1.3 million vehicles.

The challenge ahead is that inland ferry vessels and terminals are aging. The average age of the cable ferries exceeds 50 years. With the need to refit or replace, the opportunity now exists to find efficiencies and to use new technologies to improve the system.

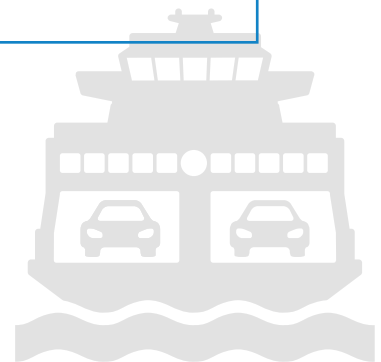


### LET'S GET MOVING



*Glade cable ferry – design work is underway for replacement of the vessel*

- Undertake designs to replace four cable ferries
- Explore opportunities to improve service through reviewing terminal locations



## 10) BUILDING PARTNERSHIPS WITH FIRST NATIONS

The Ministry of Transportation and Infrastructure builds positive relationships with First Nations by working together to identify ways for First Nations to benefit from related economic and employment opportunities, and to resolve issues and impacts from projects.

The ministry also engages with First Nations in a number of other areas, including:

- Resolving the tenure of highways through First Nation lands
- Improving access to First Nations communities
- Employment and training opportunities on major construction projects
- Joint management, supervision and delivery of transportation projects and archeological work
- Addressing impact on fish habitats, restoration work and ongoing enhancement opportunities
- Archeological investigations and protection of burial sites

### Priorities for Action:

- ✓ **Partner with First Nations on projects that support economic development on their lands**
- ✓ **Facilitate more employment and training opportunities for First Nations through the ministry's major projects**
- ✓ **Reconcile outstanding highway tenure issues**

There are examples throughout B.C. where First Nations have approached the ministry with proposed infrastructure improvement projects that would support economic development on their lands. The Province is committed to exploring these opportunities.

### DID YOU KNOW...



The area near Kamloops from Monte Creek to Hoffman's Bluff runs through some of the most archeologically rich valleys in the province.

The local First Nations undertook the archeological fieldwork, the construction site monitoring and managing the preservation of artifacts. The involvement of the First Nation members has been instrumental to the protection of the First Nations' interests and to the success of the transportation project.



*Highway 99 Squamish Pedestrian Overpass*

## 11) IMPROVING ACCESSIBILITY

### Meeting the Goals of B.C.'s Accessibility 2024 Strategy

Our government has set a vision for B.C. to be the most progressive jurisdiction in Canada for people with disabilities, where disabilities are not a barrier to living full lives and contributing to communities, and where no British Columbian is ever told that their goals and dreams aren't realistic because of their disability.

Planning and designing transportation infrastructure that all British Columbians can access without impediment is essential to fulfilling this vision.

#### Priorities for Action:

- ✓ **Upgrade rest areas throughout B.C. to improve accessibility for persons with limited mobility, such as curb letdowns, accessible washrooms and other improvements**

#### LET'S GET MOVING



The Kiskatinaw rest area on Highway 97, 40 km north of Dawson Creek, is an example of an upgraded rest area.

- ✓ **Increase the number of wheelchair-accessible taxis in communities throughout B.C.**

For applications to the Passenger Transportation Board for new service or additional vehicles, the Board has required applicants serving communities with eight or more taxis to have wheelchair-accessible vehicles since 2008. For applications for new service or additional vehicles, the Board will require wheelchair-accessible taxis for applicants serving communities with eight or more taxis.

**There are almost 300 accessible taxis providing service to B.C. communities today**, out of a total of over 2,400 taxis across the province.

Consistent with **ACCESSIBILITY 2024**, all transit vehicles in the province are accessible to persons using wheelchairs or other mobility aids. Most major transit facilities such as SkyTrain and SeaBus stations are also accessible.

- ✓ **Partner with TransLink to make additional accessibility upgrades to SkyTrain stations, including adding new and improved elevators and escalators, and removing any barriers to movement**

- ✓ **Continue to work with BC Transit to improve transit service accessibility for people with disabilities**
- ✓ **Encourage BC Ferries to continue to improve accessibility at terminals and on vessels for people with disabilities**

## 12) PROTECTING THE ENVIRONMENT

British Columbia is committed to taking action on environmental protection in the transportation sector. Safeguarding the environment and taking measures to reduce environmental impacts is a key priority in all of the projects and programs we deliver to improve transportation.

### Some of the many areas of focus in environmental stewardship include:

- **Supporting greenhouse gas (GHG) emission reductions** by increasing travel choices, funding transit service and expansion, and building cycling trails and paths
- **Supporting alternative and more fuel-efficient vehicle technologies**, such as full and partially electric vehicles and neighbourhood zero-emission vehicles
- **Working with the trucking industry to reduce emissions**, for example, reducing the number of trucks on highways by allowing larger loads to be hauled when safe to do so
- **Building park-and-ride facilities to encourage transit use**
- Introducing new technologies, signage and infrastructure to **reduce wildlife collisions**
- Partnering with local conservation groups to **improve fish passage under highways and side roads**
- Undertaking comprehensive project environmental studies to **understand fish, wildlife and other environmental considerations associated with construction projects**
- Delivering environmental enhancements to **mitigate any impacts from highway construction projects**
- Implementing thorough **environmental monitoring programs during construction** and after construction where needed
- **Improving air quality by implementing sweeping and dust control programs** and introducing anti-idling initiatives
- **Implementing noise mitigation measures** to reduce the impacts from new highway projects
- **Investigating and addressing environmentally contaminated sites** owned by the ministry
- Investing in programs to **prevent the spread of invasive plant species**
- Working with the road-building industry to **reduce GHGs and other emissions from road construction**

**Building on our record of environmental stewardship**, we will continue through *B.C. on the Move* to ensure all our projects and practices build a strong culture of environmental protection.

### DID YOU KNOW...

- In the construction of the **South Fraser Perimeter Road (SFPR)**, over \$60 million was invested in environmental measures such as the creation of fish, bird and amphibian habitat, along with stream enhancements, wildlife underpasses, and the planting of more than 50,000 trees and plants.

In addition, the ministry worked with local farmers and the municipality to develop a \$55-million agricultural enhancement program that included farm vehicle safety measures and a \$22-million improvement to the Delta irrigation system.

### DID YOU KNOW...

- **Commercial Vehicle Safety and Enforcement (CVSE)** has two mobile enforcement units for measuring particulate matter and emissions from commercial vehicles. **Most trucks operating on B.C. highways today have clean-running engines.**

## 12) PROTECTING THE ENVIRONMENT

### Priorities for Action:

#### ✓ Continue to invest in transit and cycling programs

As outlined in earlier sections, the Province is committed to expanding travel choices and options for British Columbians to reduce our GHG footprint.



*Cycling path in Golden, B.C.*

#### ✓ Invest \$6 million over the next three years to conserve habitat and improve fish and wildlife protection

Over and above the environmental monitoring and enhancements delivered through construction projects, this additional investment is dedicated to enhancing habitat and improving the environment adjacent to our provincial highways.

#### LET'S GET MOVING



*Wildlife crossing*

Working in partnership with local environmental groups, **two culverts will be replaced on Highway 4 in the Kennedy Lake area in 2015 to improve fish passage and habitat.**

#### ✓ Invest \$3.9 million over the next three years to deliver invasive plant management programs

Working with local governments throughout B.C. and other provincial agencies, this investment is dedicated to partnerships and programs to control the spread of invasive plant species on highways and roads, and on adjacent lands.



## 12) PROTECTING THE ENVIRONMENT

### ✓ Deliver 1.8 million square metres of hot-in-place recycle paving every year

As part of our commitment to rehabilitate highways and side roads, the Province uses hot-in-place recycle paving on many projects. This made-in-B.C. technology reduces GHG emissions by up to 50% and results in a smooth and safe ride.

### LET'S GET MOVING



Hot-in-place recycle paving will be used in 2015 to resurface Highway 27 between Vanderhoof and Fort St. James.

### ✓ Promote the use of cleaner fuel alternatives, such as natural gas for heavy-duty commercial vehicles, CNG for buses and LNG for ferries

#### DID YOU KNOW...

■ FortisBC has invested \$400 million in its Tilbury LNG Facility in 2014, which will significantly increase natural gas liquefaction and storage capacity to support growing demand for B.C. LNG.



CNG bus (image provided by the Regional District of Nanaimo)

## FUNDING THE PLAN



To make this plan a reality, **the Province has committed almost \$2.5 billion over the next three years** and will continue to invest similarly over the 10-year period. To fully maximize the provincial investment in the transportation network, partnerships with First Nations, the private sector, and local and federal governments will be essential to effectively implement the priorities and commitments presented in *B.C. on the Move*. Where partners are committed to cost-sharing and providing resources to mutual priorities, the Province will actively pursue and invest in projects.

The Province has a history of being successful in collaborating and cost-sharing with partners. With significant resources available to B.C. through the New Building Canada Fund over the next 10 years, the Province will continue to actively pursue federal government cost-sharing on projects around the province.

## CONCLUSION

British Columbia has one of the most resilient economies in Canada and the world, and transportation investments have been vital contributors to British Columbia's success.

The transportation network is critical to a healthy, vibrant and prosperous British Columbia. *B.C. on the Move* provides a clear plan to address our transportation challenges and to take advantage of the opportunities in the years ahead.

### ***B.C. on the Move* is built on a foundation of real priorities for action:**

- 1) Rehabilitating Highways, Bridges and Side Roads**
- 2) Improving Highway Safety**
- 3) Improving Highway Capacity and Reliability**
- 4) Delivering a Provincial Trucking Strategy**
- 5) Investing in Transit**
- 6) Investing in Cycling**
- 7) Investing in Airports**
- 8) Enabling Efficient Ports and Rail**
- 9) Sustaining and Renewing Ferries**
- 10) Building Partnerships with First Nations**
- 11) Improving Accessibility**
- 12) Protecting the Environment**



With integrated transportation investments within each of these priorities, combined with strategic policy actions focused on safety and efficiency, and a commitment to building relationships and partnerships throughout the province, *B.C. on the Move* sets us on a path of continued economic growth and prosperity over the next decade.

## **Photo Credits**

**PAGE 7:** *Bottom left Ken Wong Photography, Bottom right courtesy of Canadian Pacific Railway*

**PAGE 37:** *Courtesy of the Regional District of Nanaimo*

**PAGE 44:** *Courtesy of Canadian Pacific Railway*

**PAGE 46:** *Courtesy of Port Metro Vancouver*

**PAGE 55:** *Bottom left courtesy of Port Metro Vancouver*

# B.C. on the Move

## A 10-Year **Transportation Plan**



**BC JOBS  
PLAN**







*This document is confidential*

March 18, 2015

Ref. 14-283

To: Mayors and Councillors  
Chairs and Directors of Regional District Boards  
Chairs and Directors of Greater Boards

Greetings to All:

I am pleased to inform you that my office will be releasing two performance audits reports on Thursday, March 19.

We will be releasing a performance audit report on the Corporation of Delta under the topic “Achieving Value for Money in Operational Procurement.”

We will also be releasing a performance audit report on the City of Rossland, covering part two of the audit under the topic “Learnings from Local Government Capital Procurement Projects and Asset Management Programs.”

These reports will be posted to the AGLG website [www.aglg.ca](http://www.aglg.ca) on Thursday, March 19 at 10 am.

I always appreciate receiving feedback from local governments on all aspects of the work of our office, so I welcome your comments on the reports to be issued tomorrow.

Sincerely,



Basia Ruta, CPA, CA  
Auditor General for Local Government

pc: Chief Administrative Officers



## Third Crossing Society

1A - 7624 Duncan Street, Powell River, B.C. V8A 5L2

info@thirdcrossing.com

www.thirdcrossing.com



March 17, 2015

Chair Josie Osborne and Board,  
Regional District of Alberni-Clayoquot,  
3008 Fifth Avenue,  
Port Alberni, BC V9Y 2E3

Dear Chair Osborne and Board:

As you know, our Society is promoting a highway link between northern Vancouver Island and the Central Interior. Your region has already supported this Province-building initiative in principle, so the purpose of this letter is simply to inform you that we are now seeking the support of all the other regions at mid-province and on the North Island.

Please find enclosed a copy of our submission to *BC on the Move*, and I refer you to [www.thirdcrossingsociety.com](http://www.thirdcrossingsociety.com) for up-to-date details.

It may interest you to know that in addition to yours, we now have the support of two municipalities (Powell River and Comox); two other regional districts (Squamish-Lillooet and Powell River); two Chambers of Commerce (Pemberton and Powell River); one First Nation (Sliammon), the Comox Valley Airport Commission, Tourism Powell River and the Sunshine Coast Real Estate Board. We hope to make further presentations in Squamish this spring.

Thank you again for your earlier support,

Yours truly,

Gary Fribance  
President

## **THE THIRD CROSSING SOCIETY**

**1a-7624 Duncan Street,  
Powell River, B.C. V8A 5L2**

## **THE CASE FOR A THIRD CROSSING OF BRITISH COLUMBIA**

**Linking Vancouver Island, the Upper Sunshine Coast,  
the Sea to Sky Communities and the Central Interior**

*(At this writing, the following had all voted their unanimous support in principle for the project described here: the Regional Districts of Powell River, Squamish-Lillooet, Alberni-Clayquot; the City of Powell River, the Sliammon First Nation, the Town of Comox, the Comox Valley Airport Commission, the Pemberton and Powell River Chambers of Commerce, the Powell River and Sunshine Coast Real Estate Boards and Powell River Tourism.)*

We are often asked why we call ourselves the Third Crossing Society. Few think about, or perhaps understand, the fact that British Columbia's existence and well-being have, from earliest times, depended on east-west, cross-province transportation corridors, of which we have effectively only two. Because Vancouver Island is a large part of our province, both corridors include not only highways but ferries. Thus, unless the Province decided to throw a bridge across the Georgia Strait, ferries must remain an element in any cross-province corridor.

Today, British Columbia's first and most-travelled east-west crossing runs from the south end of Vancouver Island by ferry to Vancouver, and then along Highways 1, 3 and 5 to the rest of the province, Alberta, and beyond. The second runs by ferry from Haida Gwaii to Prince Rupert and by highway from there to Prince George and points north, south and east. ►



As its name suggests, the Third Crossing Society advocates construction of a road that crosses BC's coastal mountains – a mid-province ferry and highway economic corridor that links northern Vancouver Island with the rest of the province via the Central Interior.

The Society has been building local and regional support for this proposed corridor, and submits that in fairness to the communities that generate so much of the province's wealth, it should be an element in any transportation infrastructure plan.

The beauty of the proposal is that three of this corridor's components are already in place: the Vancouver Island highway system; the Comox-Powell River ferry; and the Sea to Sky Highway. All that would be required to complete the job would be construction of about 42 kilometres of new road, upgrading of 135 km of existing logging roads, and a tunnel of 3.2 km, for a total length of about 177 km. Eventually, it would also entail upgrades on Highway 99 to make it suitable for heavy commercial traffic, although perhaps not immediately.

The figures presented in an earlier version of this paper were 35 km of new road, and 185 km of logging road upgrades for a total length of 215 km. Measurements based on GPS co-ordinates have since allowed us to make the more precise estimates.

Similarly, the original cost estimate was pegged at \$503-million. Further investigation made it clear that the project can be completed for between \$500- and \$600-million – there are too many variables to pin it down more closely than that, at this time.

The payback would be economic stimulation of a large swath of the province just north of the Lower Mainland in the first instance, but the *whole* province as time goes on.

The proposal described here has a key advantage over certain others, in that it would not entail the very considerable cost of crossing private land.

Like those who advocated the Coquihalla, the Society has been promoting this mid-province corridor for a long time. For reasons described below, we are convinced that it would not only benefit the whole province, it would be economical.

A challenge it may be, but in a province where the mountain ranges run north and south, construction of railways and highways running east and west has *always* been a challenge, and British Columbians always meet it, thereby greatly enhancing the economic growth and well-being of our inland communities, many of which would otherwise be marginalized. The Hope-Princeton, Fraser Canyon and Coquihalla highways are notable examples of challenges met, missions accomplished.

The third crossing proposal in the past has taken a back seat to some other priority, such as the 2010 Olympics. With the closure of two paper mills, and upwardly spiralling ferry fares, the coastal communities have fallen on hard times. Our economy needs adjustment, and a mid-province corridor linking the vast regional economies of northern Vancouver Island and the area north of the Lower Mainland, would produce an economy much greater than the sum of its parts, because that is what such links always do.

## OVERVIEW OF BENEFITS

The proposed corridor would:

- Stimulate the economies of every community in its path, and in the vast areas of the province at both ends;
- Open up a new tourism and recreation playground in the mountainous and virtually inaccessible terrain between Squamish and the Upper Sunshine Coast;
- Make British Columbia even more attractive to the wave of winter-weary retiring baby-boomers already rolling west;
- Reduce traffic congestion at the Horseshoe Bay ferry terminals and on Lower Mainland highways, while extending their economic life;
- Boost traffic on the Comox/Powell River run, improve BC Ferries' bottom line, and perhaps engender service improvements instead of reductions;
- Encourage the development of Powell River as a port, a federal legal designation it already possesses;
- Reduce travel time and costs for traffic between northern Vancouver Island and the Central Interior, and free travellers from the time constraints of ferry schedules.

It is also worth noting that whatever savings in time or money accrue to individuals and families would also accrue to the operators of commercial vehicles.

## BENEFITS CLASSIFIED AND ANALYZED

Below, we classify the benefits into three categories:

- Benefits identified and quantified – offsets
- Benefits identified but not quantified
- Potential benefits to be evaluated

### Benefits identified and quantified - offsets

Federal assistance 1/3	\$183 million
BC Ferries Comox/Powell River	50 million
Tolls	25 million
<b>Total cost offsets to date:</b>	<b>\$258 million</b>

### Federal funding assistance

Under the Infrastructure Stimulus Fund and the Building Canada Fund federal government assistance is available. Typically, these programs fund one third of a project's eligible costs.



Since British Columbia's funding allocation is \$1.09 billion over 10 years, the projects to be assisted will have eligible costs of \$3.27 billion.

As stated above, our project is estimated to cost between \$500- and \$600-*million*. That means it would receive 15 – 18% of the available funding assistance. Usually this type of federal assistance is spread out over a large number of projects. However, because this project would benefit so many communities and have such favourable implications for the entire province, it is appropriate that this project receive a large portion of the allocation.

Many of the communities that will be directly impacted by the proposed road have suffered for many years from the decline in forestry employment. This investment, the proposed road, will help restore vigour to those economies.

### **BC Ferries – Comox/Powell River**

The proposed road will doubtlessly add to the ridership on the Comox/Powell River route and significantly reduce its annual operating losses. Riders from the central and northern parts of the Island wishing to travel to the central and northern interior will no longer have to use the overcrowded southern ferry routes. Similarly, Islanders may elect to travel to the Lower Mainland using the Comox/Powell River Ferry. These changes will also apply in reverse.

The positive shift from moving increased traffic to the Comox/Powell River route will move traffic away from the overtaxed Horseshoe Bay and Tswassen/Nanaimo runs and avoid costly expansions for many years to come.

We have not estimated the quantum of this increased ridership, but it is likely to be significant. The benefit that would accrue to BC Ferries is that traffic would be transferred from the over-utilized southern routes to the under-utilized Comox/Powell River run. We argue that revenue on the southern routes would not decline (indeed there is an argument that it could increase), but the extra revenue for Comox/Powell River would convert to extra profit for BC Ferries.

Our hypothesis is that traffic on the Comox/Powell River route could increase by 25% or even 50% due to the extraordinarily low ridership on that run at present. Let's do the math!

	<u>2012</u>	<u>2013</u>
Vehicle traffic	145,705	136,530
Passenger ridership	352,820	329,098

*Assumed average fares of \$50 for vehicles and \$15 for passengers produces:*

Theoretical vehicle revenue	\$7.3 million	\$6.8 million
Theoretical passenger revenue	\$5.2 million	\$4.9 million
Theoretical total annual fare revenue	\$12.5 million	\$11.7 million
Adjustment to actual fare revenue	\$11.7 million	\$9.0 million

If our hypothesis of increasing revenue by 25% or 50% were to in fact materialize, then based on the actual revenues for 2013, it could increase say \$2.5 or even \$5.0 million. This would be an annual extra profit that would last forever. Calculating the capital value of that annual saving is a

sophisticated process that includes determination of an appropriate capitalization rate. Therefore, we have simply assigned a capital value of 10 times the annual saving.

The saving, on that basis, provides an offset to the cost of the highway of \$25 to \$50 million or more. For now, we are taking the 50% hypothesis, say \$50 million.

### **Tolls**

Tolls can produce significant revenue. Over 22 years, tolls on the Coquihalla produced \$845 million, almost equivalent to the cost of the highway, \$848 million.

Vehicle traffic on the Comox/Powell River ferry is about 140,000 per year. We have hypothesized that increases of 25% to 50% are possible from extra traffic over the road. That would convert to 35,000 to 70,000 vehicles per year over the proposed road.

The Earl's Cove/Salter Bay ferry carries about 165,000 vehicles per year. The vast majority of these would use the road and travel more frequently because of the lower cost. A figure of 200,000 vehicles per year is reasonable.

Combining these two sources of traffic, 250,000 vehicles per year, at \$10 would yield tolls of \$2.5 million. Over only 10 years that would contribute \$25 million to the cost of the road.

### **Benefits identified but not quantified**

There are additional potential economies that have been identified, but are not yet quantified. These economies would accrue to BC Ferries in the form of relieving pressure on existing systems. For example, on September 30, 2014, BC Ferries stated that \$200 million was needed to relieve shore-side congestion at Horseshoe Bay terminal. Drawing traffic from the Horseshoe Bay/Nanaimo route to the Comox/Powell River route will not only enhance the economies at Comox/Powell River, it will relieve pressure at the terminal, both shore-side and marine-side.

Similar economies will accrue to BC Ferries by relieving pressure on the vessels themselves. We note that in recent years ridership has decreased largely due to increased fares (and perhaps other reasons), but it is estimated that British Columbia's population will increase 25% over the next ten years. Deferring the purchase of expensive vessels, or using smaller ones, will provide a significant benefit. We look forward to working with BC Ferries to produce estimates of those potential savings.

### **BC Ferries - Capital Benefits**

Unlike the Washington State ferry system, which is largely a commuter service, BC Ferries has a significant seasonality issue: in summer ridership is high, for the rest of the year it's relatively low, and as in all such situations, the demand in peak season sets the capacity levels of vessels so that an acceptable service level is achieved.

Above, we estimated the improved annual profitability that would accrue to the Comox/Powell River route. As a result of that shift, other facilities would see reduced traffic that would defer the need for capital outlays, and that, of course, would benefit the ferry system. It is noted that in



recent years ridership has declined, but, hopefully, that issue will soon be resolved. In any case, estimated population growth of 25% (one million) over the next 10 years will result in significant growth in demand.

A specific financial benefit of moving traffic from the Departure Bay route to Comox would be the opportunity to defer the expenditure of an estimated \$200 million at the Horseshoe Bay terminal to remove both the shore- and marine-side congestion there.

### **Potential Benefits to be evaluated**

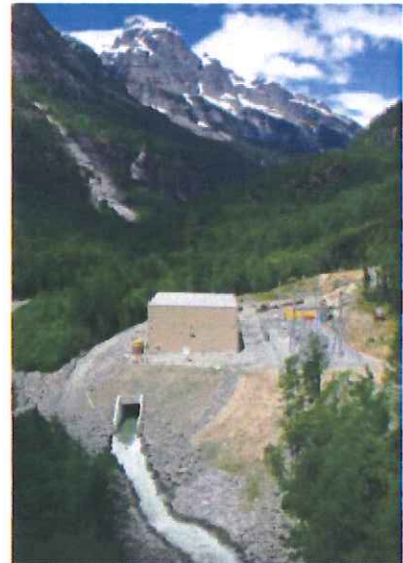
Finally, we have identified several potential projects that could generate positive economic benefits in our province. These potentials require research and evaluation. Again we would welcome the assistance of qualified professionals to help make these determinations.

- Run-of-river
- Mining
- Aggregate
- Shipping
- Ski resort
- Housing and the baby boomers
- Recreational opportunities
- Tourism opportunities

### **Run-of-river projects**

Increased access to rivers could create additional, and more economic, run-of-river opportunities.

Unlike traditional hydroelectric facilities, which flood large areas of land, run-of-river projects divert a portion of the river's flow into a pipe called a penstock, which transmits the water down-hill to a generating station. The natural force of gravity creates the energy required to spin the turbines that in turn generate electricity. The water leaves the generating station and is returned to the river. The Toba Montrose project pictured below, opened in 2010, cost \$660 million.



**Right:** *Alterra's run-of-river project near Toba Inlet.*

### **Mining potential**

Opening new areas creates the potential for additional exploration. The Third Crossing Society is investigating opportunities and will be consulting with experts at the BC Geological Survey and others.

### **Sourcing aggregate for domestic and export markets**

There are existing opportunities for exporting aggregates. Increased access could increase immediate benefits.

### Shipping development

Catalyst's mill at Powell River is deep enough to serve international shipping needs, and City Transfer currently operates a barge terminal. Building the proposed road would give BC an additional outlet for exports, and in fact the potential for LNG export from there is being studied.

### Potential ski resort area

Triple Peaks, located about 6 km from Goat Lake, on Goat Lake 2 logging road. The three peaks (elevation about 2000m) surround a valley. A ski resort may be feasible. For comparison, note that the summits of Mount Washington and Whistler are 1587m and 2184m respectively.

### Housing and the baby boomers

Recently Vancouver was declared the most expensive city in Canada. House prices throughout the Lower Mainland are through the roof. Combine that with the understanding that the baby boomers began to hit retirement age in 2012 and will continue to retire until 2031 and you have a mega-opportunity for the coastal regions.

Retirees from urban centres everywhere are shedding their high-priced real estate and relocating to coastal communities, pocketing substantial (and taxable) nest-eggs in the process. They're arriving from the Lower Mainland, Alberta and points east and this should be a long process. The road will enhance these migrations, and wherever retirees come to roost, economies will prosper. Like our climate, BC's natural beauty, and those nest-eggs, good roads to the coastal areas will be big drawing cards. They're arriving from the Lower Mainland, Alberta and many other points east, and this should be a long process. It is estimated that recently, 25 to 30% of home purchases in the Parksville to Comox area have been to buyers from out of province.



**Above:** *Vancouver West house: \$3,590,000.*

**Below:** *Powell River house: \$329,000*





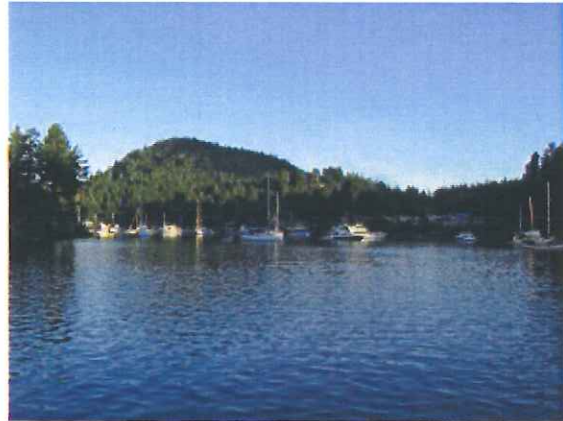
## **Recreational opportunities**

BC's coastal and central interior areas are among the most popular tourist destinations in the world. World class boating, skiing, SCUBA diving, fishing, camping and hiking opportunities are abundant. The proposed road will increase access to existing attractions and create new opportunities.

### **Boating**

Our waters are among the best and most famous cruising destinations in the world. Consider Desolation Sound and the entire Georgia Strait and Gulf Islands. Our Marinas and communities welcome boaters and offer first class service. Our lakes are destinations in themselves.

**Right:** *Early morning at anchor in Pender Harbour.*



### **Skiing**

Whistler, the interior mountains and Mount Washington... need we say more? Well yes, a new resort area is possible!



### **SCUBA diving**

Our best kept secret ... we know how to deal with our cooler water ... and divers say we have one of the best diving experiences in the world. Promotion of this activity would be enhanced with increased accessibility.

**Left:** *Powell River's mermaid in 50 feet of water near Saltery Bay.*

### **Fishing**

World class and world famous.

### **Camping**

New opportunities for everyone.



## Hiking

Our trail systems are well known tourist attractions, bringing visitors from afar and serving a large local population. Consider the West Coast Trail, the Sunshine Coast Trail, the Powell River Canoe Route, the Chief and Myra Canyon and hundreds of lesser known and yet to be discovered opportunities.

**Right:** Hanging out on Casement Mountain.



## CONCLUSION

It's no secret that vast resource revenue is produced on Vancouver Island and in the coastal regions, so it should come as no surprise that for most of the past decade, much of that revenue has been invested in transportation infrastructure in the Lower Mainland and the big population centres elsewhere in the province. That is perhaps inevitable.

But now comes news that an estimated \$2.3 billion has been sucked out of the coastal communities' economies by ever-increasing ferry fares, and it's only natural that the people living there, already hot under the collar about those fares, would begin to wonder whether they exist and work mostly for the benefit of BC's urban masses. It's enough to make *anyone* angry.

Those who live and work in the coastal communities feel that perhaps *their* needs, too, should be part of any transportation infrastructure plan.

The Third Crossing Society submits that British Columbia is more than just its teeming southern lowland and its resource rich north – it has a vast swath of territory at mid-province where east-west travel would inevitably lead to development and thus boost provincial revenue and prosperity – not just in Vancouver, Victoria and the Okanagan, but the forgotten communities everywhere.

Best of all, in the context of all the big projects of the recent past, this one can be brought home for a little over half a billion dollars, a very modest expenditure as such projects go.

Considering that \$16 billion has been spent on transportation infrastructure in BC over the past thirteen years, it's difficult to imagine a highway project with as much wallop as this one for a modest \$500- to \$600-million. And we suggest that it's time some of that resource revenue made its way back to the people who produced it.

We invite those studying this proposal to also visit our website,

<http://www.thirdcrossingsociety.com>

END

6 March 2015



The Honourable Leona Aglukkaq  
Minister of Environment  
Les Terrasses de la Cheudière  
10 Wellington Street, 28<sup>th</sup> Floor  
Gatineau, Q.C. K1A 0H3

Dear Minister Aglukkaq,

**RE: Shouldering for Safety on Highway #4**

The District of Ucluelet Council would like to speak to the recently awarded Notice of Proposed Procurement for the resurfacing of Highway #4 through Pacific Rim National Park Reserve on Vancouver Island (reference no. PW-\$PWY-015-7426).

The District of Tofino, in their February 2, 2015 letter, cogently emphasized the need to address the safety of road users on this section of highway by including in the contract work plans the creation of a separated path for use by non-motorized commuters. At this time, there are no restrictions in the *Motor Vehicle Act* Regulations to prohibit such a buffered lane or shoulder along this highway; and, as previously brought to your attention, this rural highway does not even meet the basic standards for shoulder widths (as laid out in the Transportation Association of Canada's B.C. Supplement).

This important stretch of highway not only functions as a vital connector route for the municipalities and First Nation governments that reside along it, but also serves as the only means of access for the abundance of tourists who visit these communities and the national park Reserve on an annual basis. The west coast is a significant economic generator for British Columbia in this regard. And even though there is no delineated route for non-motorists to travel this 21.5 km stretch of road, it consistently sees quite a bit of commuter traffic from both visitors and locals travelling between the various communities and tourist destinations.

To recapitulate Tofino's letter, this is a unique opportunity to correct a severe oversight and provide for the safety and economic prosperity of an entire region. We strongly urge your consideration of this addition to the resurfacing plans for Highway #4.

Thank you, and we look forward to your response.

Sincerely,



Dianne St. Jacques  
Mayor, District of Ucluelet

Enclosure      *February 2, 2015 District of Tofino correspondence*

cc:      The Honourable Diane Finley, Minister of Public Works and Government Services  
James Lunney, MP (Nanaimo-Alberni)  
Jim Morgan, Superintendent, Pacific Rim National Park  
District of Tofino  
Tla-o-qui-aht First Nations  
Toquaht Nation  
Yuulúwíłath Government  
Alberni-Clayoquot Regional District





Pacific Rim National Park Reserve,  
P.O. Box 280, Ucluelet, VoR 3A0  
March 5, 2015



Mark Fortune  
Long Beach Airport (CYAZ)  
Airport Operations  
Alberni Clayoquot Regional District  
250-725 -3751

Dear Mark,

As per the National Parks General Regulations, this letter provides a work authorization for the Long Beach Airport to allow its contractors to top or fell trees in the area of flight way 11\* flight approach to the Long Beach Airport. (*\*The area beyond the roadside topping area previously permitted as part of the Phase I letter dated August 14, 2014*).

The area included in this 2015 vegetation management permit is indicated in the diagram attached as Appendix A. This permit allows up to 70% full stem reduction of the stand in the Area A (Area inside the red boundary, and including points 24 and 25 on the map). Topping is permitted for any additional trees intruding into the Obstacle Limitation Surface (OLS).

Trees proposed for cutting must be flagged prior to initiating the work so that the full extent of the management proposal can be confirmed by the Parks Canada staff in advance of the cutting.

No permission is granted to cut or modify trees not currently intruding into the OLS.

Beyond Area A, trees intruding into the OLS may be removed by full stem removal (or otherwise) only upon obtaining the additional permission of the Superintendent (or his delegate).

It is our understanding that all work will be largely completed using chainsaw and tree climbing gear by professionally trained arborists. Furthermore, we understand that the resulting brush will either be left to decay in the forest or chipped where practical from the road and spread within the immediate forest area as appropriate. This work authorization is for work to be completed during the period of March 5<sup>th</sup> through April 30<sup>th</sup>, 2014.

We further understand that during periods of this work, it may be necessary to close the Grice Bay Road to the public during certain prescribed periods. Long Beach



Airport and its contractors will be responsible for contacting Parks Canada at least one week in advance of any proposed road closure, and will provide any required information needed to facilitate informing the public. In the event there is a need for signage, media notices, flagging services, or any other costs associated with road closures, Long Beach Airport agrees to cover those costs.

Furthermore, Long Beach Airport will make a special effort to communicate with regular users of the road including the Tla-o-qui-aht First Nation and the aquaculture companies who regularly stage out of Grice Bay parking lot, to inform them of any road closures or other impediments to use of the Grice Bay road or parking lot.

Lastly, the contractor will abide by all *Canada National Park Act* and *Fishery Act* regulations and report any environmental or wildlife incident to Parks Canada immediately. The contractor will adhere to mitigations outlined in Appendix B, and allow access to the site by Parks Canada monitoring staff at all times and adhere to any request for work stoppage or alteration to methodology.

For further clarity, we understand that this cutting is part of a larger ongoing program necessary to ensure that the airport flight paths conform within the safety parameters dictated by Transport Canada Regulations.

Should you have any questions, please feel free to contact myself or Mark Young, Manager of Resource Conservation at the park administration offices.

Sincerely,

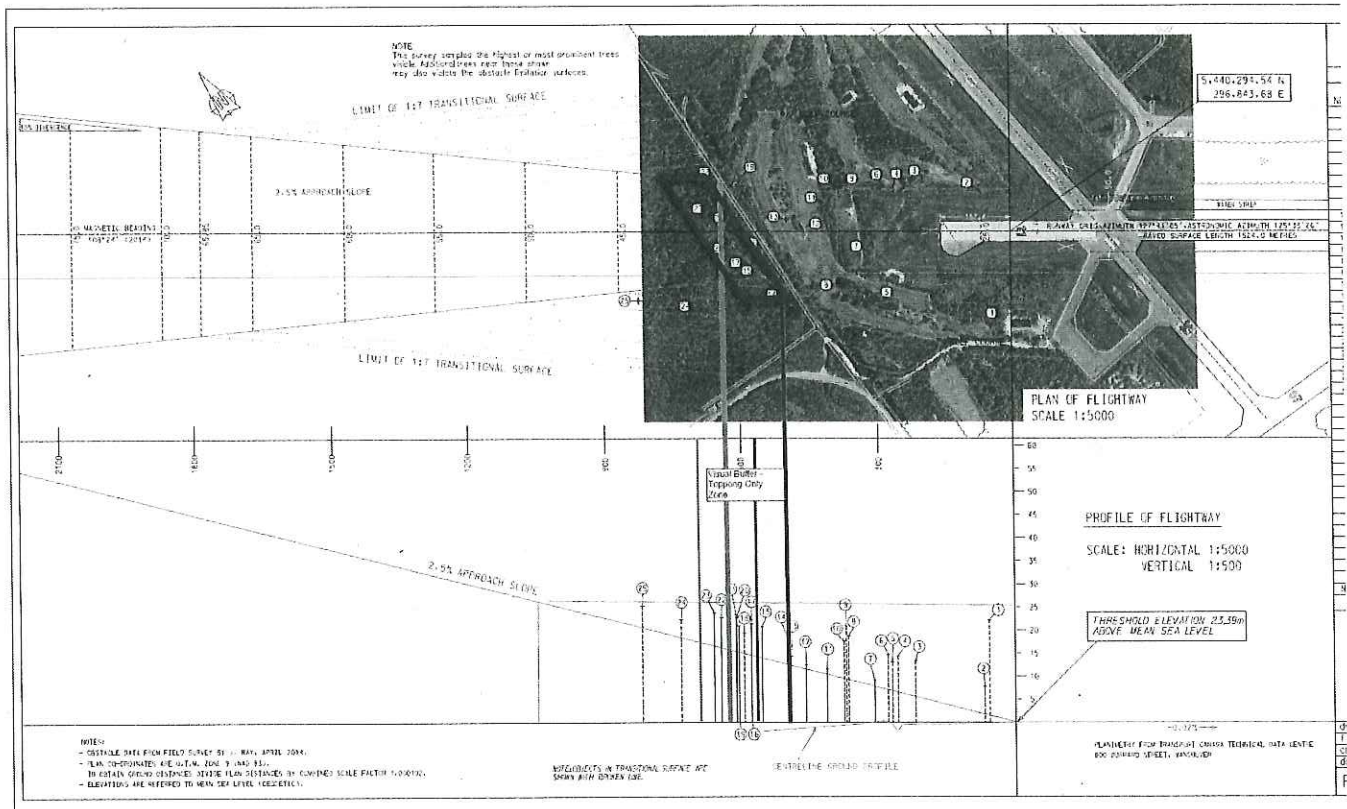
Jim Morgan  
Superintendent

Cc: Russell Dyson, Alberni – Clayoquot Regional District





**Appendix A.** 2015 Vegetation Management permit area adjacent to Long Beach Airport Approachway 11, PRNPR. Red lines indicate the boundary of Area A. Vegetation management on National park land beyond this boundary requires additional permission of the Superintendent.





## Appendix B. BMPs and Environmental Mitigations

### General

- The ACRD, or its contractor is required to inform the Environmental Assessment Officer, Arlene Armstrong, of the work schedule at least 72 hours prior to commencing work. Armstrong will ensure other Park operational staff are aware of the planned work activities.

### Public Safety

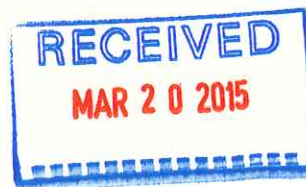
- If required, flagging persons shall be dedicated to traffic control and not be engaged in other components of the vegetation maintenance program.
- Flagging operations shall meet or exceed Provincial Highway and Workman's Compensation Board standards.
- Vegetation management activities must meet or exceed relevant provincial, federal and professional safety standards.
- Parks Canada maintains the right to shut down the operation should public safety standards for flagging requirements not be met.

### Wildlife

- All onsite staff are required to be familiar with and implement the mitigations listed in the BARE campsite pamphlet and the information posted on the Parks Canada Website : "You are in bear country" & "You are in Wolf and Cougar Country".
- If black bears, wolves or cougars are observed notify the project contact Arlene Armstrong, 250-266-0320, or the Park Administration Office (726-3500).
- All lunches or other wildlife attractants (including foods and drinks) shall be stored in vehicles when not being eaten.

### Stream and watercourse

- In riparian areas, the contractor shall observe the mitigations outlined in DFO under the title maintenance of riparian vegetation in existing rights-of-way.
- Vegetation shall not be felled nor left to lay in water courses. Wood debris from the vegetation management activities shall not be: felled into water courses, left to lay in water courses, nor left in areas where high water levels may wash debris into water courses resulting in debris dams, and increasing the potential for flooding and erosion.
- For all work in the national park reserve, hand tools (chainsaws etc.) & machinery is to arrive on site in a clean condition and is to be maintained free of fluid leaks, invasive species and noxious weeds.
- Wash, refuel and service and store fuel and other materials for the machinery, which include hand tools, at locations away from the water to prevent any deleterious substance from entering the ditch lines or other water body.
- The contractor is required to keep an emergency spill kit on site in case of fluid leaks or spills from machinery.



March 16, 2015

Josie Osborne, Chair  
Alberni-Clayoquot Regional District  
3008 Fifth Avenue  
Port Alberni, BC V9Y 2E3

Dear Ms. Osborne:

Thank you for your letter regarding the inclusion of regional districts in Environment Stewardship Initiatives. I appreciate hearing from you on this matter and see that you've also copied the Honourable Mary Polak, Minister of Environment, on your correspondence.

This is just a note to let you know that Minister Polak will ensure you're sent a response to your comments on this matter on my behalf.

Thank you again for expressing your concern.

Sincerely,

Christy Clark  
Premier

pc: Honourable Mary Polak

## REQUEST FOR DECISION

**To:** Board of Directors

**cc:** Tamara Nelson, Chief Financial Officer, Yuułuʔiłʔatḥ Government  
Debra Oakman, NI 911 Corporation

**From:** Wendy Thomson, Manager of Administrative Services

**Meeting Date:** March 25, 2015

**Subject:** **Bylaw 845-1, E911 Emergency Telephone Extended Service Bylaw Amendment, 2015**

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### Recommendation:

**That the Alberni-Clayoquot Regional District Board of Directors adopt Bylaw 845-1, E911 Emergency Telephone Extended Service Bylaw Amendment, 2015.**

### Desired Outcome:

To amend the boundaries of the E911 Emergency Telephone Service to include the Yuułuʔiłʔatḥ Government as part of the service and participating area.

### Background:

The Yuułuʔiłʔatḥ Government's contract with the NI 911 Corporation for emergency dispatch services is up for renewal. A review was conducted by the Yuułuʔiłʔatḥ Government on continuing with a direct contract with the NI 911 Corporation versus joining the 911 service through the ACRD as a participating member. They have determined that it would be more cost effective and would address liability issues to join the 911 Service as a participating member through the ACRD.

In order to include the Yuułuʔiłʔatḥ Government within the ACRD service area, an amendment to Bylaw 845, E911 Emergency Telephone Extended Service Area Bylaw was required. The ACRD Board of Directors gave three readings to **Bylaw 845-1, E911 Emergency Telephone Extended Service Bylaw Amendment, 2015** on February 11, 2015. Prior to adopting the bylaw, approval from the Inspector of Municipalities was required. The bylaw received Inspector approval on March 2, 2015 (attached). Staff recommend the ACRD Board of Directors adopt Bylaw 845-1.

Once the bylaw is adopted by the ACRD Board of Directors, Regional District staff will need to work with the NI 911 Corporation on amendments to the service agreements.

**Time Requirements – Staff & Elected Officials:**

Some staff time required to work with the NI 911 Corporation on including the Yuułu?it?ath Government as part of the ACRD.

**Financial:**

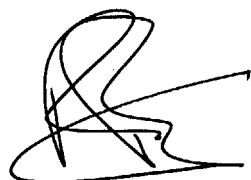
The tax requisition for this service is apportioned on the basis of property value taxation (taxable land and improvements). It is estimated that Yuułu?it?ath Government will pay \$482 for this service in 2015 based on the 2015 – 2019 draft financial plan.

**Policy or Legislation:**

*Local Government Act* applies.



Submitted by: \_\_\_\_\_  
Wendy Thomson, Manager of Administrative Services



Approved by: \_\_\_\_\_  
Russell Dyson, Chief Administrative Officer





## ***Statutory Approval***

***Under the provisions of section*** 802

***of the*** Local Government Act

***I hereby approve Bylaw No.*** 845-1

***of the*** Alberni-Clayoquot Regional District,

***a copy of which is attached hereto.***

***Dated this*** 2<sup>nd</sup> ***day***  
***of*** March ***, 2015***

**Deputy Inspector of Municipalities**



**Alberni-Clayoquot Regional District**

**Bylaw 845-1**

**A Bylaw to amend the boundaries of the E911 Emergency Telephone Service for the Alberni-Clayoquot Regional District**

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**WHEREAS** the Regional District Board may, by bylaw, establish and operate a service under provisions of the *Local Government Act*;

**AND WHEREAS** the Regional District Board has established and operates the E911 Emergency Telephone Service as an extended service described in Bylaw 845 cited as, “E 9-1-1 Emergency Telephone Extended Service Bylaw, 1993”;

**AND WHEREAS** the Regional District Board wishes to amend the boundaries of the service area to include the Yuułuʔiłʔatḥ (Ucluelet First Nation);

**AND WHEREAS** written consent has been received from at least two-thirds of the participants of the service area, including the Yuułuʔiłʔatḥ (Ucluelet First Nation), to amend Bylaw 845;

**AND WHEREAS** the approval of the Inspector of Municipalities is required under the *Local Government Act*;

**NOW THEREFORE** the Regional District Board of the Alberni-Clayoquot Regional District Board in open meeting assembled, enacts as follows:

1. Sections 2 and 3 of Bylaw 845 cited as, “E 9-1-1 Emergency Telephone Extended Service Bylaw, 1993” is hereby repealed and replaced with the following:

**SERVICE AREA AND PARTICIPATING AREA**

2. The service area boundaries for the E911 Emergency Telephone Service shall be the boundaries of the City of Port Alberni, District of Tofino, District of Ucluelet, Electoral Areas “A” (Bamfield), “B” (Beaufort), “C” (Long Beach), “D” (Sproat Lake), “E” (Beaver Creek), “F” (Cherry Creek) and Yuułuʔiłʔatḥ (Ucluelet First Nation).
3. The participating areas shall be the City of Port Alberni, District of Tofino, District of Ucluelet, Electoral Areas “A” (Bamfield), “B” (Beaufort), “C” (Long Beach), “D” (Sproat Lake), “E” (Beaver Creek), “F” (Cherry Creek) and Yuułuʔiłʔatḥ (Ucluelet First Nation).

2. This Bylaw may be cited as **“Bylaw 845-1, E911 Emergency Telephone Extended Service Bylaw Amendment, 2015.”**

Read a first time this 11<sup>th</sup> day of February 2015.

Read a second time this 11<sup>th</sup> day of February 2015.

Read a third time this 11<sup>th</sup> day of February, 2015.

I hereby certify the foregoing is a true and correct copy of the Bylaw cited as **“Bylaw 845-1, E911 Emergency Telephone Extended Service Bylaw Amendment, 2015”** as read a third time by the Board of the Alberni-Clayoquot Regional District on the 11<sup>th</sup> day of February, 2015.

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Russell Dyson,  
 Chief Administrative Officer

Consented to on behalf of the electors on the 11<sup>th</sup> day of February , 2015.

Approved by the Inspector of Municipalities the 2<sup>nd</sup> day of March , 2015.

ADOPTED this day of 2015.

Certified true and correct copy of  
**“Bylaw 845-1, E911 Emergency  
 Telephone Extended Service  
 Bylaw Amendment, 2015.”**

The Corporate seal of the Alberni-  
 Clayoquot Regional District was  
 hereto affixed in the presence of:

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Russell Dyson,  
 Chief Administrative Officer

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Josie Osborne,  
 Chairperson



## **REQUEST FOR DECISION**

**To:** Board of Directors

**From:** Janice Hill, Environmental Services Coordinator

**Meeting Date:** March 25, 2015

**Subject:** ACAP Contribution Agreement – Snowplow Truck and Plow

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### **Recommendation:**

That the Alberni-Clayoquot Regional District Board of Directors agree to enter into a Contribution Agreement with Her Majesty the Queen in the right of Canada to receive \$294,413.00 capital contribution for the purchase of a snowplow truck and plow for the Tofino/Long Beach Airport and agree to assume all project costs above the level approved by the Minister and authorize Russell Dyson, CAO to be the designated representative to sign the agreement on their behalf.

### **Summary:**

In December 2013, an application was submitted to the Airport Capital Assistance Program (ACAP) to purchase a new snowplow truck and plow for the Long Beach Airport. This new snowplow truck and plow will replace the current 1987 plow truck that has been in service for over 26 years and replacement due to reliability concerns is required. The new truck will ensure a higher level of safety with the timely removal of contaminants during snow events. This will result in a safe, clear runway for all aircraft and a reduction of flight delays and cancellations. The cost estimate submitted with the funding application, to cover the equipment and associated costs would be approximately \$294,000.00. Once the contribution agreement has been executed, tenders will be prepared and prices received for the equipment.

### **Time Requirements – Staff & Elected Officials:**

Staff time will be required to complete the contribution agreement requirements and purchase of the new truck.

### **Financial:**

There will be minimal administration costs from the Mark Fortune's time to assist with the purchase of the equipment.

### **Policy or Legislation:**

Equipment purchase will follow the ACRD's purchasing policy.

Submitted by: \_\_\_\_\_

Janice Hill, Environmental Services Coordinator

Approved by: \_\_\_\_\_

Russell Dyson, Chief Administrative Officer

**To:** Board of Directors

**From:** Russell Dyson, Chief Administrative Officer

**Meeting Date:** March 25, 2015

**Subject:** AV Regatta Association – Noise Exemption from Noise Bylaw No. R1024.

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**Recommendation:**

That the Alberni-Clayoquot Regional District Board of Directors re-issue the permit for a special event as per Section 7 of the “Sproat Lake Noise Control Bylaw No. R1024, 2013” for July 17, 18 and 19, 2015.

**Desired Outcome:**

To allow the Alberni Valley Regatta Association to have a noise exemption for the Regatta event at Sproat Lake on July 17, 18 and 19 2015.

**Background:**

A letter attached from the Alberni Valley Regatta Association requesting a noise exemption to allow boats to race on July 17, 18 and 19, 2015.

**Time Requirements – Staff & Elected Officials:**

Some staff time required to prepare the License of Use agreement.

**Financial:**

There will be no charge to the AV Regatta Association.

**Policy or Legislation:**

n/a

**Communications/Notifications**

If approved, staff will communicate to the AV Airport users and caretakers.

Approved by:



---

Russell Dyson, Chief Administrative Officer





Alberni Valley Regatta Association  
8735 Faber Road  
Port Alberni, BC  
V9Y 9B7  
[nassp@telus.net](mailto:nassp@telus.net)

Jan 17, 2015



ACRD Board Members

Re: Noise By-laws on Sproat Lake

I am again writing on behalf of the Alberni Valley Regatta Association. We had a successful regatta last July 18, 19 and 20<sup>th</sup> and appreciate the support the Regional District gave us. In our effort to re-create the regattas of the 50's and 60's we are hoping to have a bigger and better race than we had last year. Our plans are to expand it to include more water sports, such as the Dragon boats, puddle ducts, paddle boards, native canoes, etc.

Due to the noise from some of the race boats, we are again requesting a noise exemption to allow such boats to race on July 17<sup>th</sup>, 18<sup>th</sup>, and 19<sup>th</sup>, 2015 from 9:00 am to 5:00 pm. Most power boat races will be on the 19<sup>th</sup> of July with testing and trials on July 18<sup>th</sup>. Some boat owners from out of town may want to test run the course 1 or 2 days early. In an effort to keep our neighbours informed, we posted posters on local group mailboxes and posted signs where we thought they would be seen.

Thank you for your attention to this matter.

Yours truly,

A handwritten signature in blue ink, appearing to read "Pat Nass".

Pat Nass

*Secretary*

*Alberni Valley Regatta Association*

[nassp@telus.net](mailto:nassp@telus.net)



## REQUEST FOR DECISION

**TO:** Board of Directors  
**FROM:** Andrew McGifford, Acting Manager of Finance  
**DATE:** March 25, 2015  
**RE:** Finance Warrant No.550

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### **Recommendation:**

That the Board of Directors approves Finance Warrant Number 550 in the amount of \$497,271.23 dated February 28, 2015.

### **Chief Administrative Officer Comments:**

Concur

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## IMPLICATIONS OF THE RECOMMENDATION

1. **GENERAL**

That the Board of Directors reviews the details of the expenditures made in the previous month and when satisfied, approves the finance warrant.

2. **TIME REQUIREMENT – STAFF AND ELECTED OFFICIALS** – none

3. **FINANCIAL** – none

4. **POLICY OR LEGISLATIVE** – none

5. **RELEVANCE TO THE STRATEGIC PLAN AND CURRENT WORK PLAN**

Improve financial controls by increasing the transparency of the Regional District's financial affairs.

6. **COMMUNICATION ISSUES** - none

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Submitted by: Andrew McGifford, Acting Manager of Finance

## Cheque Register - Detail - Supp.



AP5100

Date : Mar 18, 2015

Page : 1

Time : 10:13 am

Supplier : 0003 To Z4209  
 Trans. Date : 01-Feb-2015 To 28-Feb-2015  
 Cheque Date : 01-Jan-2015 To 28-Feb-2015  
 Cheque No. : All  
 Batch No. : All

Bank : 1 To 3  
 Status : All  
 Medium :  
 M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name		Status	Batch	Medium	Amount	
Chq/Ref #	Cheque Date					Debit	Credit
Invoice No.	Account No.	Account Description					
<b>00016 ACE COURIER SERVICES</b>							
37209	04-Feb-2015		Issued	25	C		23.29
14136342	01-4-2500-000	PAYABLES - TRADE				23.29	
Invoice Description --> WCLF - SHIPPING COST							
<b>Total :</b>						23.29	0.00
							23.29
37228	11-Feb-2015		Issued	28	C		22.67
14136918	01-4-2500-000	PAYABLES - TRADE				22.67	
Invoice Description --> BWS - SUGSAW LAKE WATER TESTING - FREIGHT COSTS							
<b>Total :</b>						22.67	0.00
							22.67
<b>Supplier Total :</b>						45.96	0.00
							45.96
<b>00019 0946982 BC LTD (DBA - ACE FLAGGING)</b>							
00084-0001	25-Feb-2015		Issued	31	T		4277.37
102-2126	01-4-2500-000	PAYABLES - TRADE				522.11	
Invoice Description --> BCWS - WALKER RD - MAIN REPAIR							
102-2122	01-4-2500-000	PAYABLES - TRADE				3755.26	
Invoice Description --> BCWS - HILLS RD REPAIRS							
<b>Total :</b>						4277.37	0.00
							4277.37
<b>Supplier Total :</b>						4277.37	0.00
							4277.37
<b>00021 ALBERNI DISTRICT CO-OP ASSOCIATION</b>							
37259	20-Feb-2015		Issued	32	C		1350.14
BCWS - JAN/15	01-4-2500-000	PAYABLES - TRADE				381.41	
Invoice Description --> BCWS - JANUARY FUEL COST							
BCVFD - JAN/15	01-4-2500-000	PAYABLES - TRADE				414.86	
Invoice Description --> BCVFD - JANUARY 2015 FUEL COSTS							
ACRD - JAN/15	01-4-2500-000	PAYABLES - TRADE				553.87	
Invoice Description --> ACRD - JANUARY 2015 FUEL COSTS							
<b>Total :</b>						1350.14	0.00
							1350.14
<b>Supplier Total :</b>						1350.14	0.00
							1350.14
<b>00030 ACKLANDS-GRAINGER INC.</b>							
37210	04-Feb-2015		Issued	25	C		263.54
4354 0529388	01-4-2500-000	PAYABLES - TRADE				263.54	
Invoice Description --> BCWS - EQUIPMENT							
<b>Total :</b>						263.54	0.00
							263.54
37229	11-Feb-2015		Issued	28	C		227.59
4354 0529541	01-4-2500-000	PAYABLES - TRADE				227.59	
Invoice Description --> LBA - TERMINAL SUPPLIES							
<b>Total :</b>						227.59	0.00
							227.59
37260	20-Feb-2015		Issued	32	C		241.36

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Supplier : 0003 To Z4209  
 Trans. Date : 01-Feb-2015 To 28-Feb-2015  
 Cheque Date : 01-Jan-2015 To 28-Feb-2015  
 Cheque No. : All  
 Batch No. : All

Bank : 1 To 3  
 Status : All  
 Medium :  
 M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name					
Chq/Ref #	Cheque Date	Status	Batch	Medium	Amount	
Invoice No.	Account No.	Account Description		Debit	Credit	
4354 0529126	01-4-2500-000	PAYABLES - TRADE		241.36		
Invoice Description --> SLVFD - BOOTS						
Total :				241.36	0.00	241.36
Supplier Total :				732.49	0.00	732.49
-----						
00031	AGAT LABORATORIES					
37261	20-Feb-2015	Issued	32	C		3376.01
15131250E	01-4-2500-000	PAYABLES - TRADE		3376.01		
Invoice Description --> AVLF - WATER MONITORING						
Total :				3376.01	0.00	3376.01
Supplier Total :				3376.01	0.00	3376.01
-----						
00044	ALBERNI TOYOTA					
37262	20-Feb-2015	Issued	32	C		84.62
84.62	01-4-2500-000	PAYABLES - TRADE		84.62		
Invoice Description --> ACRD - BUILDING INSPECTION VEHICLE DETAILING						
Total :				84.62	0.00	84.62
Supplier Total :				84.62	0.00	84.62
-----						
00056	AIRGAS CANADA INC.					
37263	20-Feb-2015	Issued	32	C		280.00
220742	01-4-2500-000	PAYABLES - TRADE		280.00		
Invoice Description --> BCFVD - WALK - 02 - YEAR LEASE						
Total :				280.00	0.00	280.00
Supplier Total :				280.00	0.00	280.00
-----						
00059	ADELHARDT CONCRETE PLUS					
37211	04-Feb-2015	Issued	25	C		4762.80
162967	01-4-2500-000	PAYABLES - TRADE		2324.00		
Invoice Description --> ACRD - STORAGE ROOM DOWNSTAIRS - CAPITAL						
162966	01-4-2500-000	PAYABLES - TRADE		2438.80		
Invoice Description --> ACRD - STORAGE ROOM DOWNSTAIRS - CAPITAL						
Total :				4762.80	0.00	4762.80
37264	20-Feb-2015	Issued	32	C		3338.80
162974	01-4-2500-000	PAYABLES - TRADE		107.80		
Invoice Description --> AVLF - BAMFIELD TRANSFER STATION - MAINTENANCE						
162969	01-4-2500-000	PAYABLES - TRADE		3231.00		
Invoice Description --> AVLF - BAMFIELD TRANSFER STATION - CAPITAL						
Total :				3338.80	0.00	3338.80

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 Cheque No. : All  
 Batch No. : All

Bank : 1 To 3  
 Status : All  
 Medium :  
 M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name		Status	Batch	Medium		Amount
Chq/Ref #	Cheque Date						
Invoice No.	Account No.	Account Description			Debit	Credit	
Supplier Total :					8101.60	0.00	8101.60
<b>0060</b>	<b>ALBERNI COMMUNICATIONS &amp; ELECTRONICS</b>						
37265	20-Feb-2015		Issued	32	C		379.67
18662	01-4-2500-000	PAYABLES - TRADE			49.28		
Invoice Description -->		SLVFD - RADIO REPAIR					
18765	01-4-2500-000	PAYABLES - TRADE			162.40		
Invoice Description -->		SLVFD - PAGER REPAIR					
18763	01-4-2500-000	PAYABLES - TRADE			167.99		
Invoice Description -->		SLVFD - COMPUTER HARD DRIVE					
Total :					379.67	0.00	379.67
Supplier Total :					379.67	0.00	379.67
<b>0123</b>	<b>ADVANCED OHS SOLUTIONS</b>						
37212	04-Feb-2015		Issued	25	C		630.00
15-035	01-4-2500-000	PAYABLES - TRADE			630.00		
Invoice Description -->		ACRD - CONFINED SPACE PROGRAM					
Total :					630.00	0.00	630.00
Supplier Total :					630.00	0.00	630.00
<b>0270</b>	<b>ANDREW SHERET LTD.</b>						
00083-0001	13-Feb-2015		Issued	27	T		21476.63
DISCOUNTJAN2015	01-4-2500-000	PAYABLES - TRADE			-418.32		
Invoice Description -->		BCWS (348.75) & BWS (69.57) - DISCOUNT FOR EARLY PAYMENT JANUARY 2015					
03-089269	01-4-2500-000	PAYABLES - TRADE			108.81		
Invoice Description -->		BCWS - WATER REPAIRS					
03-088248	01-4-2500-000	PAYABLES - TRADE			148.60		
Invoice Description -->		BCWS - SUPPLIES					
03-089845	01-4-2500-000	PAYABLES - TRADE			168.41		
Invoice Description -->		BCWS - WATER BREAK REPAIR					
03-089401	01-4-2500-000	PAYABLES - TRADE			172.27		
Invoice Description -->		BCWS - STRICT ROAD PUMPHOUSE					
03-088686	01-4-2500-000	PAYABLES - TRADE			237.00		
Invoice Description -->		BCWS - WATER REPAIR					
03-089411	01-4-2500-000	PAYABLES - TRADE			406.05		
Invoice Description -->		BWS - WATER METER					
03-089054	01-4-2500-000	PAYABLES - TRADE			631.41		
Invoice Description -->		BCWS - WATER REPAIR					
03-088793	01-4-2500-000	PAYABLES - TRADE			715.86		
Invoice Description -->		BCWS - SUPPLIES					
03-089875	01-4-2500-000	PAYABLES - TRADE			1011.36		
Invoice Description -->		BCWS - WATER BREAK REPAIR					
03-090131	01-4-2500-000	PAYABLES - TRADE			1225.79		
Invoice Description -->		BCWS - HILLS ROAD WATER REPAIRS					
03-090107	01-4-2500-000	PAYABLES - TRADE			1249.44		



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 Cheque No. : All  
 Batch No. : All

Bank : 1 To 3

Status : All

Medium :

M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name					
Chq/Ref #	Cheque Date	Status	Batch	Medium	Amount	
Invoice No.	Account No.	Account Description		Debit	Credit	
Invoice Description --> BCWS - METER EXCHANGES - 12 METERS OF PIPE AND GASKETS						
03-089310	01-4-2500-000	PAYABLES - TRADE		1413.29		
Invoice Description --> BCWS - HILLS ROAD REPAIR						
03-087188	01-4-2500-000	PAYABLES - TRADE		3235.19		
Invoice Description --> BWS - METERS						
03-087541	01-4-2500-000	PAYABLES - TRADE		4174.76		
Invoice Description --> BCWS - METER EXCHANGE PROGRAM						
03-089824	01-4-2500-000	PAYABLES - TRADE		6996.71		
Invoice Description --> BCWS - METER EXCHANGE PROGRAM						
Total :				21476.63	0.00	21476.63
Supplier Total :				21476.63	0.00	21476.63
-----						
0394	ASSOCIATED FIRE SAFETY EQUIPMENT					
37266	20-Feb-2015	Issued	32	C		8087.94
13064	01-4-2500-000	PAYABLES - TRADE		8087.94		
Invoice Description --> SLVFD - TURNOUT COATS & PANTS - APPLETON #451 & 420, JONSSON 424, WYNANS 455						
Total :				8087.94	0.00	8087.94
Supplier Total :				8087.94	0.00	8087.94
-----						
0508	BAMFIELD BUILDERS SUPPLY					
00084-0002	25-Feb-2015	Issued	31	T		424.32
172190	01-4-2500-000	PAYABLES - TRADE		424.32		
Invoice Description --> BAMFIELD EMERGENCY PLANNING - SUPPLIES						
Total :				424.32	0.00	424.32
-----						
37231	11-Feb-2015	Issued	28	C		75.48
172042	01-4-2500-000	PAYABLES - TRADE		2.11		
Invoice Description --> BWS - WATER SYSTEM SUPPLIES - PVC BUSHING						
172040	01-4-2500-000	PAYABLES - TRADE		9.53		
Invoice Description --> BWS - WATER SYSTEM SUPPLIES - CAP						
171944	01-4-2500-000	PAYABLES - TRADE		13.11		
Invoice Description --> BWS - WATER SYSTEM SUPPLIES - CLAMP & ADAPTER						
171982	01-4-2500-000	PAYABLES - TRADE		23.06		
Invoice Description --> BWS - WATER SYSTEM SUPPLIES - 2 X 4'S AND SCREWS						
172035	01-4-2500-000	PAYABLES - TRADE		27.67		
Invoice Description --> BWS - WATER SYSTEM SUPPLIES - REDDI MIX CONCRETE						
Total :				75.48	0.00	75.48
Supplier Total :				499.80	0.00	499.80
-----						
0530	BEST WESTERN BARCLAY HOTEL					
37213	04-Feb-2015	Issued	25	C		127.40
2015000428	01-4-2500-000	PAYABLES - TRADE		44.59		
Invoice Description --> COMMITTEE MTG FOOD - FIREFIGHTERS - JAN.15/15						
2015000497	01-4-2500-000	PAYABLES - TRADE		82.81		

# ALBERNI-CLAYQUOT REGIONAL DISTRICT

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**Cheque No. :** All  
**Batch No. :** All

**Bank :** 1 To 3  
**Status :** All  
**Medium :**  
 M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name						
Chq/Ref #	Cheque Date	Status	Batch	Medium	Debit	Credit	Amount
Invoice No.	Account No.	Account Description					
Invoice Description --> COMMITTEE MTG FOOD - FIREFIGHTERS - JAN.22/15							
<b>Total :</b>					127.40	0.00	127.40
37267	20-Feb-2015	Issued	32	C			31.30
2015000829	01-4-2500-000	PAYABLES - TRADE			31.30		
Invoice Description --> COMMITTEE MTG FOOD - FIREFIGHTERS - FEB.04/15							
<b>Total :</b>					31.30	0.00	31.30
<b>Supplier Total :</b>					158.70	0.00	158.70
<hr/>							
<b>0660</b>	<b>BC HYDRO</b>						
37232	11-Feb-2015	Issued	28	C			1845.58
104007947614	01-4-2500-000	PAYABLES - TRADE			1845.58		
Invoice Description --> BCWS - STRICK RD PUMP STATION HYDRO							
<b>Total :</b>					1845.58	0.00	1845.58
37268	20-Feb-2015	Issued	32	C			7026.94
400002419179	01-4-2500-000	PAYABLES - TRADE			711.25		
Invoice Description --> SLVFD - LAKESHORE RD FIRE HALL - NOV 29/14 TO JAN 28/15							
400002419668	01-4-2500-000	PAYABLES - TRADE			6315.69		
Invoice Description --> HYDRO - ACRD CONSOLIDATED							
<b>Total :</b>					7026.94	0.00	7026.94
<b>Supplier Total :</b>					8872.52	0.00	8872.52
<hr/>							
<b>0673</b>	<b>BC ONE CALL</b>						
37214	04-Feb-2015	Issued	25	C			40.43
201406644	01-4-2500-000	PAYABLES - TRADE			40.43		
Invoice Description --> BCWS - 4TH QUARTER 2014 MEMBERSHIP FEES							
<b>Total :</b>					40.43	0.00	40.43
<b>Supplier Total :</b>					40.43	0.00	40.43
<hr/>							
<b>0677</b>	<b>BC WATER &amp; WASTE ASSOC.</b>						
37269	20-Feb-2015	Issued	32	C			298.53
JP-0215-28	01-4-2500-000	PAYABLES - TRADE			298.53		
Invoice Description --> ACRD RECRUITING - WATER SYSTEM LEADHAND							
<b>Total :</b>					298.53	0.00	298.53
<b>Supplier Total :</b>					298.53	0.00	298.53
<hr/>							
<b>0700</b>	<b>BC TRANSIT</b>						
37215	04-Feb-2015	Issued	25	C			15022.00
1214602	01-4-2500-000	PAYABLES - TRADE			15022.00		
Invoice Description --> DECEMBER 2014 CUSTOM TRANSIT							

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 Cheque No. : All  
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Bank : 1 To 3  
 Status : All  
 Medium :  
 M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name	Status	Batch	Medium	Amount
Chq/Ref #	Cheque Date				
Invoice No.	Account No.	Account Description		Debit	Credit
Total :				15022.00	0.00
Supplier Total :				15022.00	0.00

<b>0740</b>	<b>BEAVER CREEK HOME CENTER</b>				
37233	11-Feb-2015	Issued	28	C	23.88
696259	01-4-2500-000	PAYABLES - TRADE		23.88	
Invoice Description --> AVLF - SUPPLIES - ROPE					
Total :				23.88	0.00
37270	20-Feb-2015	Issued	32	C	9.77
694065	01-4-2500-000	PAYABLES - TRADE		9.77	
Invoice Description --> SLVFD - SUPPLIES					
Total :				9.77	0.00
Supplier Total :				33.65	0.00

<b>0785</b>	<b>BERKS INTERTRUCK LTD.</b>				
37271	20-Feb-2015	Issued	32	C	4270.03
142559	01-4-2500-000	PAYABLES - TRADE		36.86	
Invoice Description --> SLVFD - TRUCK #46 - REPAIR - FLAP					
27146	01-4-2500-000	PAYABLES - TRADE		66.23	
Invoice Description --> SLVFD - TRUCK 46 - BRAKE PEDAL ISSUE					
660772	01-4-2500-000	PAYABLES - TRADE		146.72	
Invoice Description --> BCFVD - SLING TRUCK #52					
27174	01-4-2500-000	PAYABLES - TRADE		251.64	
Invoice Description --> SLVFD - TRUCK #47 - BIN LAMPS REPAIRED					
27076	01-4-2500-000	PAYABLES - TRADE		278.13	
Invoice Description --> SLVFD - TRUCK # 41 STARTING ISSUES					
26976	01-4-2500-000	PAYABLES - TRADE		479.78	
Invoice Description --> BCFVD - REPLACE FRAYED SEATBELT #51					
26916	01-4-2500-000	PAYABLES - TRADE		691.74	
Invoice Description --> BCFVD - COMMERCIAL VEHICLE INSPECTION #53					
26921	01-4-2500-000	PAYABLES - TRADE		818.12	
Invoice Description --> BCFVD - COMMERCIAL VEHICLE INSPECTION #52					
26912	01-4-2500-000	PAYABLES - TRADE		1500.81	
Invoice Description --> BVFD - COMMERCIAL VEHICLE INSPECTION #51					
Total :				4270.03	0.00
Supplier Total :				4270.03	0.00

<b>0791</b>	<b>BERRY &amp; VALE CONTRACTING LTD</b>				
000083-0002	13-Feb-2015	Issued	27	T	103626.39
1518	01-4-2500-000	PAYABLES - TRADE		35800.54	
Invoice Description --> WCLF - JANUARY 2015 CONTRACT, FREON \$60, CONTRACTED WORK \$862.50					
1519	01-4-2500-000	PAYABLES - TRADE		67825.85	
Invoice Description --> AVLF - JANUARY 2015 CONTRACT, DEPOT RENT \$806.18, FREEON \$300, CONTRACTED WOR					

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Bank : 1 To 3  
 Status : All  
 Medium :  
 M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name					
Chq/Ref #	Cheque Date	Status	Batch	Medium	Amount	
Invoice No.	Account No.	Account Description		Debit	Credit	
<b>Total :</b>				103626.39	0.00	103626.39
<b>Supplier Total :</b>				103626.39	0.00	103626.39
<hr/>						
<b>0801</b>	<b>CORIX WATER PRODUCTS LTD.</b>					
00082-0002	06-Feb-2015	Issued	24	T		1757.25
10513004215	01-4-2500-000	PAYABLES - TRADE		1757.25		
Invoice Description --> BWS - WATER SYSTEM SUPPLIES						
<b>Total :</b>				1757.25	0.00	1757.25
<b>Supplier Total :</b>				1757.25	0.00	1757.25
<hr/>						
<b>0825</b>	<b>BLACK PRESS GROUP LTD.</b>					
37272	20-Feb-2015	Issued	32	C		184.06
32467541	01-4-2500-000	PAYABLES - TRADE		184.06		
Invoice Description --> WOODSTOVE EXCHANGE - AD						
<b>Total :</b>				184.06	0.00	184.06
<b>Supplier Total :</b>				184.06	0.00	184.06
<hr/>						
<b>0827</b>	<b>BLAKEY ELECTRIC</b>					
37234	11-Feb-2015	Issued	28	C		693.33
91492	01-4-2500-000	PAYABLES - TRADE		255.04		
Invoice Description --> BCWS - NORTH RESERVOIR - INSTALL CELL BOOSTER & REPAIR FLOODLAMP						
91491	01-4-2500-000	PAYABLES - TRADE		438.29		
Invoice Description --> BCWS - STRICT ROAD PUMPHOUSE - INSTALL CHLORINE FLOW METER & CIRCUIT FOR FLO'						
<b>Total :</b>				693.33	0.00	693.33
<b>Supplier Total :</b>				693.33	0.00	693.33
<hr/>						
<b>0900</b>	<b>TRACY BOND (PETTY CASH)</b>					
37216	04-Feb-2015	Issued	25	C		125.85
JAN.28/15	01-4-2500-000	PAYABLES - TRADE		125.85		
Invoice Description --> ACRD OFFICE - GEN.OFFICE \$82.85, POSTAGE \$43.00						
<b>Total :</b>				125.85	0.00	125.85
<b>Supplier Total :</b>				125.85	0.00	125.85
<hr/>						
37273	20-Feb-2015	Issued	32	C		117.90
FEB16/15	01-4-2500-000	PAYABLES - TRADE		117.90		
Invoice Description --> OFFICE EXPENSES						
<b>Total :</b>				117.90	0.00	117.90
<b>Supplier Total :</b>				243.75	0.00	243.75
<hr/>						
<b>0914</b>	<b>BOWERMAN EXCAVATING LTD</b>					
00084-0003	25-Feb-2015	Issued	31	T		19306.15
5889	01-4-2500-000	PAYABLES - TRADE		19306.15		

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 Batch No. : All

Bank : 1 To 3

Status : All

Medium :

M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name					
Chq/Ref #	Cheque Date	Status	Batch	Medium	Amount	
Invoice No.	Account No.	Account Description		Debit	Credit	
Invoice Description --> BCWS - HILLS RD WATERMAIN REPAIR						
Total :				19306.15	0.00	19306.15
Supplier Total :				19306.15	0.00	19306.15
-----						
<b>0940</b>	<b>DUVALL, EDITH</b>					
00082-0004	06-Feb-2015	Issued	24	T		1775.00
EDUVALL67436	01-4-2500-000	PAYABLES - TRADE		1775.00		
Invoice Description --> ACRD OFFICE - MONTHLY JANITORIAL, PLUS ADDITIONAL 3 HOURS CLEANING AFTER BASE						
Total :				1775.00	0.00	1775.00
Supplier Total :				1775.00	0.00	1775.00
-----						
<b>0987</b>	<b>BULL HOUSER</b>					
37217	04-Feb-2015	Issued	25	C		332.64
350973	01-4-2500-000	PAYABLES - TRADE		332.64		
Invoice Description --> ACRD - LEGAL FEES						
Total :				332.64	0.00	332.64
Supplier Total :				332.64	0.00	332.64
-----						
<b>1113</b>	<b>CANADIAN ALBERNI ENGINEERING LTD</b>					
37218	04-Feb-2015	Issued	25	C		476.18
IN001293	01-4-2500-000	PAYABLES - TRADE		476.18		
Invoice Description --> SLVFD - REPAIRS TO TRUCK #47						
Total :				476.18	0.00	476.18
Supplier Total :				476.18	0.00	476.18
-----						
<b>1270</b>	<b>CDW CANADA INC</b>					
00083-0003	13-Feb-2015	Issued	27	T		1140.16
SF86193	01-4-2500-000	PAYABLES - TRADE		445.76		
Invoice Description --> ACRD - 2 MONITORS - ADMIN						
SG31191	01-4-2500-000	PAYABLES - TRADE		694.40		
Invoice Description --> ACRD - COMPUTER - 2 2TB HARD DRIVES						
Total :				1140.16	0.00	1140.16
00084-0004	25-Feb-2015	Issued	31	T		1187.28
SK51466	01-4-2500-000	PAYABLES - TRADE		47.08		
Invoice Description --> ACRD - COMPUTER EXPENSE						
SK53981	01-4-2500-000	PAYABLES - TRADE		77.46		
Invoice Description --> ACRD - PLANNING TONER						
SJ12657	01-4-2500-000	PAYABLES - TRADE		344.60		
Invoice Description --> ACRD - TONER						
SJ32324	01-4-2500-000	PAYABLES - TRADE		718.14		
Invoice Description --> ACRD - COMPUTER EXPENSE						



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**Cheque Date :** 01-Jan-2015 To 28-Feb-2015  
**Cheque No. :** All  
**Batch No. :** All

**Bank :** 1 To 3  
**Status :** All  
**Medium :**  
M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name					
Chq/Ref #	Cheque Date	Status	Batch	Medium	Amount	
Invoice No.	Account No.	Account Description		Debit	Credit	
<b>Total :</b>				1187.28	0.00	1187.28
<b>Supplier Total :</b>				2327.44	0.00	2327.44
<hr/>						
<b>1316</b>	<b>CERTITECH IT SERVICES</b>					
00082-0001	06-Feb-2015	Issued	24	T		6090.00
150	01-4-2500-000	PAYABLES - TRADE		6090.00		
Invoice Description --> JANUARY 2015 - IT SUPPROT SERVICES \$5400 - BCWS - \$100 - AVRA WATER- \$50, FIRE DEP						
<b>Total :</b>				6090.00	0.00	6090.00
<b>Supplier Total :</b>				6090.00	0.00	6090.00
<hr/>						
<b>1339</b>	<b>CIRCLE DAIRY 1987 LTD.</b>					
37274	20-Feb-2015	Issued	32	C		1488.66
207778	01-4-2500-000	PAYABLES - TRADE		1488.66		
Invoice Description --> BAMFIELD EMERGENCY PLANNING - SUPPLIES						
<b>Total :</b>				1488.66	0.00	1488.66
<b>Supplier Total :</b>				1488.66	0.00	1488.66
<hr/>						
<b>1355</b>	<b>DOROTHY CLARKSTONE NOTARY CORPORATION</b>					
37275	20-Feb-2015	Issued	32	C		44.80
JAN28/15	01-4-2500-000	PAYABLES - TRADE		44.80		
Invoice Description --> LEGAL FEES						
<b>Total :</b>				44.80	0.00	44.80
<b>Supplier Total :</b>				44.80	0.00	44.80
<hr/>						
<b>1378</b>	<b>CIT</b>					
37276	20-Feb-2015	Issued	32	C		245.28
14660871	01-4-2500-000	PAYABLES - TRADE		245.28		
Invoice Description --> FORMER BCID PRINTER LEASE 780-0460648-001 - INVOICE 14660871						
<b>Total :</b>				245.28	0.00	245.28
<b>Supplier Total :</b>				245.28	0.00	245.28
<hr/>						
<b>1425</b>	<b>COAST WASTE MANAGEMENT ASSOCIATION</b>					
37219	04-Feb-2015	Issued	25	C		1296.79
2015-145	01-4-2500-000	PAYABLES - TRADE		1296.79		
Invoice Description --> AV & WC LANDFILL 2015 MEMBERSHIP						
<b>Total :</b>				1296.79	0.00	1296.79
<b>Supplier Total :</b>				1296.79	0.00	1296.79

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**Batch No. :** All

**Bank :** 1 To 3  
**Status :** All  
**Medium :**  
 M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name					
Chq/Ref #	Cheque Date	Status	Batch	Medium	Amount	
Invoice No.	Account No.	Account Description		Debit	Credit	
37220	04-Feb-2015	Issued	25	C		67.20
IN0000102	01-4-2500-000	PAYABLES - TRADE		67.20		
Invoice Description --> SLVFD - TRAINING HARDWARE						
<b>Total :</b>				67.20	0.00	67.20
<b>Supplier Total :</b>				67.20	0.00	67.20
-----						
<b>1626</b>	<b>CROW EXCAVATING &amp; TRUCKING LTD.</b>					
00082-0003	06-Feb-2015	Issued	24	T		4119.67
PC#4 - 2493	01-4-2500-000	PAYABLES - TRADE		4119.67		
Invoice Description --> MSWS - EMERGENCY WATER CONNECTION & WATERMAIN - CAPITAL						
<b>Total :</b>				4119.67	0.00	4119.67
00083-0004	13-Feb-2015	Issued	27	T		15465.48
PC#5 - 2493	01-4-2500-000	PAYABLES - TRADE		15465.48		
Invoice Description --> MSWS - EMERGENCY WATER CONNECTION & WATERMAIN - CAPITAL - FINAL						
<b>Total :</b>				15465.48	0.00	15465.48
<b>Supplier Total :</b>				19585.15	0.00	19585.15
-----						
<b>1650</b>	<b>CUPE - LOCAL 118</b>					
37277	20-Feb-2015	Issued	32	C		1971.77
DUESJAN15	01-4-2500-000	PAYABLES - TRADE		1971.77		
Invoice Description --> JANUARY 2015 UNION DUES						
<b>Total :</b>				1971.77	0.00	1971.77
<b>Supplier Total :</b>				1971.77	0.00	1971.77
-----						
<b>1661</b>	<b>DAGERT, TANIS</b>					
37308	25-Feb-2015	Issued	35	C		4615.35
133	01-4-2500-000	PAYABLES - TRADE		4615.35		
Invoice Description --> HEALTH NETWORK COORDINATOR - DECEMBER 2014						
<b>Total :</b>				4615.35	0.00	4615.35
<b>Supplier Total :</b>				4615.35	0.00	4615.35
-----						
<b>1672</b>	<b>D.A.S.T WELDING INC.</b>					
37278	20-Feb-2015	Issued	32	C		87.95
2026	01-4-2500-000	PAYABLES - TRADE		87.95		
Invoice Description --> BCWS - REMOUNT TOOL BOX ON FORD F250						
<b>Total :</b>				87.95	0.00	87.95
<b>Supplier Total :</b>				87.95	0.00	87.95
-----						
<b>1709</b>	<b>DEER BAY CONTRACTING</b>					
00083-0005	13-Feb-2015	Issued	27	T		1984.00

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 Medium :  
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Supplier	Supplier Name					
Chq/Ref #	Cheque Date	Status	Batch	Medium	Amount	
Invoice No.	Account No.	Account Description		Debit	Credit	
2473	01-4-2500-000	PAYABLES - TRADE		1984.00		
Invoice Description -->		SALMON BEACH - TRANSPORTATION - GRADING				
Total :				1984.00	0.00	1984.00
00084-0005	25-Feb-2015	Issued	31	T		13012.12
2474	01-4-2500-000	PAYABLES - TRADE		2426.02		
Invoice Description -->		SALMON BEACH - RECREATION - BOAT RAMP - CAPITAL				
2472	01-4-2500-000	PAYABLES - TRADE		10586.10		
Invoice Description -->		LBA - VEGETATION MANAGEMENT - CAPITAL				
Total :				13012.12	0.00	13012.12
Supplier Total :				14996.12	0.00	14996.12
-----						
1780	DOLANS CONCRETE LTD.					
37235	11-Feb-2015	Issued	28	C		1906.99
75453	01-4-2500-000	PAYABLES - TRADE		1906.99		
Invoice Description -->		AVRA - CAPITAL - ROAD CONST. HOG WALLOW AIRPORT ROAD				
Total :				1906.99	0.00	1906.99
Supplier Total :				1906.99	0.00	1906.99
-----						
1922	EDWARDS, KEN					
37279	20-Feb-2015	Issued	32	C		250.00
1005	01-4-2500-000	PAYABLES - TRADE		250.00		
Invoice Description -->		2015 WOODSTOVE EXCHANGE REBATE				
Total :				250.00	0.00	250.00
Supplier Total :				250.00	0.00	250.00
-----						
1971	ENVIRONMENTAL OPERATORS CERTIFICATION PROGRAM					
37280	20-Feb-2015	Issued	32	C		52.50
BCWS-431- CLASSI	01-4-2500-000	PAYABLES - TRADE		52.50		
Invoice Description -->		BCWS - APPLICATION FOR CLASSIFICATION OF WATER SYSTEM				
Total :				52.50	0.00	52.50
Supplier Total :				52.50	0.00	52.50
-----						
1979	ERIK LARSEN DIESEL CO. LTD.					
37281	20-Feb-2015	Issued	32	C		58.45
712258	01-4-2500-000	PAYABLES - TRADE		58.45		
Invoice Description -->		SALMON BEACH - SEWAGE - FLOAT LINK				
Total :				58.45	0.00	58.45
Supplier Total :				58.45	0.00	58.45

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Supplier	Supplier Name					
Chq/Ref #	Cheque Date	Status	Batch	Medium	Amount	
Invoice No.	Account No.	Account Description		Debit	Credit	
00082-0005	06-Feb-2015	Issued	24	T		190.86
76383A	01-4-2500-000	PAYABLES - TRADE		46.71		
Invoice Description --> LBA - LIGHTING FOR BUILDING						
76435C	01-4-2500-000	PAYABLES - TRADE		144.15		
Invoice Description --> SLVFD - LIGHTING						
<b>Total :</b>				190.86	0.00	190.86
00084-0006	25-Feb-2015	Issued	31	T		27.92
76459A	01-4-2500-000	PAYABLES - TRADE		27.92		
Invoice Description --> BCFVD - FIRE HALL COMPUTER NETWORKS						
<b>Total :</b>				27.92	0.00	27.92
<b>Supplier Total :</b>				218.78	0.00	218.78
<hr/>						
<b>1999</b>	<b>E-Z SEE REFLECTIVE ADDRESS SYSTEMS</b>					
37221	04-Feb-2015	Issued	25	C		409.50
0116	01-4-2500-000	PAYABLES - TRADE		409.50		
Invoice Description --> SLVFD - ADDRESS SIGNAGE - FIRE PREVENTION						
<b>Total :</b>				409.50	0.00	409.50
<b>Supplier Total :</b>				409.50	0.00	409.50
<hr/>						
<b>2010</b>	<b>OUGHTRED COFFEE &amp; TEA LTD.</b>					
37236	11-Feb-2015	Issued	28	C		99.22
INV125927	01-4-2500-000	PAYABLES - TRADE		99.22		
Invoice Description --> OFFICE SUPPLIES						
<b>Total :</b>				99.22	0.00	99.22
<b>Supplier Total :</b>				99.22	0.00	99.22
<hr/>						
<b>2026</b>	<b>FENCELINE PRODUCTS LTD</b>					
37282	20-Feb-2015	Issued	32	C		1572.90
74184	01-4-2500-000	PAYABLES - TRADE		1572.90		
Invoice Description --> EMERGENCY RECOVERY TO BCWS NORTH RES						
<b>Total :</b>				1572.90	0.00	1572.90
<b>Supplier Total :</b>				1572.90	0.00	1572.90
<hr/>						
<b>2067</b>	<b>FORTISBC</b>					
37237	11-Feb-2015	Issued	28	C		263.04
JAN22/15	01-4-2500-000	PAYABLES - TRADE		263.04		
Invoice Description --> BCFVD - MONTHLY NATRUAL GAS FOR HALL						
<b>Total :</b>				263.04	0.00	263.04
<b>Supplier Total :</b>				263.04	0.00	263.04

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Bank : 1 To 3  
 Status : All  
 Medium :  
 M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name					
Chq/Ref #	Cheque Date	Status	Batch	Medium	Amount	
Invoice No.	Account No.	Account Description		Debit	Credit	
<b>2089</b>	<b>FRASER, RANDY W</b>					
37222	04-Feb-2015	Issued	25	C		4000.00
02	01-4-2500-000	PAYABLES - TRADE		4000.00		
Invoice Description --> ACRD - CONTRACTED SERVICES FOR ENVIRO SERVICES						
<b>Total :</b>				4000.00	0.00	4000.00
37283	20-Feb-2015	Issued	32	C		2760.00
03	01-4-2500-000	PAYABLES - TRADE		2760.00		
Invoice Description --> ACRD - CONTRACTED SERVICES FOR ENVIRO SERVICES						
<b>Total :</b>				2760.00	0.00	2760.00
<b>Supplier Total :</b>				6760.00	0.00	6760.00
<b>2117</b>	<b>GARDENS ON THE GO</b>					
37284	20-Feb-2015	Issued	32	C		4908.75
02091501	01-4-2500-000	PAYABLES - TRADE		4908.75		
Invoice Description --> PLANNING - FARM PLAN IMPLEMENTATION						
<b>Total :</b>				4908.75	0.00	4908.75
<b>Supplier Total :</b>				4908.75	0.00	4908.75
<b>2127</b>	<b>GLACIER MEDIA GROUP</b>					
37238	11-Feb-2015	Issued	28	C		559.47
GCCL00048603	01-4-2500-000	PAYABLES - TRADE		559.47		
Invoice Description --> ACRD - RECRUITING - ACCOUNTANT ADVERTISEMENT						
<b>Total :</b>				559.47	0.00	559.47
<b>Supplier Total :</b>				559.47	0.00	559.47
<b>2140</b>	<b>GEDDES, RICHARD D.</b>					
000083-0006	13-Feb-2015	Issued	27	T		600.00
86	01-4-2500-000	PAYABLES - TRADE		600.00		
Invoice Description --> SLVFD - 1ST RESPONDER - APPLETON, WEDAM, WHITAKER						
<b>Total :</b>				600.00	0.00	600.00
<b>Supplier Total :</b>				600.00	0.00	600.00
<b>2240</b>	<b>GIBSON BROTHERS CONTRACTING LTD.</b>					
37223	04-Feb-2015	Issued	25	C		10920.00
13341	01-4-2500-000	PAYABLES - TRADE		10920.00		
Invoice Description --> LBA - CULVERT AND DRAINAGE REPAIRS - CAPITAL						
<b>Total :</b>				10920.00	0.00	10920.00
37239	11-Feb-2015	Issued	28	C		2184.00
13336	01-4-2500-000	PAYABLES - TRADE		2184.00		
Invoice Description --> LBA - AIRPORT DRAINAGE AND CULVERT REPAIRS						



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**Medium :**  
 M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name					
Chq/Ref #	Cheque Date	Status	Batch	Medium	Amount	
Invoice No.	Account No.	Account Description		Debit	Credit	
<b>Total :</b>				2184.00	0.00	2184.00
37285	20-Feb-2015	Issued	32	C		420.00
13346	01-4-2500-000	PAYABLES - TRADE		420.00		
Invoice Description --> LBA - AIRPORT ROAD GRADING						
<b>Total :</b>				420.00	0.00	420.00
<b>Supplier Total :</b>				13524.00	0.00	13524.00
<hr/>						
<b>2320</b>	<b>THE GRAPHICS FACTORY</b>					
37240	11-Feb-2015	Issued	28	C		274.40
22371	01-4-2500-000	PAYABLES - TRADE		89.60		
Invoice Description --> AVL - DEPOT SIGNAGE						
22356	01-4-2500-000	PAYABLES - TRADE		184.80		
Invoice Description --> BCEP - MAILOUT						
<b>Total :</b>				274.40	0.00	274.40
<b>Supplier Total :</b>				274.40	0.00	274.40
<hr/>						
<b>2390</b>	<b>HARBOUR VIEW COLLISION LTD</b>					
37286	20-Feb-2015	Issued	32	C		594.70
32572	01-4-2500-000	PAYABLES - TRADE		594.70		
Invoice Description --> BVFD - FIRETRUCK REPAIRS						
<b>Total :</b>				594.70	0.00	594.70
<b>Supplier Total :</b>				594.70	0.00	594.70
<hr/>						
<b>2485</b>	<b>HOLDER, DAN</b>					
37287	20-Feb-2015	Issued	32	C		4234.13
JAN.31/15	01-4-2500-000	PAYABLES - TRADE		4234.13		
Invoice Description --> FIRE SERVICE COORDINATOR CONTRACTOR - JANUARY 2015						
<b>Total :</b>				4234.13	0.00	4234.13
<b>Supplier Total :</b>				4234.13	0.00	4234.13
<hr/>						
<b>2499</b>	<b>HOMETOWN AUTOMOTIVE LTD.</b>					
37241	11-Feb-2015	Issued	28	C		66.26
4431	01-4-2500-000	PAYABLES - TRADE		66.26		
Invoice Description --> BUILDING INSPECTION - 2007 JEEP LIBERTY - OIL, LUBE & FLITER						
<b>Total :</b>				66.26	0.00	66.26
<b>Supplier Total :</b>				66.26	0.00	66.26
<hr/>						
<b>2560</b>	<b>HOULE PRINTING</b>					
37242	11-Feb-2015	Issued	28	C		
13753	01-4-2500-000	PAYABLES - TRADE		152.32		

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Supplier	Supplier Name					
Chq/Ref #	Cheque Date	Status	Batch	Medium	Amount	
Invoice No.	Account No.	Account Description		Debit	Credit	
Invoice Description --> BCWS - WATER SHUT-OFF NOTICES						
Total :				152.32	0.00	152.32
37288	20-Feb-2015	Issued	32	C		982.24
13799	01-4-2500-000	PAYABLES - TRADE		87.36		
Invoice Description --> REG PLAN - ACRD AGRICULTURAL PLAN BROCHURES						
13800	01-4-2500-000	PAYABLES - TRADE		228.48		
Invoice Description --> REG PLAN - ALBERNI VALLEY FARMERS GUIDE - AGR PLAN						
13804	01-4-2500-000	PAYABLES - TRADE		277.76		
Invoice Description --> SPROAT LAKE - WINTER/SPRING COMMUNITY NEWS						
13801	01-4-2500-000	PAYABLES - TRADE		388.64		
Invoice Description --> REG PLAN - ALBERNI VALLEY FARNMS DAY COOKBOOKS - AGR PLAN						
Total :				982.24	0.00	982.24
Supplier Total :				1134.56	0.00	1134.56
-----						
2580	HUB FIRE ENGINES & EQUIPMENT LTD.					
37243	11-Feb-2015	Issued	28	C		3207.36
IN00029478	01-4-2500-000	PAYABLES - TRADE		3207.36		
Invoice Description --> SLVFD - REPAIR OF FIRE TRUCK #46						
Total :				3207.36	0.00	3207.36
Supplier Total :				3207.36	0.00	3207.36
-----						
2649	THE INK SPOT					
37289	20-Feb-2015	Issued	32	C		603.68
15-307	01-4-2500-000	PAYABLES - TRADE		603.68		
Invoice Description --> ACRD - OFFICE SUPPLIES						
Total :				603.68	0.00	603.68
Supplier Total :				603.68	0.00	603.68
-----						
2785	JACK'S EXCEL TIRE CENTRE					
37244	11-Feb-2015	Issued	28	C		30.24
132267	01-4-2500-000	PAYABLES - TRADE		30.24		
Invoice Description --> BUILDING INSPECTION - 2007 JEEP LIBERTY FLAT REPAIR						
Total :				30.24	0.00	30.24
Supplier Total :				30.24	0.00	30.24
-----						
2798	MIKE KOBUS					
37290	20-Feb-2015	Issued	32	C		187.63
JAN20/15	01-4-2500-000	PAYABLES - TRADE		38.52		
Invoice Description --> BCVFD - SERVICE AWARD						
JAN4/15	01-4-2500-000	PAYABLES - TRADE		149.11		
Invoice Description --> BCVFD - SERVICE AWARD						

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Bank : 1 To 3  
 Status : All  
 Medium :  
 M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name	Status	Batch	Medium	Amount
Chq/Ref #	Cheque Date				
Invoice No.	Account No.	Account Description		Debit	Credit
Total :				187.63	0.00
Supplier Total :				187.63	0.00

<b>2840</b>	<b>JUSTICE INSTITUTE OF BC</b>				
37224	04-Feb-2015	Issued	25	C	408.78
298956	01-4-2500-000	PAYABLES - TRADE		408.78	
Invoice Description --> SLVFD - COMPANY INSPECTIONS TRAINING - GEDDES					
Total :				408.78	0.00

37245	11-Feb-2015	Issued	28	C	750.00
285655	01-4-2500-000	PAYABLES - TRADE		50.00	
Invoice Description --> SLVFD - FIRE FIGHTER 2 COURSE FEE - ANDY BAIRD					
285656	01-4-2500-000	PAYABLES - TRADE		50.00	
Invoice Description --> SLVFD - FIRE FIGHTER 2 COURSE FEE - SHAWNA KATAN					
285657	01-4-2500-000	PAYABLES - TRADE		50.00	
Invoice Description --> SLVFD - FIRE FIGHTER 2 COURSE FEE - NORMA BINGHAM					
285658	01-4-2500-000	PAYABLES - TRADE		50.00	
Invoice Description --> SLVFD - FIRE FIGHTER 2 COURSE FEE - CLAIR MACDONALD					
285659	01-4-2500-000	PAYABLES - TRADE		50.00	
Invoice Description --> SLVFD - FIRE FIGHTER 2 COURSE FEE - RICHARD WHITTAKER					
285660	01-4-2500-000	PAYABLES - TRADE		50.00	
Invoice Description --> SLVFD - FIRE FIGHTER 2 COURSE FEE - ROBERT GORNALL					
285665	01-4-2500-000	PAYABLES - TRADE		50.00	
Invoice Description --> SLVFD - FIRE FIGHTER 2 COURSE FEE - JUANITA FLAATTEN					
285668	01-4-2500-000	PAYABLES - TRADE		50.00	
Invoice Description --> SLVFD - FIRE FIGHTER 2 COURSE FEE - WENDY STANDER					
285670	01-4-2500-000	PAYABLES - TRADE		50.00	
Invoice Description --> SLVFD - FIRE FIGHTER 2 COURSE FEE - SHAWN ELDER					
285930	01-4-2500-000	PAYABLES - TRADE		50.00	
Invoice Description --> SLVFD - FIRE FIGHTER 2 COURSE FEE - MARTIN WEDAM					
285932	01-4-2500-000	PAYABLES - TRADE		50.00	
Invoice Description --> SLVFD - FIRE FIGHTER 2 COURSE FEE - TAYLOR HECK					
285938	01-4-2500-000	PAYABLES - TRADE		50.00	
Invoice Description --> SLVFD - FIRE FIGHTER 2 COURSE FEE - NATHAN WYNANS					
285941	01-4-2500-000	PAYABLES - TRADE		50.00	
Invoice Description --> SLVFD - FIRE FIGHTER 2 COURSE FEE - SARA-HART SODOMSKY					
285937	01-4-2500-000	PAYABLES - TRADE		100.00	
Invoice Description --> SLVFD - FIRE FIGHTER 1 & 2 COURSE FEE - CAMERON APPLETON					
Total :				750.00	0.00

37246	11-Feb-2015	Issued	28	C	250.00
285944	01-4-2500-000	PAYABLES - TRADE		50.00	
Invoice Description --> SLVFD - FIRE FIGHTER 2 COURSE FEE - BARRY JOHNSON					
285946	01-4-2500-000	PAYABLES - TRADE		50.00	
Invoice Description --> SLVFD - FIRE FIGHTER 2 COURSE FEE - RICK GEDDES					
286355	01-4-2500-000	PAYABLES - TRADE		50.00	
Invoice Description --> SLVFD - FIRE FIGHTER 2 COURSE FEE - WADE HEPP					

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 Batch No. : All

Bank : 1 To 3

Status : All

Medium :

M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name					
Chq/Ref #	Cheque Date	Status	Batch	Medium	Amount	
Invoice No.	Account No.	Account Description		Debit	Credit	
287047	01-4-2500-000	PAYABLES - TRADE		50.00		
Invoice Description -->		SLVFD - FIRE FIGHTER 2 COURSE FEE - DERICK CYR				
315914	01-4-2500-000	PAYABLES - TRADE		50.00		
Invoice Description -->		SLVFD - FIRE FIGHTER 2 FEE - DALLAS CANN				
Total :				250.00	0.00	250.00
37291	20-Feb-2015	Issued	32	C		5943.09
316814	01-4-2500-000	PAYABLES - TRADE		36.61		
Invoice Description -->		SLVFD - INCIDENT COMMAND TRAINING MATERIALS				
20040772	01-4-2500-000	PAYABLES - TRADE		501.42		
Invoice Description -->		BCVFD - HAZ MAT AWARENESS EXAM X 9				
20040808	01-4-2500-000	PAYABLES - TRADE		5405.06		
Invoice Description -->		BCVFD - PUMPS AND PUMPING COURSE				
Total :				5943.09	0.00	5943.09
Supplier Total :				7351.87	0.00	7351.87
-----						
2877	KOERS & ASSOCIATES ENGINEERING LTD.					
00084-0007	25-Feb-2015	Issued	31	T		5903.13
1245-022	01-4-2500-000	PAYABLES - TRADE		170.89		
Invoice Description -->		BCWS - ENGINEERING ADVICE				
1504-001	01-4-2500-000	PAYABLES - TRADE		1360.83		
Invoice Description -->		BCWS - DOBIE ROAD WATERMAIN - NEW CONNECTION				
1476-004	01-4-2500-000	PAYABLES - TRADE		4371.41		
Invoice Description -->		BWS - PILOT TESTING FOR BAMFIELD WATER SYSTEM				
Total :				5903.13	0.00	5903.13
Supplier Total :				5903.13	0.00	5903.13
-----						
2890	L.B. WOODCHOPPERS LTD.					
00083-0007	13-Feb-2015	Issued	27	T		491.68
209091	01-4-2500-000	PAYABLES - TRADE		491.68		
Invoice Description -->		BCWS - 8' VANE AXIAL FAN W/CANISTER DUCT				
Total :				491.68	0.00	491.68
Supplier Total :				491.68	0.00	491.68
-----						
2892	L.A. MARINE LTD.					
37247	11-Feb-2015	Issued	28	C		247.52
17248	01-4-2500-000	PAYABLES - TRADE		17.92		
Invoice Description -->		SLVFD - SAFETY KIT - FIRE PREVENTION				
17235	01-4-2500-000	PAYABLES - TRADE		229.60		
Invoice Description -->		SLVFD - EQUIPMENT				
Total :				247.52	0.00	247.52

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Status : All

Medium :

M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name		Status	Batch	Medium		Amount
Chq/Ref #	Cheque Date						
Invoice No.	Account No.	Account Description			Debit	Credit	
<b>Supplier Total :</b>					247.52	0.00	247.52
<hr/>							
<b>3005</b>	<b>LGMA</b>						
37292	20-Feb-2015		Issued	32	C		225.75
LGMAWORKSHOP-	01-4-2500-000	PAYABLES - TRADE			225.75		
Invoice Description -->		ACRD ADMIN - BYLAW DRAFTING WORKSHOP - THOMSON					
<b>Total :</b>					225.75	0.00	225.75
<b>Supplier Total :</b>					225.75	0.00	225.75
<hr/>							
<b>3018</b>	<b>LGMA - VANCOUVER ISLAND CHAPTER</b>						
37293	20-Feb-2015		Issued	32	C		140.00
2015VIMEMBER	01-4-2500-000	PAYABLES - TRADE			140.00		
Invoice Description -->		2015 LGMA - VANCOUVER ISLAND MEMBERSHIP					
<b>Total :</b>					140.00	0.00	140.00
<b>Supplier Total :</b>					140.00	0.00	140.00
<hr/>							
<b>3025</b>	<b>LADY ROSE MARINE SERVICES</b>						
37294	20-Feb-2015		Issued	32	C		1423.15
2010-16976	01-4-2500-000	PAYABLES - TRADE			12.08		
Invoice Description -->		BWS - WATER SYSTEM SUPPLIES					
2010-17005	01-4-2500-000	PAYABLES - TRADE			12.08		
Invoice Description -->		BWS - WATER SYSTEM SUPPLIES					
2010-17049	01-4-2500-000	PAYABLES - TRADE			50.40		
Invoice Description -->		BWS - WATER SYSTEM SUPPLIES					
2010-17052	01-4-2500-000	PAYABLES - TRADE			184.14		
Invoice Description -->		BWS - WATER SYSTEM SUPPLIES					
2010-17115	01-4-2500-000	PAYABLES - TRADE			250.95		
Invoice Description -->		AVLF - BAMFIELD GARBAGE BIN TRANSPORT					
2010-16958	01-4-2500-000	PAYABLES - TRADE			304.50		
Invoice Description -->		AVLF - BAMFIELD GARBAGE BIN TRANSPORT					
2010-17010	01-4-2500-000	PAYABLES - TRADE			304.50		
Invoice Description -->		AVLF - BAMFIELD GARBAGE BIN TRANSPORT					
2010-17058	01-4-2500-000	PAYABLES - TRADE			304.50		
Invoice Description -->		AVLF - BAMFIELD GARBAGE BIN TRANSPORT					
<b>Total :</b>					1423.15	0.00	1423.15
<b>Supplier Total :</b>					1423.15	0.00	1423.15
<hr/>							
<b>3116</b>	<b>PRAXAIR DISTRIBUTION</b>						
37248	11-Feb-2015		Issued	28	C		202.57
20211393	01-4-2500-000	PAYABLES - TRADE			202.57		
Invoice Description -->		SLVFD - AIR SUPPLIES					
<b>Total :</b>					202.57	0.00	202.57



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 Status : All  
 Medium :  
 M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name						
Chq/Ref #	Cheque Date	Status	Batch	Medium	Amount		
Invoice No.	Account No.	Account Description		Debit	Credit		
<b>Supplier Total :</b>				202.57	0.00	202.57	
<hr/>							
<b>3117</b>	<b>LORDCO</b>						
37295	20-Feb-2015	Issued	32	C		441.77	
275773	01-4-2500-000	PAYABLES - TRADE		7.66			
Invoice Description --> SLVFD - PARTS FOR TRUCK #46							
276729	01-4-2500-000	PAYABLES - TRADE		9.28			
Invoice Description --> SLVFD - PARTS FOR TRUCK # 46							
277463	01-4-2500-000	PAYABLES - TRADE		424.83			
Invoice Description --> SLVFD - PARTS FOR TRUCK #46							
<b>Total :</b>				441.77	0.00	441.77	
<b>Supplier Total :</b>				441.77	0.00	441.77	
<hr/>							
<b>3205</b>	<b>MAGIC MOMENTS</b>						
37249	11-Feb-2015	Issued	28	C		275.52	
15-150101	01-4-2500-000	PAYABLES - TRADE		62.72			
Invoice Description --> BCFVD - NAME TAGS							
15-012801	01-4-2500-000	PAYABLES - TRADE		212.80			
Invoice Description --> ACRD - SERVICE AWARDS - WILSON, GAUDREAU & DYER							
<b>Total :</b>				275.52	0.00	275.52	
<b>Supplier Total :</b>				275.52	0.00	275.52	
<hr/>							
<b>3214</b>	<b>MARCIE DEWITT</b>						
37296	20-Feb-2015	Issued	32	C		3400.00	
JAN.01/15	01-4-2500-000	PAYABLES - TRADE		400.00			
Invoice Description --> ACHN - TEMPORARY CONTRACTED COORDINATOR							
JAN.31/15	01-4-2500-000	PAYABLES - TRADE		3000.00			
Invoice Description --> ACHN - TEMPORARY CONTRACTED SERVICES							
<b>Total :</b>				3400.00	0.00	3400.00	
<b>Supplier Total :</b>				3400.00	0.00	3400.00	
<hr/>							
<b>3233</b>	<b>CAREY MCIVER &amp; ASSOCIATES LTD.</b>						
37297	20-Feb-2015	Issued	32	C		6706.22	
15.02.01	01-4-2500-000	PAYABLES - TRADE		6706.22			
Invoice Description --> AVLF & WCLF - SOLID WASTE MANAGEMENT PLAN							
<b>Total :</b>				6706.22	0.00	6706.22	
<b>Supplier Total :</b>				6706.22	0.00	6706.22	
<hr/>							
<b>3270</b>	<b>MCCOY LAKE EXCAVATING LTD</b>						
37298	20-Feb-2015	Issued	32	C		1050.75	
3235	01-4-2500-000	PAYABLES - TRADE		1050.75			
Invoice Description --> BCWS - WALKER ROAD SERVICE LEAK							

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 Medium :  
 M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name					
Chq/Ref #	Cheque Date	Status	Batch	Medium	Amount	
Invoice No.	Account No.	Account Description		Debit	Credit	
Total :				1050.75	0.00	1050.75
Supplier Total :				1050.75	0.00	1050.75

<b>3272</b>	<b>MCCONNELL, SHAWN</b>					
00084-0008	25-Feb-2015	Issued	31	T		2218.49
415915	01-4-2500-000	PAYABLES - TRADE		979.49		
Invoice Description --> JANUARY 2015 - MILLSTREAM WATER CONTRACTOR						
415916	01-4-2500-000	PAYABLES - TRADE		1239.00		
Invoice Description --> JANUARY 2015 - LONG BEACH AIRPORT WATER CONTRACT						
Total :				2218.49	0.00	2218.49
Supplier Total :				2218.49	0.00	2218.49

<b>3280</b>	<b>MCGILL &amp; ASSOCIATES ENGINEERING</b>					
00084-0009	25-Feb-2015	Issued	31	T		13859.59
14965	01-4-2500-000	PAYABLES - TRADE		173.25		
Invoice Description --> AVLF - SCADA MONITORING						
14968	01-4-2500-000	PAYABLES - TRADE		252.00		
Invoice Description --> ALVF - FENCING - CAPITAL						
14985	01-4-2500-000	PAYABLES - TRADE		283.50		
Invoice Description --> AVLF - RECYCLING BUILDING						
14987	01-4-2500-000	PAYABLES - TRADE		303.19		
Invoice Description --> WCLF - DATALOGGER						
14963	01-4-2500-000	PAYABLES - TRADE		677.44		
Invoice Description --> AVLF - ANNUAL REPORT						
14984	01-4-2500-000	PAYABLES - TRADE		764.44		
Invoice Description --> SALMON BEACH - BOAT RAMP - CAPITAL						
14986	01-4-2500-000	PAYABLES - TRADE		890.66		
Invoice Description --> ALVF - MCCOY LAKE RD PUMPHOUSE - CAPITAL						
14966	01-4-2500-000	PAYABLES - TRADE		941.12		
Invoice Description --> AVLF - NORTH EAST EXPANSION						
14964	01-4-2500-000	PAYABLES - TRADE		1060.20		
Invoice Description --> WCLF - ANNUAL REPORTING						
14969	01-4-2500-000	PAYABLES - TRADE		1144.11		
Invoice Description --> AVLF - ACCESS ROAD PAVING - CAPITAL						
14967	01-4-2500-000	PAYABLES - TRADE		1169.44		
Invoice Description --> AVLF - GAS MANAGEMENT PLAN - CAPITAL						
14973	01-4-2500-000	PAYABLES - TRADE		1429.31		
Invoice Description --> WCLF - GENERAL CONSULTING						
14971	01-4-2500-000	PAYABLES - TRADE		1690.50		
Invoice Description --> CCID - WATERMAIN REPLACEMENT GAS TAX INITIATIVE						
14972	01-4-2500-000	PAYABLES - TRADE		3080.43		
Invoice Description --> AVLF - GENERAL CONSULTING						
Total :				13859.59	0.00	13859.59

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Status : All

Medium :

M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name						
Chq/Ref #	Cheque Date	Status	Batch	Medium	Amount		
Invoice No.	Account No.	Account Description		Debit	Credit		
<b>Supplier Total :</b>				13859.59	0.00	13859.59	
<hr/>							
<b>3287</b>	<b>McLEAN &amp; HIGGINS LTD.</b>						
37250	11-Feb-2015	Issued	28	C		36.46	
38971	01-4-2500-000	PAYABLES - TRADE		36.46			
Invoice Description --> BCWS - STRICK PUMP HOUSE							
<b>Total :</b>				36.46	0.00	36.46	
<b>Supplier Total :</b>				36.46	0.00	36.46	
<hr/>							
<b>3340</b>	<b>MINISTER OF FINANCE</b>						
37251	11-Feb-2015	Issued	28	C		1948.50	
MSPFEB/15	01-4-2500-000	PAYABLES - TRADE		1948.50			
Invoice Description --> MSP PREMIUMS FOR FEBRUARY 2015							
<b>Total :</b>				1948.50	0.00	1948.50	
<b>Supplier Total :</b>				1948.50	0.00	1948.50	
<hr/>							
<b>3370</b>	<b>MINISTER OF FINANCE</b>						
37225	04-Feb-2015	Issued	25	C		3634.55	
2012-13ROYAL	01-4-2500-000	PAYABLES - TRADE		3634.55			
Invoice Description --> GRAVEL ROYALTY - OCTOBER 2012 TO DECEMBER 2012							
<b>Total :</b>				3634.55	0.00	3634.55	
<b>Supplier Total :</b>				3634.55	0.00	3634.55	
<hr/>							
<b>3490</b>	<b>MUNICIPAL PENSION PLAN</b>						
EFT-4	13-Feb-2015	Issued	30	E		8778.86	
PP#3 - 2015	01-4-2500-000	PAYABLES - TRADE		8778.86			
Invoice Description --> PAYPERIOD #3 - 2015 PENSION PLAN REMITTANCE							
<b>Total :</b>				8778.86	0.00	8778.86	
EFT-6	27-Feb-2015	Issued	50	E		10863.07	
PP#4 - 2015	01-4-2500-000	PAYABLES - TRADE		10863.07			
Invoice Description --> PAYPERIOD #4 - 2015 PENSION PLAN REMITTANCE							
<b>Total :</b>				10863.07	0.00	10863.07	
<b>Supplier Total :</b>				19641.93	0.00	19641.93	
<hr/>							
<b>3505</b>	<b>MFA LEASING</b>						
AUTO67671	28-Feb-2015	Issued	37	E		2553.97	
BAMFIRE67671	01-4-2500-000	PAYABLES - TRADE		2553.97			
Invoice Description --> BAMFIELD FIRE HALL LEASE PAYMENT							
<b>Total :</b>				2553.97	0.00	2553.97	
AUTO67673	28-Feb-2015	Issued	37	E		1654.31	

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 Medium :  
 M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name					
Chq/Ref #	Cheque Date	Status	Batch	Medium	Amount	
Invoice No.	Account No.	Account Description		Debit	Credit	
6140267673	01-4-2500-000	PAYABLES - TRADE		1654.31		
Invoice Description --> LBA TRACTOR LEASE						
Total :				1654.31	0.00	1654.31
Supplier Total :				4208.28	0.00	4208.28
<hr/>						
<b>3511</b>	<b>HARRIS &amp; COMPANY LLP</b>					
37299	20-Feb-2015	Issued	32	C		315.00
FEB.05/15	01-4-2500-000	PAYABLES - TRADE		157.50		
Invoice Description --> ACRD - PROFESSIONAL DEVELOPMENT - R. DYSON						
FEB.5/15	01-4-2500-000	PAYABLES - TRADE		157.50		
Invoice Description --> ACRD - PROFESSIONAL DEVELOPMENT - W. THOMSON						
Total :				315.00	0.00	315.00
Supplier Total :				315.00	0.00	315.00
<hr/>						
<b>3622</b>	<b>NICKLIN WASTE DISPOSAL</b>					
37252	11-Feb-2015	Issued	28	C		50.40
6953	01-4-2500-000	PAYABLES - TRADE		50.40		
Invoice Description --> COUGAR SMITH PARK - GARBAGE PICKUP FEB TO MAR						
Total :				50.40	0.00	50.40
Supplier Total :				50.40	0.00	50.40
<hr/>						
<b>3651</b>	<b>NORTH ISLAND LABORATORIES</b>					
37253	11-Feb-2015	Issued	28	C		752.85
94977	01-4-2500-000	PAYABLES - TRADE		138.60		
Invoice Description --> BWS - WATER TESTING						
95034	01-4-2500-000	PAYABLES - TRADE		614.25		
Invoice Description --> BWS - WATER TESTING						
Total :				752.85	0.00	752.85
Supplier Total :				752.85	0.00	752.85
<hr/>						
<b>3693</b>	<b>NUU-CHAH-NULTH TRIBAL COUNCIL</b>					
37300	20-Feb-2015	Issued	32	C		405.00
6254	01-4-2500-000	PAYABLES - TRADE		165.00		
Invoice Description --> WOODSTOVE EXCHANGE - AD						
6255	01-4-2500-000	PAYABLES - TRADE		240.00		
Invoice Description --> ACHN - AD HEALTH NETWORK COORDINATOR						
Total :				405.00	0.00	405.00
Supplier Total :				405.00	0.00	405.00
<hr/>						
<b>4101</b>	<b>PLUMBING OFFICIALS' ASSOC. OF B.C.</b>					
37254	11-Feb-2015	Issued	28	C		80.00

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 Medium :  
 M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name						
Chq/Ref #	Cheque Date	Status	Batch	Medium	Amount		
Invoice No.	Account No.	Account Description		Debit	Credit		
RG2015DUES	01-4-2500-000	PAYABLES - TRADE		80.00			
Invoice Description -->		ROB GAUDREAU - 2015 MEMBERSHIP DUES					
Total :				80.00	0.00	80.00	
Supplier Total :				80.00	0.00	80.00	
<hr/>							
<b>4187</b>	<b>QUALITY FOODS-PORT ALBERNI</b>						
37255	11-Feb-2015	Issued	28	C		128.52	
62 410268	01-4-2500-000	PAYABLES - TRADE		24.62			
Invoice Description -->		SLVFD - OFFICERS MEETING					
62 421625	01-4-2500-000	PAYABLES - TRADE		103.90			
Invoice Description -->		ACRD OFFICE SUPPLIES					
Total :				128.52	0.00	128.52	
Supplier Total :				128.52	0.00	128.52	
<hr/>							
<b>4220</b>	<b>RAYNER &amp; BRACHT LTD</b>						
37301	20-Feb-2015	Issued	32	C		1887.20	
2015011	01-4-2500-000	PAYABLES - TRADE		1887.20			
Invoice Description -->		AVLF - BAMFIELD BIN CHARGES JANUARY 2015					
Total :				1887.20	0.00	1887.20	
Supplier Total :				1887.20	0.00	1887.20	
<hr/>							
<b>4280</b>	<b>RECEIVER GENERAL FOR CANADA</b>						
37226	04-Feb-2015	Issued	25	C		16927.32	
4280 - 67431	01-4-2500-000	PAYABLES - TRADE		16927.32			
Invoice Description -->		TAX REMITTANCE FOR PAYROLL ENDING PAYPERIOD #3					
Total :				16927.32	0.00	16927.32	
37309	25-Feb-2015	Issued	35	C		24627.05	
PP#4 - 2015 - DIR	01-4-2500-000	PAYABLES - TRADE		708.62			
Invoice Description -->		TAX REMITTANCE FOR PAYROLL PAYPERIOD #4 - DIRECTORS					
PP#4 - 2015	01-4-2500-000	PAYABLES - TRADE		23918.43			
Invoice Description -->		TAX REMITTANCE FOR PAYROLL ENDING PAYPERIOD #4					
Total :				24627.05	0.00	24627.05	
Supplier Total :				41554.37	0.00	41554.37	
<hr/>							
<b>4323</b>	<b>R.F. BINNIE &amp; ASSOCIATES LTD.</b>						
37302	20-Feb-2015	Issued	32	C		3939.60	
335604	01-4-2500-000	PAYABLES - TRADE		3939.60			
Invoice Description -->		ACRD - HORNE LAKE CONNECTOR - BUSINESS CASE					
Total :				3939.60	0.00	3939.60	



## Cheque Register - Detail - Supp.



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Supplier : 0003 To Z4209  
 Trans. Date : 01-Feb-2015 To 28-Feb-2015  
 Cheque Date : 01-Jan-2015 To 28-Feb-2015  
 Cheque No. : All  
 Batch No. : All

Bank : 1 To 3  
 Status : All  
 Medium :  
 M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name						
Chq/Ref #	Cheque Date	Status	Batch	Medium	Amount		
Invoice No.	Account No.	Account Description		Debit	Credit		
<b>Supplier Total :</b>				3939.60	0.00	3939.60	
<hr/>							
<b>4475</b>	<b>ROCKY MOUNTAIN PHOENIX</b>						
00084-0010	25-Feb-2015	Issued	31	T	934.08		
IN87164	01-4-2500-000	PAYABLES - TRADE		934.08			
Invoice Description --> SLVFD - FIRADE 2000 CONCENTRATE - 6 5 GALLON PAILS							
<b>Total :</b>				934.08	0.00	934.08	
<b>Supplier Total :</b>				934.08	0.00	934.08	
<hr/>							
<b>4491</b>	<b>ROMPRE, SUZANNE</b>						
00083-0008	13-Feb-2015	Issued	27	T	850.00		
JAN1-31/15	01-4-2500-000	PAYABLES - TRADE		850.00			
Invoice Description --> JANUARY BAMFIELD TRANSFER STATION CONTRACTOR							
<b>Total :</b>				850.00	0.00	850.00	
<b>Supplier Total :</b>				850.00	0.00	850.00	
<hr/>							
<b>4510</b>	<b>RBC ROYAL BANK VISA</b>						
37303	20-Feb-2015	Issued	32	C	12.77		
JAN26/15	01-4-2500-000	PAYABLES - TRADE		12.77			
Invoice Description --> BCFVD - OFFICE EXPENSES							
<b>Total :</b>				12.77	0.00	12.77	
<b>Supplier Total :</b>				12.77	0.00	12.77	
<hr/>							
<b>4560</b>	<b>SAROYA, JASPAL</b>						
37256	11-Feb-2015	Issued	28	C	44.80		
PREPAY-RETJAN15	01-4-2500-000	PAYABLES - TRADE		44.80			
Invoice Description --> AVLF - RETURN OF UNUSED PREPAYMENT ON DEMO ACCOUNT							
<b>Total :</b>				44.80	0.00	44.80	
<b>Supplier Total :</b>				44.80	0.00	44.80	
<hr/>							
<b>4611</b>	<b>SHRED-IT INTERNATIONAL ULC</b>						
37304	20-Feb-2015	Issued	32	C	505.89		
9001239203	01-4-2500-000	PAYABLES - TRADE		505.89			
Invoice Description --> ACRD OFFICE - SHREDDING SERVICE							
<b>Total :</b>				505.89	0.00	505.89	
<b>Supplier Total :</b>				505.89	0.00	505.89	
<hr/>							
<b>4717</b>	<b>SMITH, RYAN</b>						
00083-0009	13-Feb-2015	Issued	27	T	3969.00		
PCJAN31/15	01-4-2500-000	PAYABLES - TRADE		3969.00			

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Supplier : 0003 To Z4209  
 Trans. Date : 01-Feb-2015 To 28-Feb-2015  
 Cheque Date : 01-Jan-2015 To 28-Feb-2015  
 Cheque No. : All  
 Batch No. : All

Bank : 1 To 3  
 Status : All  
 Medium :  
 M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name					
Chq/Ref #	Cheque Date	Status	Batch	Medium	Amount	
Invoice No.	Account No.	Account Description		Debit	Credit	
Invoice Description --> SALMON BEACH - SEWAGE						
Total :				3969.00	0.00	3969.00
Supplier Total :				3969.00	0.00	3969.00
-----						
<b>4728</b>	<b>SONBIRD REFUSE &amp; RECYCLING LTD.</b>					
00084-0011	25-Feb-2015	Issued	31	T		13596.17
21151	01-4-2500-000	PAYABLES - TRADE		13596.17		
Invoice Description --> JANUARY 2015 WC GARBAGE & RECYCLING						
Total :				13596.17	0.00	13596.17
Supplier Total :				13596.17	0.00	13596.17
-----						
<b>4785</b>	<b>STEWART MCDANNOLD STUART</b>					
37258	12-Feb-2015	Issued	29	C		12000.00
FEB12/15	01-4-2500-000	PAYABLES - TRADE		12000.00		
Invoice Description --> LEGAL FEES						
Total :				12000.00	0.00	12000.00
37305	20-Feb-2015	Issued	32	C		13967.64
68986	01-4-2500-000	PAYABLES - TRADE		40.32		
Invoice Description --> LEGAL FEES						
68984	01-4-2500-000	PAYABLES - TRADE		610.50		
Invoice Description --> LEGAL FEES						
68985	01-4-2500-000	PAYABLES - TRADE		1029.22		
Invoice Description --> LEGAL FEES						
68987	01-4-2500-000	PAYABLES - TRADE		3856.36		
Invoice Description --> LEGAL FEES						
68988	01-4-2500-000	PAYABLES - TRADE		4091.04		
Invoice Description --> LEGAL FEES						
68989	01-4-2500-000	PAYABLES - TRADE		4340.20		
Invoice Description --> LEGAL FEES						
Total :				13967.64	0.00	13967.64
Supplier Total :				25967.64	0.00	25967.64
-----						
<b>4788</b>	<b>STAPLES ADVANTAGE</b>					
37257	11-Feb-2015	Issued	28	C		472.07
37619463	01-4-2500-000	PAYABLES - TRADE		105.92		
Invoice Description --> ACRD OFFICE \$ 17.59, BUILDING INSPECTION \$76.98						
37665046	01-4-2500-000	PAYABLES - TRADE		366.15		
Invoice Description --> ACRD OFFICE \$ 45.98, ACRD PAPER \$ 185.74, BCWS OFFICE TONER \$95.20						
Total :				472.07	0.00	472.07
Supplier Total :				472.07	0.00	472.07

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Supplier : 0003 To Z4209  
 Trans. Date : 01-Feb-2015 To 28-Feb-2015  
 Cheque Date : 01-Jan-2015 To 28-Feb-2015  
 Cheque No. : All  
 Batch No. : All

Bank : 1 To 3

Status : All

Medium :

M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name					
Chq/Ref #	Cheque Date	Status	Batch	Medium	Amount	
Invoice No.	Account No.	Account Description		Debit	Credit	
<b>4885</b>	<b>SUN COAST WASTE SERVICES</b>					
000084-0013	25-Feb-2015	Issued	31	T		23970.83
127093	01-4-2500-000	PAYABLES - TRADE		23970.83		
Invoice Description --> JANUARY 2015 - AV RECYCLING CONTRACT						
<b>Total :</b>				23970.83	0.00	23970.83
<b>Supplier Total :</b>				23970.83	0.00	23970.83
<b>4983</b>	<b>TELUS MOBILITY (BC)</b>					
37227	04-Feb-2015	Issued	25	C		1073.68
20322435168	01-4-2500-000	PAYABLES - TRADE		1073.68		
Invoice Description --> ACRD CELLPHONES						
<b>Total :</b>				1073.68	0.00	1073.68
<b>Supplier Total :</b>				1073.68	0.00	1073.68
<b>4984</b>	<b>TELUS</b>					
37310	25-Feb-2015	Issued	35	C		2121.13
FEB7/15	01-4-2500-000	PAYABLES - TRADE		2121.13		
Invoice Description --> ACRD CONSOLIDATED						
<b>Total :</b>				2121.13	0.00	2121.13
<b>Supplier Total :</b>				2121.13	0.00	2121.13
<b>5001</b>	<b>STERICYCLE COMMUNICATION SOLUTIONS</b>					
000084-0012	25-Feb-2015	Issued	31	T		141.75
150121539101	01-4-2500-000	PAYABLES - TRADE		141.75		
Invoice Description --> ACRD - CALL-IN SERVICE - EMPLOYEE SAFETY - FEBRUARY 2015						
<b>Total :</b>				141.75	0.00	141.75
<b>Supplier Total :</b>				141.75	0.00	141.75
<b>5454</b>	<b>WATSON, ERICA</b>					
37306	20-Feb-2015	Issued	32	C		180.00
FEB3/15	01-4-2500-000	PAYABLES - TRADE		180.00		
Invoice Description --> ACRD BOARD PHOTOS						
<b>Total :</b>				180.00	0.00	180.00
<b>Supplier Total :</b>				180.00	0.00	180.00
<b>O242</b>	<b>SKINNER, LAUREN G</b>					
37307	20-Feb-2015	Issued	32	C		164.84
JAN26/15	01-4-2500-000	PAYABLES - TRADE		164.84		
Invoice Description --> OVERPAYMENT OF RECYCLING FEES						

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**Supplier :** 0003 To Z4209  
**Trans. Date :** 01-Feb-2015 To 28-Feb-2015  
**Cheque Date :** 01-Jan-2015 To 28-Feb-2015  
**Cheque No. :** All  
**Batch No. :** All

**Bank :** 1 To 3  
**Status :** All  
**Medium :**  
 M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Supplier	Supplier Name						
Chq/Ref #	Cheque Date		Status	Batch	Medium		Amount
Invoice No.	Account No.	Account Description			Debit	Credit	
Total :					164.84	0.00	164.84
Supplier Total :					164.84	0.00	164.84

Total Computer Paid : 211,025.70

Total EFT PAP : 23,850.21

Total Paid : 497,271.23

Total Manually Paid : 0.00

Total EFT File Transfer : 262,395.32



## **REQUEST FOR DECISION**

**To:** Board of Directors

**From:** Janice Hill, Environmental Services Coordinator

**Meeting Date:** March 25, 2015

**Subject:** AVRA Hangar Lease – Bowerman Excavating Ltd.

---

**Recommendation:**

That the Alberni-Clayoquot Regional District Board of Directors enter into a 3 year lease agreement with Bowerman Excavating Ltd., commencing May 1<sup>st</sup>, 2015 and ending April 30<sup>th</sup>, 2018, to construct an aircraft hangar on Lots 8 & 17 (Lot A) at the Alberni Valley Regional Airport for the annual rate of \$2,939.20 plus applicable taxes including CPI increases.

**Summary:**

Craig Bowerman of Bowerman Excavating has requested to lease Lots 8 and 17 (Lot A) to construct an aircraft hangar. A notice of disposition of land was advertised for all available lease lots. There were no other interested parties.

**Time Requirements – Staff & Elected Officials:**

Staff time to prepare lease agreement.

**Financial:**

Bowerman Excavating will pay the ACRD \$2,939.20 plus applicable taxes annually for each term of the agreement, with increases in subsequent years based on the BC CPI of the preceding year. In no event shall the annual rent be less than the preceding year.

Submitted by: \_\_\_\_\_

Janice Hill, Environmental Services Coordinator

Approved by: \_\_\_\_\_

Russell Dyson, Chief Administrative Officer



## LEASE

THIS AGREEMENT made the \_\_\_\_\_ day of \_\_\_\_\_.

BETWEEN:

REGIONAL DISTRICT OF ALBERNI-CLAYOQUOT  
3008 Fifth Avenue  
Port Alberni, British Columbia  
V9Y 2E3

(hereinafter called the "District")

OF THE FIRST PART

AND:

BOWERMAN EXCAVATING LTD.  
2365 Old Nanaimo Hwy.  
Port Alberni, BC  
V9Y 8P5

(hereinafter called the "Lessee")

OF THE SECOND PART

W H E R E A S:

- A. The Regional District of Alberni-Clayoquot is the owner of the lands and premises in Regional District of Alberni-Clayoquot legally described as:
- Alberni Valley Regional Airport  
Parcel Identifier: 017-507-898  
Block F, of Block 209, District Lots 130, 157, 171, 172 and 204, Alberni District  
(the "Airport")

- B. The Lessee has requested and the District has agreed to grant a Lease of a portion of the Airport more particularly described herein.

NOW THEREFORE THIS AGREEMENT WITNESSETH THAT in consideration of the rents and agreements to be paid and performed by the Lessee, the parties hereto covenant and agree with each other as follows:

1. PREMISES

The District leases to the Lessee that portion of the Airport described as Lots 8 and 17 (Lot A) and shown outlined on the sketch map attached to this agreement as Schedule "A" (the "Premises").

2. TERM

The term of this Lease shall be for three (3) years commencing on the 1<sup>st</sup> of May, 2015 and ending on the 30<sup>th</sup> of April, 2018.

3. USE

The Lessee shall use the Premises for an aircraft hanger and purposes directly related thereto and the Lessee shall not use the Premises for any other purpose without first obtaining the written consent of the District.

4. RENT

The Lessee shall pay to the District rent of \$2,939.20 per year plus applicable taxes, payable annually for each term of this agreement, with increases in subsequent years based on the BC Consumer Price Index (CPI) for the period February to February of the preceding year. In no event shall the annual rent be less than the preceding year. Payments must be received no later than 60 days from date of invoice. Late payments will be subject to a 2% penalty.

5. COVENANTS OF THE LESSEE

The Lessee covenants with the District:

- a. to pay rent;
- b. to pay as they become due all water, sewer, garbage and other rates in respect of the Premises and charges for all gas, oil, telephone and electric power used on the Premises;
- c. that it will not construct nor alter any buildings or structures on the Premises unless, prior to any construction, it has obtained:
  - i. the District's approval in writing to the site plan, working drawings, plans, specifications, and elevations, and
  - ii. a building permit from the District authorizing the construction of the buildings and structures set out in the permit and the plans and specifications attached to it, and
  - iii. all required inspections,

and all work shall be carried out at the cost of the Lessee;

- d. that it will not make any alterations in the structure, plan or partitioning of any Premises on the Airport nor install any plumbing, piping, wiring or heating apparatus without the prior written consent of the District;
- e. that
  - i. the height of any buildings or structures constructed on the Premises shall conform to the requirements of the *Aeronautics Act (Canada)* as amended from time to time, and all regulations and orders made pursuant to that Act, and
  - ii. any buildings or structures constructed on the Premises shall have front setbacks of eight (8) metres, back setback of two (2) metres, and side setbacks of at least two (2) metres from the boundary of the Premises; the front of the premises is the lot line closest to and parallel to the taxi-way, and
  - iii. the exterior of any building must be approved by the District prior to construction, and
  - iv. the sewage system installed to service any building or structure on the Premises (the "Sewage System") shall be connected to an authorized septic field at the Lessee's cost;
- f. that it will repair, reasonable wear and tear excepted, at the cost and expense of the Lessee, all portions of the Premises which may at any time be damaged by the Lessee;
- g. that it will keep and leave whole and in good repair all water, gas, and electrical fixtures, glass, pipes, faucets, locks, fastenings, hinges, heating and cooling apparatus, in, on, or attached to the Premises;
- h. that the Lessee shall leave the Premises in good repair, reasonable wear and tear excepted;
- i. that the District may during normal business hours enter and view the state of repair and the Lessee shall repair according to any notice given by the District and if the Lessee fails to so repair, the District may, at its option, upon five (5) days prior written notice to the Lessee, repair such damage or injury in which case the Lessee shall reimburse the District for all costs and expenses of repair and an additional amount for administration and overhead forthwith upon receipt by the Lessee of invoices therefor;
- j. that the District, its employees, servants, or agents shall, during normal business hours and only for the purposes contemplated by this Lease,

- have full and free access to any and every part of the Premises and of any building or other structure erected thereon on 24 hours notification;
- k. that it will not assign nor sublet the premises,
- l. that it will
- i. comply promptly at its own expense with the legal requirements of all authorities and all notices issued under them that are served upon the District or the Lessee, and
  - ii. indemnify the District from all law suits, damages, losses, costs or expenses that the District may incur by reason of noncompliance by the Lessee with such legal requirements, and
  - iii. at all times during the term observe and comply with the provisions of the *Aeronautics Act (Canada)*, as amended from time to time, and all regulations and orders made pursuant to that Act, and all regulations pertaining to the airport made by the District;
- m. that it will indemnify and save harmless the District from and against all law suits, claims, damages, losses, costs or expenses which the District may suffer or incur by reason of the use of the Premises by the Lessee or the carrying on upon the Premises of any activity in relation to the Lessee's use of the Premises and in respect of any loss, damage or injury sustained by any person caused or arising from the negligent act or omission or willful misconduct of the Lessee;
- n. that it will take out and maintain during the term of the Lease, a policy of comprehensive general liability insurance against claims for bodily injury, death or property damage arising out of the use of the Premises or Airport by the Lessee in the amount of not less than \$2,000,000 per single occurrence, naming the District as an insured party thereto and shall provide the District with a certified copy of such policy or policies. All policies of insurance shall contain a waiver of subrogation, cross liability, severability of interest clauses and require the insurer not to cancel, change or allow the insurance to lapse without first giving the District thirty (30) days' prior written notice. If the insurance required hereunder is cancelled, the District may, in its sole discretion, either terminate this Lease immediately or pay the amount of the premium and the premium amount shall be reimbursed by the Lessee to the District immediately upon demand. The deductible for the insurance coverage shall be the sole responsibility of the Lessee to pay. If both the District and the Lessee claim to be indemnified under any insurance required by this Lease, the indemnity shall be applied first to the settlement of the claim of the District and the balance, if any, to the settlement of the claim of the Lessee.

- o. that at the expiration or sooner determination of this Lease peaceably surrender and give up possession of the Premises without notice from the District, any right to notice to quit or vacate being hereby expressly waived by the Lessee despite any law or custom to the contrary;
- p. that it will indemnify the District from and against all claims for liens for wages or materials or for damage to person or property caused during the making of or in connection with any excavation, construction, repairs, alterations, installations and additions which the Lessee may make or cause to be made on, in or to the premises; and will allow the District to post and will keep posted on the premises any notice that the District may desire to post under the provisions of the Builders Lien Act.

6. DISTRICT COVENANTS

The District covenants with the Lessee for quiet enjoyment.

7. MISCELLANEOUS COVENANTS

It is hereby mutually agreed:

- q. that if the Lessee shall default in the performance of any of its obligations under this Lease and such default continues for fifteen (15) days following receipt of written notice from the District describing such default and indicating the District's intention to re-enter the Premises if such default is not remedied within fifteen (15) days, the District may re-enter the Premises;
- r. that the District by waiving or neglecting to enforce the right to forfeiture of this Lease or the right of reentry upon breach of any covenants, condition or agreement in it does not waive its rights upon any subsequent breach of same or any other covenant or condition of this agreement;
- s. that if the District is entitled to levy distress against the goods and chattels of the Lessee, the District may use enough force reasonably necessary for the purpose and for gaining admittance to the Premises and the Lessee releases the District from liability for any loss or damage sustained by the Lessee as a result;
- t. that if
  - i. the Term or any of the goods or chattels on the Premises are at any time seized or taken in execution or attachment by any creditor of the Lessee or under a Security Agreement; or
  - ii. a writ of execution is issued against the goods or chattels of the Lessee; or



- iii. the Lessee makes any assignment for the benefit of creditors; or
- iv. the Premises or any part of them becomes vacant and unoccupied for a period of thirty (30) days or is used by any person or persons or for any other purpose than permitted in this Lease without the written consent of the District;

the Term shall, at the option of the District, immediately become forfeited and the then current rent and the rent for the year next following shall immediately become due and payable as liquidated damages to the District, and the District may re-enter and repossess the Premises despite any other provision of this Lease.

- u. that any notice required to be given under this Lease shall be deemed to be sufficiently given:
  - i. if delivered, at the time of delivery, and
  - ii. if mailed from any government post office in the Province of British Columbia by prepaid, registered mail and addressed as follows:

if to the District:

Regional District of Alberni-Clayoquot  
3008 Fifth Avenue  
Port Alberni, British Columbia  
V9Y 2E3

if to the Lessee:

Bowerman Excavating Ltd.  
2365 Old Nanaimo Hwy.  
Port Alberni, BC  
V9Y 8P5

- v. or at such other address each party may from time to time designate, then the notice shall be deemed to have been received seven business days after the time and date of mailing. If, at the time of mailing of the notice, the delivery of mail in the Province of British Columbia has been interrupted in whole or in part by reason of a strike, slow down, lock out or other labour dispute, then the notice may only be given by actual delivery of it;
- w. that the District has made no representations or warranties as to the condition, fitness or nature of the Premises and by executing this agreement, the Lessee releases the District from any and all claims which the Lessee now has or may in future have in that respect;

- x. that the Lessee admits that it has inspected the Premises in their present state and that they are suitable for the Lessee's purposes;
  - i. that if the District incurs any damage, loss or expense or makes any payment for which the Lessee is liable under this agreement, then the District may add the cost or amount of the damage, loss, expense or payment to the rent and may recover it as if it were rent or additional rent in arrears;
  - ii. that if the Lessee fails to repair or maintain the Premises in accordance with this agreement, the District, its agent, employees, or contractors may, upon four (4) business days' notice, enter the Premises and make the required repairs or do the required maintenance and recover the cost from the Lessee, and
  - iii. in making the repairs or doing the maintenance, the District may bring and leave upon the Premises all necessary materials, tools, and equipment, and
  - iv. the District will not be liable to the Lessee for any inconvenience, annoyance, loss of business or injury suffered by the Lessee by reason of the District effecting the said repairs or maintenance;
  - v. that at the termination of this Lease, the Lessee shall remove from the Premises, all aircraft, machinery, motors, vehicles, supplies, articles, materials, effects and things at any time brought or placed thereon or therein by the Lessee (the "Lessee's fixtures and goods") and shall also, to the satisfaction of the District repair any damage and injury occasioned to the Land and Premises by reason of such removal and the Lessee shall not be entitled to any compensation for such removal or repair and if the Lessee fails to remove such fixtures and goods, they shall, at the option of the District, become the property of the District and may be removed and disposed of by the District acting in its sole discretion;
  - vi. that at the termination of this Lease, the District may require removal of any building or structure on the Premises and if the Lessee fails to remove any such building or structure within thirty (30) days of the notice to remove, the building or structure shall become and be deemed to be the property of the District;
  - vii. any dispute arising between the Regional District and the Lessee as to any matter, question or determination arising or required to be made under this Lease, shall immediately be referred for mediation to an arbitrator agreed upon by the District and the Lessee, and in the event that the parties cannot agree upon a mediator, then the question shall be referred to the arbitration before a single arbitrator under the Commercial Arbitration Act of

British Columbia, or any other statute of similar effect being in force in British Columbia and the decision of such arbitrator shall be final and binding upon the parties. The costs of arbitration shall be allocated between the parties as the arbitrator may direct;

- viii. that when the singular or neuter are used in this agreement they include the plural or the feminine or the masculine or the body politic or corporate where the context or the parties require;
- ix. that the headings to the clauses in this agreement have been inserted as a matter of convenience and for reference only and in no way define, limit or enlarge the scope or meaning of this agreement or any provision of it;
- x. all provisions of this agreement are to be construed as covenants and agreements as though the words importing covenants and agreements were used in each separate paragraph;
- xi. this agreement shall enure to the benefit of and be binding upon the parties hereto and their respective heirs, executors, successors, administrators and permitted assignees;
- xii. that this agreement shall be construed in accordance with and governed by the laws applicable in the Province of British Columbia.

IN WITNESS WHEREOF the parties have signed and sealed this agreement on the \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

THE CORPORATE SEAL OF the REGIONAL DISTRICT OF ALBERNI- CLAYOQUOT was hereunto affixed in the presence of:

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chief Administrative Officer

\_\_\_\_\_  
Date

\_\_\_\_\_  
Lessee

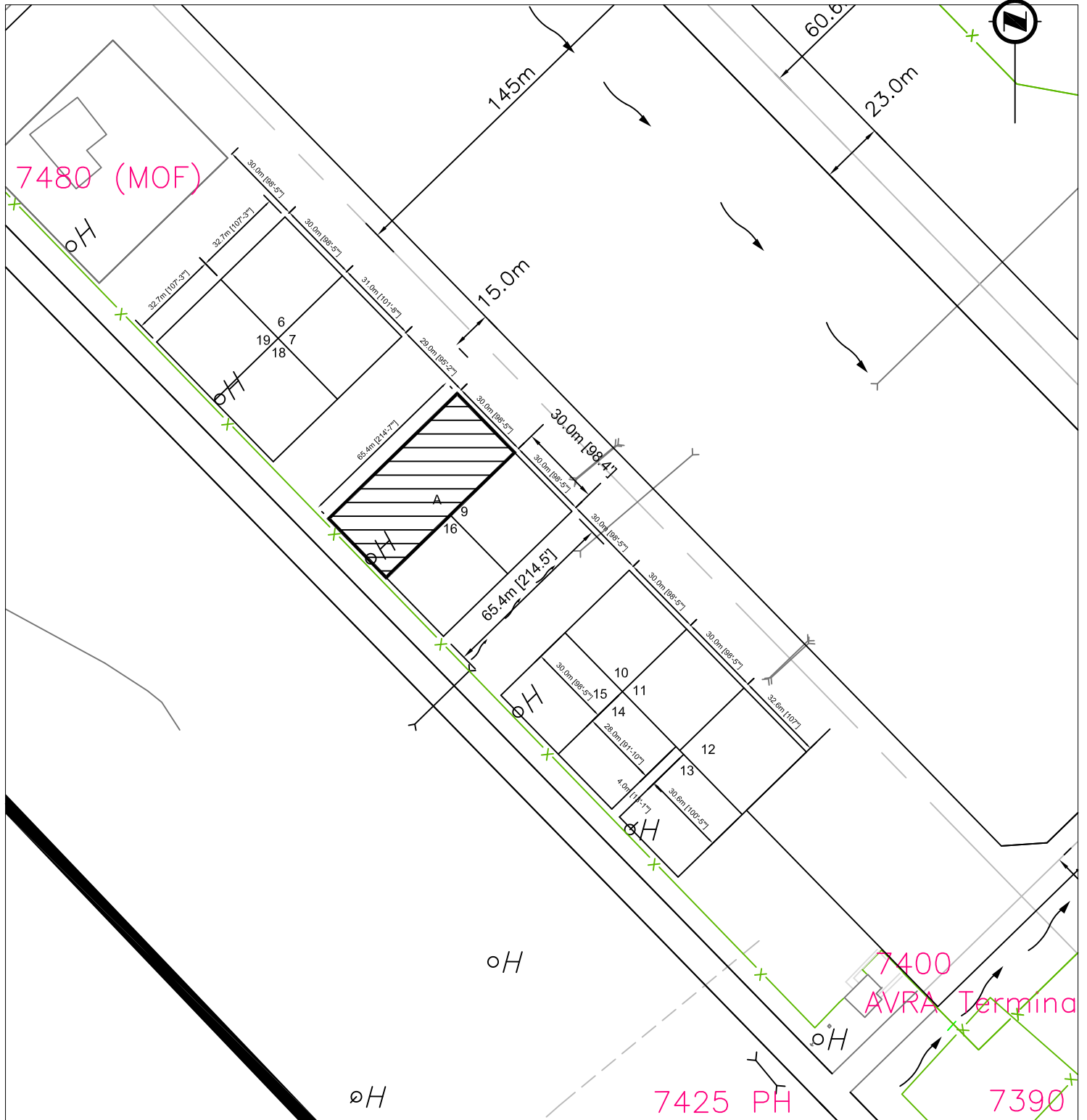
\_\_\_\_\_  
Date

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Date

# Schedule 'A'

This schedule is attached to and forms part of Alberni Valley Regional Airport Lease Agreement for Lease Lot A.



Lease Lot A



ALBERNI-CLAYOQUOT  
REGIONAL DISTRICT







## REQUEST FOR DECISION

**To:** Board of Directors

**From:** Janice Hill, Environmental Services Coordinator

**Meeting Date:** March 25, 2015

**Subject:** Lot 7 AVRA – Hangar Lease Renewal

---

**Recommendation:**

That the Alberni Clayoquot Regional District Board of Directors renew Lot 7 lease agreement with Allen Paul for a 3 year term commencing May 1<sup>st</sup>, 2015 and ending April 30th, 2018 at the rate of \$1518.58 plus applicable taxes per year including CPI increases.

**Background:**

Allen Paul has held a lease for Lot #7 at the Alberni Valley Regional Airport since September 2012, on which he has constructed an airplane hangar for his personal use.

**Time Requirements – Staff & Elected Officials:**

Minimal to prepare lease agreement for renewal.

**Financial:**

Allen Paul will pay the ACRD \$1518.58 plus applicable taxes payable annually for each term of the agreement, with increases in subsequent years based on the BC CPI of the preceding year. In no event shall the annual rent be less than the preceding year.

Submitted by:

Janice Hill, Environmental Services Coordinator

Approved by:

Russell Dyson, Chief Administrative Officer



## LEASE

THIS AGREEMENT made the 1<sup>st</sup> day of May, 2015.

BETWEEN:

REGIONAL DISTRICT OF ALBERNI-CLAYOQUOT  
3008 Fifth Avenue  
Port Alberni, British Columbia  
V9Y 2E3

(hereinafter called the "District")

OF THE FIRST PART

AND:

Allen Paul  
6393 Patricia Bay Highway  
Victoria, BC  
V8Y 1T7

(hereinafter called the "Lessee")

OF THE SECOND PART

W H E R E A S:

- A. The Regional District of Alberni-Clayoquot is the owner of the lands and premises in Regional District of Alberni-Clayoquot legally described as:
- Parcel Identifier: 017-507-898
- Block F, of Block 209, District Lots 130, 157, 171, 172 and 204, Alberni District
- (the "Airport")
- B. The Lessee has requested and the District has agreed to grant a Lease of a portion of the Airport more particularly described herein.

NOW THEREFORE THIS AGREEMENT WITNESSETH THAT in consideration of the rents and agreements to be paid and performed by the Lessee, the parties hereto covenant and agree with each other as follows:

1. PREMISES

The District leases to the Lessee that portion of the Airport described as Lot 7 and shown outlined on the sketch map attached to this agreement as Schedule "A" (the "Premises").

2. TERM

The term of this Lease shall be the period commencing on the 1st of May, 2015 and ending on the 30th of April, 2018.

3. USE

The Lessee shall use the Premises for the purpose of constructing a hangar, storing gliders and aircraft, operating a gliding business and operating a gliding club and purposes directly related thereto and the Lessee shall not use the Premises for any other purpose without first obtaining the written consent of the District.

4. RENT

The Lessee shall pay to the Regional District rent at the rate of \$1518.58 per year plus applicable taxes, payable annually for each term of this agreement, with increases in subsequent years based on the BC Consumer Price Index (CPI) for the period February to February of the preceding year. In no event shall the annual rent be less than the preceding year. Payments must be received no later than 60 days from date of invoice. Late payments will be subject to a 2% penalty.

5. COVENANTS OF THE LESSEE

The Lessee covenants with the District:

- a. to pay rent;
- b. to pay as they become due all water, sewer, garbage and other rates in respect of the Premises and charges for all gas, oil, telephone and electric power used on the Premises;

- 
- c. that it will not construct nor alter any buildings or structures on the Premises unless, prior to any construction, it has obtained:
    - i. the District's approval in writing to the site plan, working drawings, plans, specifications, and elevations, and
    - ii. a building permit from the District authorizing the construction of the buildings and structures set out in the permit and the plans and specifications attached to it, and
    - iii. all required inspections,and all work shall be carried out at the cost of the Lessee;
  - d. that it will not make any alterations in the structure, plan or partitioning of any Premises on the Airport nor install any plumbing, piping, wiring or heating apparatus without the prior written consent of the District;
  - e. that
    - i. the height of any buildings or structures constructed on the Premises shall conform to the requirements of the *Aeronautics Act (Canada)* as amended from time to time, and all regulations and orders made pursuant to that Act, and
    - ii. any buildings or structures constructed on the Premises shall have front setbacks of eight (8) metres, back setback of two (2) metres, and side setbacks of at least two (2) metres from the boundary of the Premises; the front of the premises is the lot line closest to and parallel to the taxi-way, and
    - iii. the exterior of any building must be approved by the District prior to construction, and
    - iv. the sewage system installed to service any building or structure on the Premises (the "Sewage System") shall be connected to an authorized septic field at the Lessee's cost;
  - f. that it will repair, reasonable wear and tear excepted, at the cost and expense of the Lessee, all portions of the Premises which may at any time be damaged by the Lessee;
  - g. that it will keep and leave whole and in good repair all water, gas, and electrical fixtures, glass, pipes, faucets, locks, fastenings, hinges, heating and cooling apparatus, in, on, or attached to the Premises;
  - h. that the Lessee shall leave the Premises in good repair, reasonable wear and tear excepted;

- i. that the District may during normal business hours enter and view the state of repair and the Lessee shall repair according to any notice given by the District and if the Lessee fails to so repair, the District may, at its option, upon five (5) days prior written notice to the Lessee, repair such damage or injury in which case the Lessee shall reimburse the District for all costs and expenses of repair and an additional amount for administration and overhead forthwith upon receipt by the Lessee of invoices therefor;
- j. that the District, its employees, servants, or agents shall, during normal business hours and only for the purposes contemplated by this Lease, have full and free access to any and every part of the Premises and of any building or other structure erected thereon on 24 hours notification;
- k. that it will not assign nor sublet the premises.
- l. that it will
  - i. comply promptly at its own expense with the legal requirements of all authorities and all notices issued under them that are served upon the District or the Lessee, and
  - ii. indemnify the District from all law suits, damages, losses, costs or expenses that the District may incur by reason of noncompliance by the Lessee with such legal requirements, and
  - iii. at all times during the term observe and comply with the provisions of the *Aeronautics Act (Canada)*, as amended from time to time, and all regulations and orders made pursuant to that Act, and all regulations pertaining to the airport made by the District;
- m. that it will indemnify and save harmless the District from and against all law suits, claims, damages, losses, costs or expenses which the District may suffer or incur by reason of the use of the Premises by the Lessee or the carrying on upon the Premises of any activity in relation to the Lessee's use of the Premises and in respect of any loss, damage or injury sustained by any person caused or arising from the negligent act or omission or willful misconduct of the Lessee;
- n. that it will take out and maintain during the term of the Lease, a policy of comprehensive general liability insurance against claims for bodily injury, death or property damage arising out of the use of the Premises or Airport by the Lessee in the amount of not less than \$2,000,000 per single occurrence, naming the District as an insured party thereto and shall provide the District with a certified copy of such policy or policies. All policies of insurance shall contain a waiver of subrogation, cross liability, severability of interest clauses and require the insurer not to cancel, change or allow the insurance to lapse without first giving the



District thirty (30) days' prior written notice. If the insurance required hereunder is cancelled, the District may, in its sole discretion, either terminate this Lease immediately or pay the amount of the premium and the premium amount shall be reimbursed by the Lessee to the District immediately upon demand. The deductible for the insurance coverage shall be the sole responsibility of the Lessee to pay. If both the District and the Lessee claim to be indemnified under any insurance required by this Lease, the indemnity shall be applied first to the settlement of the claim of the District and the balance, if any, to the settlement of the claim of the Lessee.

- o. that at the expiration or sooner determination of this Lease peaceably surrender and give up possession of the Premises without notice from the District, any right to notice to quit or vacate being hereby expressly waived by the Lessee despite any law or custom to the contrary;
- p. that it will indemnify the District from and against all claims for liens for wages or materials or for damage to person or property caused during the making of or in connection with any excavation, construction, repairs, alterations, installations and additions which the Lessee may make or cause to be made on, in or to the premises; and will allow the District to post and will keep posted on the premises any notice that the District may desire to post under the provisions of the Builders Lien Act.

6. DISTRICT COVENANTS

The District covenants with the Lessee for quiet enjoyment.

7. MISCELLANEOUS COVENANTS

It is hereby mutually agreed:

- q. that if the Lessee shall default in the performance of any of its obligations under this Lease and such default continues for fifteen (15) days following receipt of written notice from the District describing such default and indicating the District's intention to re-enter the Premises if such default is not remedied within fifteen (15) days, the District may re-enter the Premises;
- r. that the District by waiving or neglecting to enforce the right to forfeiture of this Lease or the right of reentry upon breach of any covenants, condition or agreement in it does not waive its rights upon any subsequent breach of same or any other covenant or condition of this agreement;

- s. that if the District is entitled to levy distress against the goods and chattels of the Lessee, the District may use enough force reasonably necessary for the purpose and for gaining admittance to the Premises and the Lessee releases the District from liability for any loss or damage sustained by the Lessee as a result;
- t. that if
  - i. the Term or any of the goods or chattels on the Premises are at any time seized or taken in execution or attachment by any creditor of the Lessee or under a Security Agreement; or
  - ii. a writ of execution is issued against the goods or chattels of the Lessee; or
  - iii. the Lessee makes any assignment for the benefit of creditors; or
  - iv. the Premises or any part of them becomes vacant and unoccupied for a period of thirty (30) days or is used by any person or persons or for any other purpose than permitted in this Lease without the written consent of the District;the Term shall, at the option of the District, immediately become forfeited and the then current rent and the rent for the year next following shall immediately become due and payable as liquidated damages to the District, and the District may re-enter and repossess the Premises despite any other provision of this Lease.
- u. that any notice required to be given under this Lease shall be deemed to be sufficiently given:
  - i. if delivered, at the time of delivery, and
  - ii. if mailed from any government post office in the Province of British Columbia by prepaid, registered mail and addressed as follows:

if to the District:

Regional District of Alberni-Clayoquot  
3008 Fifth Avenue  
Port Alberni, British Columbia  
V9Y 2E3

if to the Lessee:

Allen Paul  
6393 Patricia Bay Hwy.  
Victoria, BC

V8Y 1T7

- v. or at such other address each party may from time to time designate, then the notice shall be deemed to have been received seven business days after the time and date of mailing. If, at the time of mailing of the notice, the delivery of mail in the Province of British Columbia has been interrupted in whole or in part by reason of a strike, slow down, lock out or other labour dispute, then the notice may only be given by actual delivery of it;
- w. that the District has made no representations or warranties as to the condition, fitness or nature of the Premises and by executing this agreement, the Lessee releases the District from any and all claims which the Lessee now has or may in future have in that respect;
- x. that the Lessee admits that it has inspected the Premises in their present state and that they are suitable for the Lessee's purposes;
  - i. that if the District incurs any damage, loss or expense or makes any payment for which the Lessee is liable under this agreement, then the District may add the cost or amount of the damage, loss, expense or payment to the rent and may recover it as if it were rent or additional rent in arrears;
  - ii. that
  - iii. if the Lessee fails to repair or maintain the Premises in accordance with this agreement, the District, its agent, employees, or contractors may, upon four (4) business days' notice, enter the Premises and make the required repairs or do the required maintenance and recover the cost from the Lessee, and
  - iv. in making the repairs or doing the maintenance, the District may bring and leave upon the Premises all necessary materials, tools, and equipment, and
  - v. the District will not be liable to the Lessee for any inconvenience, annoyance, loss of business or injury suffered by the Lessee by reason of the District effecting the said repairs or maintenance;
  - vi. that at the termination of this Lease, the Lessee shall remove from the Premises, all aircraft, machinery, motors, vehicles, supplies, articles, materials, effects and things at any time brought or placed thereon or therein by the Lessee (the "Lessee's fixtures and goods") and shall also, to the satisfaction of the District repair any damage and injury occasioned to the Land and Premises by reason of such removal and the Lessee shall not be entitled to any compensation for such removal or repair and if the Lessee fails to

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- remove such fixtures and goods, they shall, at the option of the District, become the property of the District and may be removed and disposed of by the District acting in its sole discretion;
- vii. that at the termination of this Lease, the District may require removal of any building or structure on the Premises and if the Lessee fails to remove any such building or structure within thirty (30) days of the notice to remove, the building or structure shall become and be deemed to be the property of the District;
  - viii. any dispute arising between the Regional District and the Lessee as to any matter, question or determination arising or required to be made under this Lease, shall immediately be referred for mediation to an arbitrator agreed upon by the District and the Lessee, and in the event that the parties cannot agree upon a mediator, then the question shall be referred to the arbitration before a single arbitrator under the Commercial Arbitration Act of British Columbia, or any other statute of similar effect being in force in British Columbia and the decision of such arbitrator shall be final and binding upon the parties. The costs of arbitration shall be allocated between the parties as the arbitrator may direct;
  - ix. that when the singular or neuter are used in this agreement they include the plural or the feminine or the masculine or the body politic or corporate where the context or the parties require;
  - x. that the headings to the clauses in this agreement have been inserted as a matter of convenience and for reference only and in no way define, limit or enlarge the scope or meaning of this agreement or any provision of it;
  - xi. all provisions of this agreement are to be construed as covenants and agreements as though the words importing covenants and agreements were used in each separate paragraph;
  - xii. this agreement shall enure to the benefit of and be binding upon the parties hereto and their respective heirs, executors, successors, administrators and permitted assignees;
  - xiii. that this agreement shall be construed in accordance with and governed by the laws applicable in the Province of British Columbia.

IN WITNESS WHEREOF the parties have signed and sealed this agreement on the  
\_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

THE CORPORATE SEAL OF the REGIONAL DISTRICT OF ALBERNI- CLAYOQUOT  
was hereunto affixed in the  
presence of:

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chief Administrative Officer

\_\_\_\_\_  
Date

\_\_\_\_\_  
Allen Paul

\_\_\_\_\_  
Date

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Date



This schedule is attached to and forms  
part of Alberni Valley Regional Airport Lease Agreement for Lease Lot 7

ALBERNI-CLAYOQUOT  
REGIONAL DISTRICT

204





## **REQUEST FOR DECISION**

**To:** Board of Directors

**From:** Janice Hill, Environmental Services Coordinator

**Meeting Date:** March 25, 2015

**Subject:** Fuel Facility lease renewal – Long Beach Enterprises at Long Beach Airport

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**Recommendation:**

That the Alberni-Clayoquot Regional District Board of Directors renew Long Beach Enterprises lease at the Long Beach Airport to operate an aircraft fuel facility for a 3 year term commencing April 1<sup>st</sup>, 2015 and ending March 31<sup>st</sup>, 2018 for the annual rent of \$1222.90 per year plus applicable taxes, CPI increases, and fuel concession fees.

**Background:**

Long Beach Enterprises have operated the aircraft fuelling facility at the Long Beach Airport as an assignee of Shell Canada since 1967. They sell Aviation gasoline and Jet A Fuel through a card lock system.

**Time Requirements – Staff & Elected Officials:**

Staff time to prepare lease agreement.

**Financial:**

Long Beach Enterprises will pay an annual rent of \$1222.90 per year plus applicable taxes payable annually for each term of the agreement, with increases in subsequent years based on the BC CPI of the preceding year. In no event shall the annual rent be less than the preceding year. Lessee will also pay fuel concession fees on an annual basis commencing April 1<sup>st</sup> each year of the term as follows:

- a. airport fuel concession fees of 5.01 cents per litre on each and every litre of AV Gas distributed in any manner including sale, by the Lessee on the Airport Lands.
- b. airport fuel concession fees of Jet A Fuel distributed in any manner including sale, by the Lessee on the Airport lands as follows:
  - i. 1.0 cents per litre in year 1 of the lease term – April 1, 2015 to March 31, 2016
  - ii. 1.0 cents per litre in year 2 of the lease term – April 1, 2016 to March 31, 2017
  - iii. 2.0 cents per litre in year 3 of the lease term – April 1, 2017 to March 31, 2018.

Submitted by: 

Janice Hill, Environmental Services Coordinator

Approved by: 

Russell Dyson, Chief Administrative Officer



## LEASE

THIS AGREEMENT made the \_\_\_\_\_ day of \_\_\_\_\_, 2015

BETWEEN:

REGIONAL DISTRICT OF ALBERNI-CLAYOQUOT  
3008 Fifth Avenue  
Port Alberni, BC  
V9Y 2E3

(the "Regional District")

AND:

LONG BEACH ENTERPRISES INC.  
PO Box 107  
Ucluelet, BC  
V0R 3A0

(the "Lessee")

WHEREAS:

- A. The Regional District is the owner of the Lands and Premises in the Regional District of Alberni-Clayoquot legally described as shown on "Schedule E", also known as part of the Long Beach Airport Lands, (the "Airport Lands") and
- B. The Lessee has requested and the Regional District has agreed to grant a Lease for a portion of the Airport Lands.
- C. It is a condition precedent to this Lease that it be approved by the Regional District of Alberni-Clayoquot Board of Directors.

NOW THEREFORE THIS AGREEMENT WITNESSETH THAT in consideration of the rents and agreements to be paid and performed by the Lessee, the parties hereto covenant and agree with each other as follows:

1. PREMISES:

- a. The Regional District leases to the Lessee that portion of the Airport Lands comprised of approximately 4000 square feet of land as shown outlined on Schedule "A", attached to and forming part of this agreement (the "Premises").

2. USE:
  - a. The Lessee shall use the Premises for the purpose described in Schedule “B”, attached to and forming part of this agreement, and the Lessee shall not use the Premises for any other purpose without first obtaining the written consent of the Regional District.
3. TERM:
  - a. The Term of the Lease shall be as described in Schedule “C”, attached to and forming part of this agreement.
4. NO INTERFERENCE WITH NAVIGATION:
  - a. The Lessee shall not do anything that will, in any manner:
    - i. interfere with any electronic signal from a facility or service operated by NAV Canada on any part of the Lands;
    - ii. cause physical or electronic interference or hazard to the navigation of any aircraft;
    - iii. violate any safety-related standards, procedures or recommended practices affecting the provision of Civil Air Navigation Services; or
    - iv. adversely affect any facility or service operated by NAV Canada.
5. RENT
  - a. The rent for the first Term and any subsequent terms, if any, shall be as described in Schedule “D”, attached to and forming part of this agreement.
6. THE LESSEE COVENANTS WITH THE REGIONAL DISTRICT
  - a. to pay rent;
  - b. to pay airport fuel concession fees of 5.01 cents per litre on each and every litre of AV Gas distributed in any manner including sale, by the Lessee on the Airport Lands.
  - c. To pay airport fuel concession fees of Jet A Fuel distributed in any manner including sale, by the Lessee on the Airport lands as follows:
    - i. 1.0 cents per litre in year 1 of the lease term – May 1, 2015 to April 30, 2016
    - ii. 1.0 cents per litre in year 2 of the lease term – May 1, 2016 to April 30, 2017
    - iii. 2.0 cents per litre in year 3 of the lease term – May1, 2017 to April 30, 2018.
  - d. to pay as they become due, in respect of the Premises all charges for gas, oil, telephone, water and electric power used on the Premises;
  - e. abide by and comply with all regulations regarding fire precautions, traffic control, sanitation and all other regulations relative to the management and operation of the said airport and follow CSA B836 Regulations.
  - f. submit to the Regional District an Emergency Response Plan;
  - g. will ensure there is Emergency Spill Equipment on site complete with an Oil/Water Separator, Fire Extinguisher and First Aid Kit.
  - h. permit the Regional District to inspect at any time during normal business hours the Lessee’s metering devices on the said airport and the Lessee’s books relating to the

- volumes of aviation fuel distributed or sold by the Lessee on the said airport for consumption by aircraft operating from the said airport;
- i. not sell aviation fuel other than those of an approved aviation type for use by aircraft;
  - j. that it will not construct nor alter any buildings or structures on the Premises unless, prior to any construction, it has obtained:
    - i. the Regional District's approval in writing to the site plan, working drawings, plans, specification, and elevations; and
    - ii. a building permit from the Regional District authorizing the construction of the buildings and structures as set out in the plans and specifications attached to it; and
    - iii. all work shall be carried out at the cost of the Lessee.
  - k. that the height of any buildings or structures constructed on the Premises shall conform to the requirements of the Ministry of Transport of Canada; and
  - l. that it will provide basic maintenance to all buildings and improvements; and keep buildings and improvements in a neat and tidy condition;
  - m. that it will not assign nor sublet without leave of the Regional District, provided that leave to assign shall not be unreasonably withheld;
  - n. that the Regional District's consent to assignment or subletting shall not release or relieve the Lessee from its obligations to perform all the terms, covenants, and conditions that this agreement requires the Lessee to perform, and the Lessee shall pay the Regional District's reasonable costs incurred in connection with the Lessee's request for consent;
  - o. that it will:
    - i. comply promptly at its own expense with the legal requirements of all authorities and all notices issued under them that are served upon the Regional District or the Lessee; and
    - ii. indemnify the Regional District from all law suits, damages, losses, costs, or expenses that the Regional District may incur by reason of noncompliance by the Lessee with such legal requirements; and
    - iii. at all times during the Term observe and comply with the provisions of the Aeronautics Act as amended, all rules and regulations made from time to time pursuant to the provisions of the said Act, all rules and regulations by the Minister of Transport of Canada as to the use of the Airport or any portion thereof, and all local Airport Rules.
  - p. that it will indemnify and save harmless the Regional District from and against all law suits, claims, damages, losses, costs, expenses (liabilities), which the Regional District may suffer or incur by reason of the use of the Premises by the Lessee or the carrying on upon the Premises of any activity in relation to the Lessee's use of the Premises and in respect of any loss, damage or injury sustained by any person caused or arising from the negligent act or omission or willful misconduct of the Lessee, except to the extent that such liabilities are contributed to by the negligent act or negligent omission or willful misconduct of the Regional District;
  - q. that it will:

- i. take out and maintain during the Term of the Lease, a policy of general liability insurance against claims for bodily injury, death or property damage arising out of the use of the Premises by the Lessee or others in the amount of not less than \$3,000,000.00 dollars per single occurrence with such greater amount as the Regional District may from time to time designate, naming the Regional District as an insured party thereto.
  - ii. ensure that all policies of insurance shall contain a clause requiring the insurer not to cancel or change the insurance without first giving the Regional District thirty days' prior written notice; and
  - iii. ensure that if both the Regional District and the Lessee claim to be indemnified under any insurance required by this Agreement, the indemnity shall be applied first to the settlement of the claim of the Regional District and the balance, if any, to the settlement of the claim of the Lessee.
- r. that at the expiration or sooner determination of this Lease peaceably surrender and give up possession of the Premises, without notice from the Regional District, any right to notice to quit or vacate being hereby expressly waived by the Lessee despite any law or custom to the contrary;
- s. that it will indemnify the Regional District from and against all claims for liens for wages or materials or for damage to person or property caused during the making of or in connection with any excavation, construction, repairs, alterations, installations, and additions which the Lessee may make or cause to be made on, in or to the Premises and will allow the Regional District to post and will keep posted on the Premises any notice that the Regional District may desire to post under the provision of the Builder's Lien Act.
- t. that no contaminants shall be discharged into the environment, or deposited, discharged, placed or disposed of at, on or in the Premises herein described; however in the event that the Lessee does cause contamination, the Lessee will be liable for all clean-up of the said contamination.

7. THE REGIONAL DISTRICT COVENANTS WITH THE LESSEE:

- a. that the Lessee will have reasonable access to the Premises for the purposes described in this agreement.

8. IT IS HEREBY MUTUALLY AGREED:

- a. that if the Lessee shall default in the performance of any of its obligations under this Lease and such default continues for fifteen (15) days following receipt of written notice from the Regional District describing such default and indicating the Regional District's intention to re-enter the Premises if such default is not remedied within fifteen (15) days, the Regional District may re-enter the Premises and the Lease is terminated;
- b. that the Regional District, by waiving or neglecting to enforce the right to forfeiture of this Lease or the right of reentry upon breach of any covenants, condition or agreement in it does not waive its rights upon any subsequent breach of same or any other covenant or condition of this agreement;



- c. that if the Regional District is entitled to levy distress against the goods and chattels of the Lessee, the Regional District may use enough force reasonably necessary for the purpose and for gaining admittance to the Premises and the Lessee releases the Regional District from liability for any loss or damage sustained by the Lessee as a result;
- d. that if:
  - i. the Term or any of the goods or chattels on the Premises are at any time seized or taken in execution or attachment by any creditor of the Lessee or under a Security Agreement; or
  - ii. a writ of execution is issued against the goods or chattels of the Lessee; or
  - iii. the Lessee makes any assignment for the benefit of creditors; or
  - iv. the Lessee abandons the Premises or uses them for any other purpose than permitted in this Lease without the written consent of the Regional District, such consent to not be unreasonably withheld;the Term shall, at the option of the Regional District, immediately become forfeited and any rent paid to the Regional District shall be kept by the Regional District as liquidated damages, and the Regional District may re-enter and repossess the Premises despite any other provision of this Lease.
- e. that the Regional District requires removal of any structures following termination of this Lease, and if the Lessee fails to remove any such structure within ninety (90) days of the notice to remove, the structure shall become and be deemed to be the property of the Regional District;
- f. that any notice required to be given under this Lease shall be deemed to be sufficiently given:
  - i. if delivered, at the time of delivery, and
  - ii. if mailed from any government post office in the Province of British Columbia by prepaid, registered mail and addressed as follows:

If to the Regional District:

Regional District of Alberni-Clayoquot  
3008 Fifth Avenue  
Port Alberni, BC  
V9Y 2E3

If to the Lessee:

LONG BEACH ENTERPRISES INC.  
PO Box 107  
Ucluelet, BC  
V0R 3A0

or at such other address each party may from time to time designate, then the notice shall be deemed to have been received fourteen days after the time and date of mailing. If, at the time of mailing of the notice, the delivery of mail in the Province of British Columbia has been interrupted in whole or in part by reason of a strike, slow down, lock out or other labour dispute, then the notice may only be given by actual delivery of it;

- g. that the Regional District has made no representations or warranties as to the condition, fitness or nature of the of the Premises and by executing this agreement, the Lessee releases the Regional District from any and all claims which the Lessee now has or may in the future have in that respect;
- h. that if the Regional District incurs any damage, loss or expense or makes any payment for which the Lessee is liable under this agreement, then the Regional District may add the cost or amount of the damage, loss, expense or payment to the rent and may recover it as if it were rent or additional rent in arrears;
- i. that:
  - i. if the Lessee fails to repair or maintain the Premises in accordance with this agreement, the Regional District, its agent, employees, or contractors may, upon three weeks' notice, enter the Premises and make the required repairs or do the required maintenance and recover the cost from the Lessee, and
  - ii. in making the repairs or doing the maintenance, the Regional District may bring and leave upon the Premises all necessary materials, tools, and equipment, and
  - iii. the Regional District will not be liable to the Lessee for any inconvenience, annoyance, loss of business or injury suffered by the Lessee by reason of the Regional District effecting the said repairs or maintenance;
- j. that if the Lessee holds over following the Term and the Regional District accepts rent, this agreement becomes a tenancy-at-will subject to those conditions in this agreement applicable to a tenancy-at-will, and in the event the termination of the tenancy-at-will, any rent prepaid shall be adjusted for the period of actual occupation, it being expressly agreed that the acceptance of rent, or any implied condition or any implication of law shall in no way renew this Lease or create any tenancy other than a tenancy-at-will;
- k. within 90 days of the expiry of any Term of the Lease, without renewal or the termination of the Lease in any other manner, the Lessee shall remove from the Premises, all buildings, structures, aircraft, machinery, motor or other vehicles, supplies, articles, materials, effects and things at any time brought or placed thereon or therein by the Lessee (the "Lessee's fixtures and goods") and shall also, to the satisfaction of the Regional District, repair any damage and injury occasioned to the Land and Premises by reason of such removal and the Lessee shall not be entitled to any compensation for such removal. Any Lessee's fixtures and goods remaining on the Premises after the expiry of the 90 day period following the expiry of the Term, shall, at the option of the Regional District, become the property of the Regional District and may be removed and disposed of by the Regional District acting in its sole discretion;

- l. any dispute arising between the Regional District and the Lessee as to any matter, question or determination arising or required to be made under this Lease, including the calculation of any amount payable as rent during any renewal Term, may be referred for mediation to an arbitrator agreed upon by the Regional District and the Lessee, and in the event that the parties cannot agree upon a mediator, then the question may be referred to arbitration before a single arbitrator under the Commercial Arbitration Act of British Columbia, or any other statute of similar effect being in force in British Columbia and the decision of such arbitrator shall be final and binding upon the parties. The costs of arbitration shall be allocated between the parties as the arbitrator may direct;
- m. that the headings to the clauses in this agreement have been inserted as a matter of convenience and for reference only and in no way define, limit or enlarge the scope or meaning of this agreement or any provision of it;
- n. that this agreement shall be to the benefit of and be binding upon the parties hereto and their respective heirs, executors, successors, administrators, and permitted assignees, except that:
  - i. that this agreement shall be terminated and the Lessee's rights under this agreement shall lapse in the event that the Regional District discontinues all airport operations in which case the Airport Lands will revert to Her Majesty the Queen in the Right of Canada;
- o. that this agreement shall be construed in accordance with and governed by the laws applicable in the Province of British Columbia;
- p. this Agreement when executed will set forth the entire agreement and understanding of the parties as at the date hereof with respect to the subject matter hereof and supersede all prior agreements and understandings among the parties with respect to the subject matter hereof and there are no oral or written agreements, promises, warranties, terms, conditions, representations or collateral agreements whatsoever, express or implied, other than those contained in this Agreement.

**IN WITNESS** the parties have signed and sealed this Lease on the dates hereinafter set forth.

**REGIONAL DISTRICT OF ALBERNI-  
CLAYOQUOT**

**LONG BEACH ENTERPRISES INC.**

by its authorized signatories

by its authorized signatories

\_\_\_\_\_

\_\_\_\_\_

Chair

\_\_\_\_\_

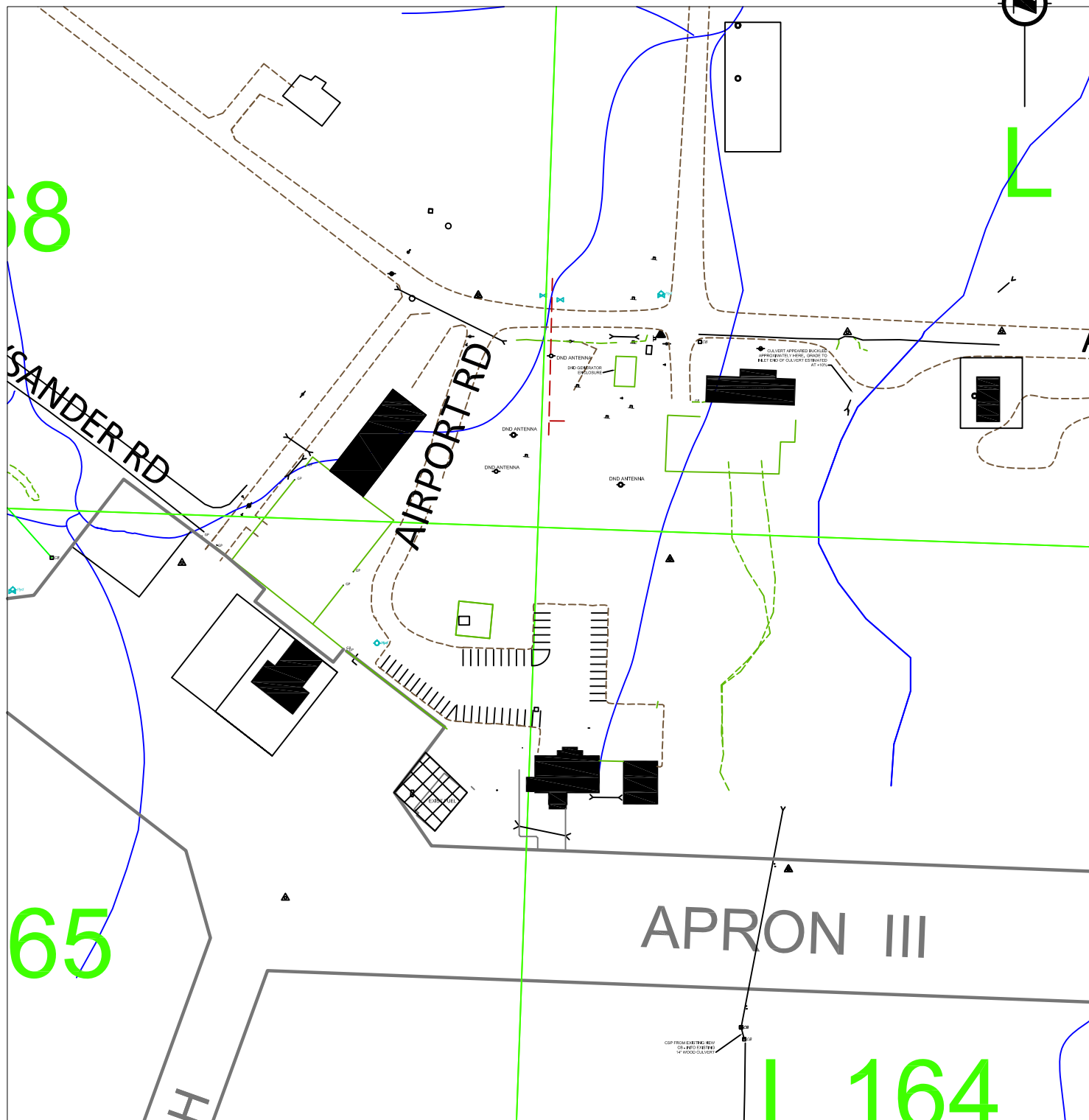
\_\_\_\_\_

Chief Administrative Officer

Date: \_\_\_\_\_

Date: \_\_\_\_\_

This schedule is attached to and forms part of Long Beach Enterprises Fuel Facility

ALBERNI-CLAYOQUOT  
REGIONAL DISTRICT

## **SCHEDULE “B” PURPOSES**

The Lessee agrees to use the Premises solely for the purpose of an aviation fuel and refueling facility and purposes incidental thereto.



## **SCHEDULE “C” TERM**

The Term of the Lease commences on April 1<sup>st</sup>, 2015 and expires March 31<sup>st</sup>, 2018.

## **SCHEDULE “D”**

### **RENT & FUEL CONCESSION FEES**

The Lessee shall pay to the Regional District rent at the rate of \$1222.90 per year plus applicable taxes, payable annually for each term of this agreement, with increases in subsequent years based on the BC Consumer Price Index (CPI) for the period February to February of the preceding year. In no event shall the annual rent be less than the preceding year. Payments must be received no later than 60 days from date of invoice. Late payments will be subject to a 2% penalty.

Fuel Concession fees are payable on an annual basis commencing April 1<sup>st</sup> of each year of the term as follows:

- a. airport fuel concession fees of 5.01 cents per litre on each and every litre of AV Gas distributed in any manner including sale, by the Lessee on the Airport Lands.
- b. airport fuel concession fees of Jet A Fuel distributed in any manner including sale, by the Lessee on the Airport lands as follows:
  - i. 1.0 cents per litre in year 1 of the lease term – April 1, 2015 to March 31, 2016
  - ii. 1.0 cents per litre in year 2 of the lease term – April 1, 2016 to March 31, 2017
  - iii. 2.0 cents per litre in year 3 of the lease term – April 1, 2017 to March 31, 2018.

Late payments will be subject to a 2% penalty.

## **SCHEDULE “E”**

### **LEGAL DESCRIPTION OF LONG BEACH AIRPORT**

PID 009-392-351, Lot 165, Clayoquot District, containing 152 acres, more or less, except parts in Plans 11182 and 1417 RW. PID 009-392-319, Lot 163, Clayoquot District, except part in Plans 1417RW, 11182 and 32328. PID 009-392-335, Lot 164, Clayoquot District, except parts in Plans 11182and 1417RW. PID 024-749-435, That Part of DL 166, Clayoquot District, except part in Plan 1417 RW, lying to the north and east of Plan 1417 RW. PID 010-322-451, DL 167, Clayoquot District, containing 160 acres more or less. PID 024-749-389, that part of DL 192, Clayoquot District, except part red on Plan 1417 RW, lying to the north and east of Plan 1417 RW. PID 024-158-666, that part of DL 113, Clayoquot District, lying to the north and east of Plan 1417RW. PID 024-159-034, that part of DL 193, Clayoquot District, lying to the east of Plan 1371RW. PID 024-158-569, that part of DL 194, Clayoquot District, lying east of Plan 1371 RW. PID 010-157-913, DL 178, Clayoquot District. PID 024-100-145, DL 168, Clayoquot District. PID 024-100-137, DL 169, Clayoquot District. PID 024-100-153, DL 170, Clayoquot District. PID 024-749-419, that part of DL 196, Clayoquot District, except part in Plan 1371 RW lying to the east of Plan 1371 RW. PID 010-158-162, DL 193, Clayoquot District, except that part lying to the west of Plan 1371 RW. PID 024-749-397, that part of DL 195, Clayoquot District, except part in Plan 1371 RW lying to the east of Plan 1371 RW.

## REQUEST FOR DECISION

**To:** Board of Directors  
**From:** Russell Dyson, CAO  
**Meeting Date:** March 11, 2015  
**Subject:** Regional Emergency Coordinator

---

### **Recommendation:**

**That the Alberni-Clayoquot Regional District Board of Directors authorize the Chair and CAO to enter into a contract for Regional Emergency Services with Dan Holder for a three year term.**

### **Desired Outcome:**

To agree to the contract for the necessary services to provide for the Coordinators role.

### **Background:**

The Regional District posted a Request for Proposals for the Regional Fire Services Coordinator. Dan Holder was the preferred candidate providing the necessary experience and a proposal that meets the Regional Districts needs within the required budget. The CAO has negotiated the attached contract for service for a three year period.

This is primarily an Alberni Valley service, but the Coordinator supports the community of Bamfield, with their own volunteer Coordinator and helps to liaise with emergency services on the West Coast.

The following will be the priorities for the service in 2015:

- Organization of the downstairs ACRD Emergency Operations facilities next to the Credit Union for office space and for logistics of an EOC.
- Setup of required contacts – phone and email.
- Review current files and documents, develop storage and filing systems.
- Meet with the City and ACRD to confirm the staff participants in EOC, develop training and meeting schedules.
- Confirm the political and planning groups and set regular meeting schedules and agendas.
- Establish a schedule to meet with the various emergency service groups and organizations, confirm current contacts.
- Confirm Directors participation in April 21 EMBC Training event at the City of Port Alberni Echo park Fieldhouse.

- Establish contact with Linda Myers – Bamfield Coordinator.
- Schedule community outreach and messaging.
- Coordinate fall fair booth – theme, messaging and volunteer schedule.
- Establish contacts with EMBC and the mid island coordinators group.
- Work with City of Port Alberni Parks and Recreation to help support Emergency Social Services and receptions centres.
- Plan for a fall West Coast meeting to review emergency coordination on the peninsula.

**Financial:**

The costs of the service is budgeted (\$42,000 annually – same as previous years), and the proposal is within budget.



Submitted by:

---

Russell Dyson, CAO



**ALBERNI CLAYOQUOT REGIONAL DISTRICT**  
**REGIONAL EMERGENCY SERVICES COORDINATION**  
**CONTRACTOR'S AGREEMENT**

THIS AGREEMENT is dated the \_\_\_\_ day of \_\_\_\_\_, 2015.

BETWEEN:

**ALBERNI CLAYOQUOT REGIONAL DISTRICT**

3008 5<sup>th</sup> Ave  
Port Alberni BC V9Y 3E2

(the "Regional District")

OF THE FIRST PART

AND:

**Dan Holder**

5080 Golden Street  
Port Alberni, BC V9Y 7H9

(the "Regional Emergency Services Coordinator")

OF THE SECOND PART

WHEREAS:

- A. The Regional District provides Regional Emergency Services.
- B. The Regional District has agreed to engage the Regional Emergency Services Coordinator, and the Regional Emergency Services Coordinator has agreed to be engaged by the Regional District in respect of the Project on the terms and subject to the conditions set out in this Agreement.

NOW THEREFORE, the Regional District and the Regional Emergency Services Coordinator, in consideration of their mutual duties and responsibilities to one another as hereinafter set forth, AGREE AS FOLLOWS:

**ARTICLE 1**

**INTERPRETATION**

1.1 In this Agreement, the following words shall have the following meanings:



- (a) "AGREEMENT" means this Agreement for professional services, the Regional Emergency Services Coordinator proposal, and all other schedules attached to this Agreement.
  - (b) "ALTERNATE" means an employee or contractor engaged by the Regional Emergency Services Coordinator in connection with the Project who will work under the supervision of the Regional Emergency Services Coordinator and perform the Services in order to ensure continuous coverage of the Project.
  - (c) "PROJECT" shall refer to the Project described in paragraph A.1 of Schedule "A".
  - (d) "SERVICES" means the Regional Emergency Services Coordinator duties and responsibilities to the Regional District as set out in Paragraph A.2 of Schedule "A".
  - (e) "EMERGENCY" means an emergency situation where AN Emergency Operations Centre is activated.
- 1.2 In the event of a conflict between a provision in this Agreement and a provision in a Schedule attached to this Agreement the provision in this Agreement shall prevail.
  - 1.3 Whenever the singular or masculine is used herein, the same shall be deemed to include the plural or the feminine or the body politic or corporate where the context of the parties so require.
  - 1.4 The captions or headings appearing in this Agreement are inserted for convenience of reference only and shall not affect the construction hereof.

## **ARTICLE 2**

### **REGIONAL EMERGENCY SERVICES COORDINATOR'S DUTIES AND RESPONSIBILITIES TO THE REGIONAL DISTRICT**

#### **THE REGIONAL EMERGENCY SERVICES COORDINATOR SHALL:**

- 2.1 Render the Services to the Regional District under this Agreement with that degree of care, skill and diligence normally provided by Regional Emergency Services Coordinators having similar qualifications in the performance of duties of a similar nature to that contemplated by this Agreement at the time and place that such Services are rendered and more particularly set out in Schedule "A".
- 2.2 Charge only the fees for the performance of all of the consulting Services as set out in this Agreement to be performed by the Regional Emergency Services Coordinator. All costs and expenses incurred by the Regional Emergency Services Coordinator to provide the Services, including costs associated with labour, transportation, machinery, equipment, and office, must be paid by the Regional Emergency Services Coordinator.

- 2.3 Perform the Services to be provided under this Agreement on a daily and on-call basis, 24 hours per day, 365 days per year, and respond to an Emergency by telecommunications within one hour.
- 2.4 Complete monthly reporting and expense forms in the format required by the Regional District from time to time.
- 2.5 Procure and maintain any insurance that the Regional Emergency Services Coordinator is required to provide by law, or that is reasonably necessary to insure against any risks the Regional Emergency Services Coordinator may assume as a result of entering into this Agreement, including registering with WorkSafe BC, and obtaining coverage for the Regional Emergency Services Coordinator and his or her employees. The Regional Emergency Services Coordinator must provide satisfactory proof of WorkSafe BC coverage to the Regional District upon request.
- 2.6 Without limiting section 2.5, procure and maintain the insurance in accordance with Schedule "C" to this Agreement.
- 2.7 Comply with all requirements of the *Workers Compensation Act* and Occupational Health and Safety Regulation in the performance of the Services. Without limiting the generality of the foregoing, the Regional Emergency Services Coordinator shall assume all responsibilities of an employer under section 115 of the *Workers Compensation Act* with respect to the Regional Emergency Services Coordinator and his or her employees.
- 2.8 Indemnify and save harmless the Regional District, its elected officials, appointed officers, employees, agents and contractors from and against all claims, costs, losses, damages, actions, causes of action and expenses arising from an error, omission or negligent or willful act of the Regional Emergency Services Coordinator in the performance of the Services by the Regional Emergency Services Coordinator or its agents, employees, or sub-contractors, or from a breach of this Agreement by the Regional Emergency Services Contractor.

### **ARTICLE 3**

#### **REGIONAL DISTRICT'S DUTIES AND RESPONSIBILITIES TO THE REGIONAL EMERGENCY SERVICES CONTRACTOR**

##### **THE REGIONAL DISTRICT SHALL:**

- 3.1 Make available to the Regional Emergency Services Coordinator all relevant information or data pertinent to the Project which is in the hands of the Regional District and is required by the Regional Emergency Services Coordinator and instruct the Regional Emergency Services Coordinator to the extent of the Regional District's ability as to the Regional District's total requirements in connection with the completion of the services. The Regional Emergency Services Coordinator shall be entitled to rely upon the accuracy and completeness of such information and data furnished by the Regional District except where it is unreasonable to do so.

- 3.2 Authorize the Regional Emergency Services Coordinator to act as its agent for such specific purposes as are reasonably necessary to the Regional Emergency Services Coordinator's rendering of his Services pursuant to this Agreement.
- 3.3 Give reasonably prompt consideration to all draft reports, drawings, proposals and other documents relating to the Project provided to the Regional District by the Regional Emergency Services Coordinator, and, whenever prompt action is necessary, where possible inform the Regional Emergency Services Coordinator of a decision in such reasonable time so as not to delay the Services of the Regional Emergency Services Coordinator.
- 3.4 Pay to the Regional Emergency Services Coordinator as a consultancy fee for all Services to be rendered under this Agreement as outlined in Schedule "A" to this Agreement and payable at the times set out in Schedule "A" to this Agreement, except that if the Regional Emergency Services Coordinator is in default of the performance of any of his material obligations set forth in this Agreement, then the Regional District may immediately withhold payment of the fees outlined in Schedule "A" until such time as the Regional Emergency Services Coordinator has remedied such default to the satisfaction of the Regional District.
- 3.5 Provide those supplies and materials required for the maintenance and operation of the Emergency Operations Centre, except for those items to be provided by the Regional Emergency Services Coordinator pursuant to Article 2.2.
- 3.6 Authorize the Regional Emergency Services Coordinator or the Alternate to enter into property (public and private) and into the Project site in accordance with sections 268 and 314.1 of the *Local Government Act* and section 16 of the *Community Charter* for the purposes of carrying out the Services related to the Project. Such authorization may include a safety orientation by the Regional District for the Emergency Services Coordinator, the Alternate, and/or any employees, to identify the hazards of the site.

#### **ARTICLE 4**

##### **COMMENCEMENT AND TERM**

- 4.1 The term of this Agreement shall be for the period commencing April 1, 2015 and shall be for three (3) years, subject to the termination provisions set out in this Agreement (the "Term").

#### **ARTICLE 5**

##### **REIMBURSABLE EXPENSES**

- 5.1 For this specific Agreement, all reimbursable expenses are included within the fees as set out in Schedule "A".

## ARTICLE 6

### TERMINATION AND SUSPENSION

#### BY THE REGIONAL DISTRICT:

- 6.1 If the Regional Emergency Services Coordinator is in default in the performance of any of his material obligations set forth in this Agreement, then the Regional District may, by written Notice to the Regional Emergency Services Coordinator, require such default to be corrected. If within ten (10) days after receipt of such Notice such default shall not have been corrected or reasonable steps to correct such default have not been taken, the Regional District may, without limiting any other right it may have, immediately terminate this Agreement and shall pay the Regional Emergency Services Coordinator for the Services rendered and disbursements incurred by the Regional Emergency Services Coordinator to the date of termination, less any amounts necessary to compensate the Regional District for damages or costs incurred by the Regional District or by any person employed by or on behalf of the Regional District arising from the Regional Emergency Services Coordinator's default.
- 6.2 If the Regional District is unwilling or unable to proceed with the Project, the Regional District may terminate this Agreement by giving fifteen (15) days prior written notice to the Regional Emergency Services Coordinator. Upon receipt of such written Notice, the Regional Emergency Services Coordinator shall perform no further Services other than those reasonably necessary to close out his Services. In such an event the Regional Emergency Services Coordinator shall be paid by the Regional District for all Services performed and for all disbursements incurred pursuant to this Agreement and remaining unpaid as of the effective date of such termination.
- 6.3 This Agreement may be terminated by either party without cause upon sixty (60) days' written notice of its intention to do so at any time during the Term.
- 6.4 If the Regional Emergency Services Coordinator becomes insolvent or is assigned into bankruptcy, the Regional District may immediately terminate this Agreement.
- 6.5 If the Regional Emergency Services Coordinator assigns part or all of the work of the Services to another person, without the Regional District's consent, the Regional District may immediately terminate this Agreement.

#### BY THE REGIONAL EMERGENCY SERVICES COORDINATOR:

- 6.6 If the Regional District is in default in the performance of any of the material obligations set forth in this Agreement, then the Regional Emergency Services Coordinator may, by written Notice to the Regional District, require such default to be corrected. If within thirty (30) days after receipt of such Notice such default shall not have been corrected, the Regional Emergency Services Coordinator may without limiting any other right he may have, immediately terminate this Agreement. In such an event, the Regional Emergency Services Coordinator shall be paid by the Regional District for all Services

performed and for all disbursements incurred pursuant to this agreement and remaining unpaid as of the effective date of such termination.

- 6.7 If the Regional Emergency Services Coordinator's Services are suspended by the Regional District at any time for more than thirty (30) days through no fault of the Regional Emergency Services Coordinator, then the Regional Emergency Services Coordinator shall have the right at any time until such suspension is lifted by the Regional District, to terminate this Agreement upon giving written Notice thereof to the Regional District for all Services performed and for all disbursements incurred pursuant to this Agreement and remaining unpaid as of the effective date of such suspension unless the parties otherwise agree in writing.

## **ARTICLE 7**

### **DISPUTE RESOLUTION**

- 7.1 All matters in dispute under this Agreement which are not first resolved between the Regional District and Regional Emergency Services Coordinator, acting reasonably, may, with the concurrence of both the Regional District and the Emergency Services Contractor, be submitted to arbitration pursuant to the *Commercial Arbitration Act* to a single arbitrator appointed jointly by them.
- 7.2 No one shall be nominated to act as an arbitrator who is in any way financially interested in the conduct of the Project or in the business affairs of either the Regional District or the Regional Emergency Services Coordinator.
- 7.3 If the parties cannot agree on the choice of an arbitrator, each party shall select a nominee and the nominees shall jointly appoint an arbitrator.
- 7.4 The laws of the Province of British Columbia shall govern this Agreement and any arbitration or litigation in respect thereof.
- 7.5 The award of the arbitrator shall be final and binding upon the parties.

## **ARTICLE 8**

### **CONFIDENTIALITY AND OWNERSHIP**

- 8.1 The Regional Emergency Services Coordinator shall not disclose any information, data or secret of the Regional District to any person other than representatives of the Regional District duly designated for that purpose in writing by the Regional District and shall not use for the Regional Emergency Services Coordinator 's own purposes or for any purpose other than those of the Regional District any information, data or secret the Regional Emergency Services Coordinator may acquire as a result of being engaged pursuant to this Agreement.

- 8.2 The Regional Emergency Services Coordinator must not, during the term of this Agreement, perform a service for, or provide advice to any person, firm or corporation, which gives rise to a conflict of interest between the obligations of the Regional Emergency Services Coordinator under this Agreement and the obligation of the Regional Emergency Services Coordinator to such other person, firm or corporation.
- 8.3 All plans, specifications, manuals, preliminary drafts, sketches, copies, designs, computer modules, software programs, technology, data and information and all other materials produced by the Regional Emergency Services Coordinator under this Agreement (collectively the "**Intellectual Property**") are and will remain the Regional District's property even though the Regional Emergency Services Coordinator or another party has physical possession of them. The Regional Emergency Services Coordinator hereby waives, in favour of the Regional District, any moral rights the Regional Emergency Services Coordinator or its employees, or sub-contractors may have in the Intellectual Property. Until the expiry or earlier termination of this Agreement, the Regional Emergency Services Coordinator may retain copies, including reproducible copies of the Intellectual Property. The Regional Emergency Services Coordinator must not use the Intellectual Property on other projects or for other Regional Districts except with written consent from the Regional District. The Regional Emergency Services Coordinator must obtain the Regional District's written consent before the Regional Emergency Services Coordinator publishes or makes public any of the Intellectual Property in book, periodical, electronic or any other form.
- 8.4 Upon expiry or earlier termination of this Agreement, the Regional Emergency Services Coordinator must turn over to the Regional District all Intellectual Property, keeping a single copy for the Regional Emergency Services Coordinator 's own archival purposes.
- 8.5 It is understood and agreed that the covenants and agreements contained in paragraphs 2.5, 7.1, 7.2, 7.3, 7.4 and 7.5 shall survive the expiry or earlier termination of this Agreement and that those paragraphs are severable for such purpose.

## **ARTICLE 9**

### **DESIGNATED REPRESENTATIVES**

- 9.1 The Chief Administrative Officer of the Regional District is designated the representative to act on the Regional District's behalf with respect to the performance of this Agreement (herein referred to as the "Regional District Representative") and may at any time or from time to time thereafter, by notice in writing to the Regional Emergency Services Coordinator, designate another person to act as the Regional District Representative in the place and stead of any person previously designated.
- 9.2 The Regional Emergency Services Coordinator shall, by notice in writing to the Regional District, designate a representative to act on the Regional Emergency Services Coordinator's behalf with respect to the performance of this Agreement (herein referred to as the "Project Manager") and may at any time or from time to time thereafter, upon written approval from the Regional District, designate another person to act as the



Regional Emergency Services Coordinator in the place and stead of any person previously so designated.

## **ARTICLE 10**

### **NOTICES**

- 10.1 Unless otherwise specified herein, any Notice required to be given hereunder by any party shall be deemed to have been well and sufficiently given if mailed by prepaid registered mail or faxed to or delivered at the address of the other party set forth on the first page of this Agreement or at such other address as the other party may from time to time direct in writing, and any such Notice shall be deemed to have been received if mailed or faxed, 72 hours after the time of mailing or faxing and, if delivered, upon the date of delivery. If normal mail service or facsimile service is interrupted by strike, slow down, force majeure or other cause, then a notice sent by the impaired means of communication will not be deemed to be received until actually received, and the party sending the notice shall utilize any other such Services which have not been so interrupted or shall deliver such notice in order to ensure prompt receipt thereof.

## **ARTICLE 11**

### **MANAGEMENT OF EMERGENCY SERVICES**

- 11.1 The Regional District shall maintain the overall authority for management and control of the Emergency Services. Nothing in this Agreement grants the Regional Emergency Services Coordinator any interest in the Emergency Services and the Regional District may, in its discretion, retain other contractors, agents and employees to carry out work for the Emergency Services.

## **ARTICLE 12**

### **ENTIRE AGREEMENT**

- 12.1 The provisions and Schedules herein constitute the entire Agreement between the Regional District and the Regional Emergency Services Coordinator and supersedes all previous expectations, understanding, communications, representations and agreements whether verbal or written between the Regional District and the Regional Emergency Services Coordinator with respect to the subject matters hereof and may not be modified except by subsequent agreement in writing executed by the Regional District and the Regional Emergency Services Coordinator.
- 12.2 The Regional District may issue to the Regional Emergency Services Coordinator a Change Notice to make changes to the work, omit part of the work, or require additional work. The Change Notice shall prevail over any other provision of this Agreement, in the event of an inconsistency between them. The Regional District and the Regional Emergency Services Coordinator shall appraise the value of the changes to the work specified by the Change Notice, and within sixty (60) days of receipt of the Change

Notice, agree on the new price to be paid for the work or the reduction in the fee payable to the Regional Emergency Services Coordinator.

## **ARTICLE 13**

### **NO DUTY OF CARE**

- 13.1 The Regional Emergency Services Coordinator acknowledges that the Regional District, in the preparation of the Contract Documents, supply of oral or written information to the Regional Emergency Services Coordinator, review of proposals or the carrying out of the Regional District's responsibility under this Agreement, does not owe a duty of care to the Regional Emergency Services Coordinator and the Regional Emergency Services Coordinator waives for itself, its successors and assigns, the right to sue the Regional District in tort for any loss, including economic loss, damage, cost or expense, arising from or connected with any error, omission or misrepresentation occurring in the preparation of this Agreement, the Request for Proposals, supply of oral or written information to proponents, review of Proposals, or carrying out of the Regional District's responsibilities under this Agreement.

## **ARTICLE 14**

### **WAIVER**

- 14.1 Except as may be specifically agreed in writing, no action or failure to act by the Regional District or the Regional Emergency Services Coordinator shall constitute a waiver of any right or duty afforded any of them under this Agreement nor shall any such action or failure to act constitute an approval of or acquiescence in any breach hereunder.

## **ARTICLE 15**

### **RELATIONSHIP**

- 15.1 The legal relationship between the Regional Emergency Services Coordinator and the Regional District arising pursuant to this Agreement is that of an independent contractor and purchaser of services. Nothing in this Agreement shall be interpreted so as to render the Regional District the employer or partner of the Regional Emergency Services Coordinator, or the employer of anyone working for the Regional Emergency Services Coordinator, and the Regional Emergency Services Coordinator must not do anything that would result in anyone working for the Regional Emergency Services Coordinator being considered an employee of the Regional District. Except where specifically authorized under section 3.2 of this Agreement, the Regional Emergency Services Coordinator is not, and must not claim to be the agent of the Regional District for any purpose.

## **ARTICLE 16**

### **VALIDITY**

- 16.1 If any part of this Agreement is or is declared invalid, the remainder shall continue in full force and effect and be construed as if the Agreement had been executed without the invalid portion.

## **ARTICLE 17**

### **LAW**

- 17.1 This Agreement shall be governed by and construed in accordance with the laws in force from time to time in the Province of British Columbia.
- 17.2 Unless stated otherwise in this Agreement, all sums of money are in Canadian Dollars.

## **ARTICLE 18**

### **TRANSFER OF INTEREST**

- 18.1 This Agreement shall inure to the benefit of and be binding upon the parties hereto and their respective heirs, executors, administrators, personal representatives, successors and permitted assigns. Neither party shall assign, subcontract or transfer any interest in this Agreement without the prior written consent of the other.
- 18.2 Time is of the essence in this Agreement.

IN WITNESS HEREOF the Regional District and the Regional Emergency Services Coordinator have executed this Agreement as of the day, month and year first above written.

**ALBERNI CLAYOQUOT REGIONAL DISTRICT** )  
by its authorized signatories: )  
 )  
 )  
\_\_\_\_\_)  
Chair: )  
 )  
\_\_\_\_\_)  
Chief Administrative Officer )

**SIGNED, SEALED AND DELIVERED**  
in the presence of:

\_\_\_\_\_)  
 )  
Witness )  
 )  
\_\_\_\_\_)  
Address )  
 )  
\_\_\_\_\_)  
 )  
\_\_\_\_\_)  
 )  
Occupation )  
 )  
 )

\_\_\_\_\_  
**DAN HOLDER**

## **SCHEDULE "A"**

### **REGIONAL EMERGENCY SERVICES AND FEES**

#### **1 THE PROJECT:**

The Services provided under this Agreement are duties in relation to the efficient, orderly coordination of emergency services within the Alberni Clayoquot Regional District including, but not limited to the co-ordination and organization of emergency planning, training, response and recovery activities for the Alberni Valley and Bamfield; as well as liaison for the emergency planning activities on the Westcoast under the direction of the Chief Administrative Officer of the Regional District or his designate.

#### **2 SERVICES:**

THE REGIONAL EMERGENCY SERVICES COORDINATOR SHALL:

- 2.1 Provide all consulting Services as described in Schedule "B" (Scope of Services) necessary for completion of the Services.
- 2.2 In rendering the Services on the Project, engage an Alternate who will work under the supervision of the Regional Emergency Services Coordinator, who will perform the Services on behalf of the Regional Emergency Services Coordinator when the Regional Emergency Services Coordinator is unable to perform such Services, in order to ensure continuous and uninterrupted provision of Services.
- 2.3 In rendering the Services on the Project, deal with the public and the Regional District in a courteous and respectful manner and ensure that any sub-contractors, Alternates, employees or agents of the Regional Emergency Services Coordinator deal with the public and the Regional District in a courteous and respectful manner.
- 2.4 Provide copies to the Regional District of all records and other information relevant to the Regional Emergency Services Coordinator Services.

#### **3 NO ADDITIONAL WORK:**

- 3.1 The Regional Emergency Services Coordinator shall not undertake any work, in connection with the said Services, additional to or supplemental to or in substitution of the Services specified herein, unless authorized in advance in writing by the Regional District (the "Additional Services").
- 3.2 Notwithstanding section A3.1 above, the Regional Emergency Services Coordinator shall perform those services required in an Emergency ("Emergency Services").

**4 PAYMENT OF FEES:**

- 4.1 The Regional District shall pay to the Regional Emergency Services Coordinator \$3,300.00 plus applicable taxes, per month for the Services set forth in this Schedule "A".
- 4.2 The fee for the Regional Emergency Services Coordinator Additional Services, shall be \$50.00 plus applicable taxes, per hour.



## **SCHEDULE “B”**

### **SCOPE OF SERVICES**

#### **1.0 Duties and Responsibilities**

The Regional Emergency Services Coordinator shall perform all duties in relation to the continuous, efficient, orderly provision of emergency coordination, including:

1. Advises elected officials, department heads and staff on various aspects of emergency preparedness, planning, response and recovery.
2. Maintains Emergency Plans for the Alberni Valley and Electoral Area “A” Bamfield including resource databases, Emergency Operations Centres, etc.
3. Liaises with emergency program stakeholder agencies and volunteer organizations and integrates volunteer resources into the Emergency Plan.
4. Liaises with the Provincial Emergency Program (EMBC) Regional Manager in the area of emergency management
5. Develops a general public information/awareness plan and provides public information, education and training opportunities
6. Facilitates and participates in emergency exercises to test the effectiveness of the emergency management plan.
7. Acts as lead facilitator for assisting the Corporate Administration to manage the EOC prior to and after activation
8. Maintains the offices and facilities of the Emergency Operations Centre and manages the initial setup of EOC and initial reception of arriving EOC members.
9. Acts as Liaison Officer within the EOC Activation
10. Represents the Valley Emergency Program on various committees and working groups.
11. Acts as liaison with emergency planning personnel within the Westcoast communities.

#### **2.0 Project Management**

##### **Regional Emergency Services Coordinator Responsibilities**

The Regional Emergency Services Coordinator is expected to carry out all necessary project management to ensure the completion of the Services.

### **3.0 Regional District Chief Administrative Officer Responsibilities**

The Chief Administrative Officer is prepared to assist and support the Regional Emergency Services Coordinator during the project as follows:

1. Advise the Regional Emergency Services Coordinator immediately of required changes to the Scope of Work for the Project and facilitate the appropriate contract amendments as required.
2. Provide Regional District documents and materials as required throughout the duration of the project.
3. Provide information regarding the Regional District and the Project to date.
4. Meet with the Regional Emergency Services Coordinator on a regular or as needed basis to ensure that decisions are made as necessary and the Services are provided in a timely manner.
5. Provide regular and ongoing professional and project guidance and advice on an as-needed basis in person or via telephone, fax or e-mail communications.
6. Facilitate the organization of meetings between the Regional Emergency Services Coordinator and Regional District staff, as required.
7. Coordinate communication between the Regional Emergency Services Coordinator and other Regional District Contractors, as required.

## **SCHEDULE "C"**

### **INSURANCE**

Without limiting the effect of the foregoing provision the Regional Emergency Services Coordinator shall at all times during the continuance of this Agreement maintain public liability and property damage insurance with an insurer satisfactory to the Regional District in accordance with the following terms:

1. Comprehensive General Liability insurance in the amount of THREE MILLION DOLLARS (3,000,000) inclusive per occurrence for bodily injury and property damage. The Regional District shall be added as an Additional Insured. The policy shall also contain an endorsement to provide the Regional District with thirty (30) days prior written notice of cancellation or material change in the policy.
2. Automobile public liability and property damage insurance in the amount of THREE MILLION DOLLARS (\$3,000,000) per occurrence per owned, non-owned or hired vehicle.
3. Provide to the Regional District prior to commencement of work, certificates of insurance or other evidence which satisfies the Regional District that the insurance required herein has been obtained and is in force.
4. Ensure that the Work is carried out in conformity with the Worker's Compensation Act, R.S.B.C. 1996, c. 492, as regards to employee coverage and benefits and safety regulations.
5. Be responsible for any deductible amounts under the policies. The cost of all insurance required by the Contract shall be included in the Regional Emergency Services Coordinator's maximum fee amount.



## **REQUEST FOR DECISION**

**To:** Board of Directors

**From:** Andrew McGifford, Acting Manager of Finance

**Meeting Date:** March 25, 2015

**Subject:** F1119 Beaver Creek Water System Service Area Rates & Regulation Bylaw

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**Recommendation:**

**That the Alberni-Clayoquot Regional District Board of Directors give first reading to the bylaw cited as “Beaver Creek Water System Service Area Rates and Regulations Bylaw No. F1119, 2015”.**

**That the Alberni-Clayoquot Regional District Board of Directors give second reading to the bylaw cited as “Beaver Creek Water System Service Area Rates and Regulations Bylaw No. F1119, 2015”.**

**That the Alberni-Clayoquot Regional District Board of Directors give third reading to the bylaw cited as “Beaver Creek Water System Service Area Rates and Regulations Bylaw No. F1119, 2015”.**

**That the Alberni-Clayoquot Regional District Board of Directors adopt bylaw cited as “Beaver Creek Water System Service Area Rates and Regulations Bylaw No. F1119, 2015”.**

**Desired Outcome**

To establish new water rates for the Beaver Creek Water Service Area that will raise the required revenues for 2015 operations and with the 2014 changes provide incentives for greater water conservation.

**Background:**

Water rates are to be the source of income for operation and maintenance costs. Despite realizing savings in the administration and operation of the water system, additional costs for the bulk water purchase from the city connection and improved levels of water treatment will result in costs to be transferred to the water users through these new higher rates. In 2014 the rates were increased by \$8 per month, at that time there was an understanding that the rates would likely be increased further in 2015. With the proposed changes the rates will be at the required level to operate the water system.

The average water user will now be paying \$155 per quarter for water. Based on the Advisory's recommendation, the basic charge per month will be increased as follows:

<b>Classification</b>	<b>Current</b>	<b>Proposed</b>
Single Family Residential	\$43	\$51.67
Each Additional Water Use on Same Lot	\$50	\$58.67
Trailer Courts Each Unit	\$43	\$51.67
Commercial	\$50	\$58.67

In 2014 the Advisory Committee proposed a declining consumption limit over the three years to encourage greater water conservation. Consumption in excess of the following limits listed below now will be charged \$2 per cubic meter:

Effective	Cubic Meters
Current	45
April 2015	41
April 2016	36

The proposed rate increases were discussed and approved as part of the 2015-19 Financial Plan presented to the to the Beaver Creek Water Advisory Board on February 23, 2015 and on March 2, 2015 the public were advised at the Beaver Creek Area Public consultation.

**Time Requirements – Staff & Elected Officials:**

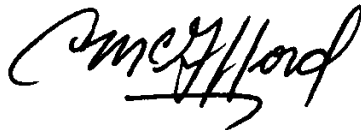
A considerable amount of staff time has been spent evaluating the future operating costs of the Beaver Creek Water System and the resulting effects on the rates. Once this bylaw has been adopted, minimal staff time will be required to implement the rate changes.

**Financial:**

It is anticipated that these changes will result in increased water toll revenue of approximately \$113,750 annually. The exact impact on revenue cannot be determined as consumption fluctuates and the impact of the decreasing consumption thresholds and resulting conservation is unknown.

**Policy or Legislation:**

Section 363 of the Local Government Act allows the imposition of fees and charges to recover the cost of a service.



Submitted by: \_\_\_\_\_  
Andrew McGlifford, Manager of Finance



Approved by: \_\_\_\_\_  
Russell Dyson, Chief Administrative Officer



Regional District of Alberni-Clayoquot

## **Bylaw F1119**

### **A Bylaw of the Regional District of Alberni-Clayoquot to establish Rates and Regulations for the Beaver Creek Water System Local Service Area**

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**WHEREAS**, the Regional District Board has established, operates and maintains the Beaver Creek Water System as described in Bylaw No. E1054 cited as, “Beaver Creek Water System Local Service Area Establishment, 2012”;

**AND WHEREAS**, it is deemed necessary and expedient that provisions be made for the regulation and management of the water system and for terms and conditions upon which water services shall be provided and to establish rates and charges for such services;

**NOW THEREFORE**, the Board of the Regional District of the Alberni-Clayoquot in open meeting assembled, enacts as follows:

#### **1. INTERPRETATION**

1.1 In this bylaw, unless the context requires otherwise:

“Connection” means a water connection at the owner’s property line for the purpose of conveying water to the said customer, and will include a water meter and a shut-off valve that shall be the property of the Regional District, Beaver Creek Water System.

“Consumer Unit” shall be defined as follows:

- a. An independent residential dwelling unit including, but not so as to restrict the generality of the foregoing, a detached dwelling house, a basement or other independent dwelling unit contained in a detached dwelling house, each dwelling unit of a duplex or other multiplex, each dwelling unit of an apartment building, and each unit in a mobile home park;
- b. An independent commercial unit including, but not so as to restrict the generality of the foregoing, a detached commercial building, each independent commercial unit of a duplex or other commercial multiplex, and each commercial unit of an office building proved that each such commercial unit has water supplied to it from the Beaver Creek Water System for the exclusive use of the occupants of such commercial unit and their customers;
- c. Any other structure requiring water.



“Regional District” means the Regional District of the Alberni-Clayoquot, the Regional District Board or persons duly authorized to represent the Regional District Board in respect of this Bylaw.

“Water System” means the Beaver Creek Water System of the Alberni-Clayoquot Regional District.

“Works” includes anything capable of or useful for diverting, storing, measuring, or conveying, conserving, retarding, confining or using water.

## **2. SERVICE CONNECTIONS**

- 2.1 The type and size of service connection and the arrangement of valves and other appurtenances required to regulate the water shall be specified in writing by the Regional District.
- 2.2 Applications for the installation and connection of a water service shall be made to the Regional District, and shall be made in the form of Schedule “A” of this Bylaw and shall be accompanied by the proper fee enumerated on Schedule “B” of this Bylaw. Each application, when duly signed by the potential customer, shall be an agreement whereby the customer agrees to abide by the terms and conditions of the Bylaw.
- 2.3 Where an applicant for a water service requires a quantity, pressure or type of service in excess of that which can be supplied from the Works of the Water System, the Regional District may require the said applicant to pay for all or part of any Works considered necessary to augment system capacity in order to meet the water requirements. Alternatively, the said applicant may be required to make a capital contribution towards the future provision of such works. Applicants considered under this section may be required to enter into a formal agreement with the Regional District regarding the special terms and conditions under which water is supplied.
- 2.4 Where an applicant may require an additional Connection on their current lot for a separate Consumer Unit, the subsequent Connection requires approval from the Regional District. Each additional Connection shall be charged the higher rate as classified on Schedule “B” of this Bylaw.
- 2.5 Where an applicant may require an additional Consumer Unit be added to an existing Connection the owner must inform the Regional District of this additional use. Each additional Consumer Unit shall be charged the higher rate as classified on Schedule “B” of this Bylaw and the consumption thresholds will be increased accordingly.
- 2.6 Immediately after the completion of any Works, and before such Works or any part thereof has been covered or concealed, the Regional District shall be notified that such works are ready for inspection. The Works shall not be covered until they have been inspected, tested under pressure, and accepted in writing by the Regional District.

**3. TURN OFF AND TURN ON**

- 3.1 Consumers who wish to have their water service discontinued for a period of time greater than one (1) month shall contact the Regional District office. The service shall be cut off upon the availability of the Maintenance Technician(s). Before the service is again renewed, the tenant or occupant shall pay to the Regional District the prescribe re-connection charge as invoiced for the renewal of the service as enumerated on Schedule "B" of this Bylaw.
- 3.2 Consumers who require to have their water service shut off for their needs including repairs or maintenance shall contact the Regional District office with as much notice as possible. There will be no re-connection charge applied as long as it is during normal working hours. If it does not occur during regular working hours the re-connection fee will be applicable as enumerated on Schedule "B" of this Bylaw.

**4. RIGHT OF ACCESS**

- 4.1 The Regional District shall have right to access to all parts of a person's property of premises at all reasonable hours for the purpose of inspecting or testing any works, fittings or appliances related to the use of water, or the purpose of installing, removing, reading or inspecting meters.
- 4.2 No person shall obstruct or prevent the Regional District from carrying out any of the provisions of this Bylaw.

**5. BEAVER CREEK WATER SYSTEM WORKS**

- 5.1 No person except Regional District Maintenance Technician(s) or their designate shall open, shut, adjust, or draw water from or tamper with any of the Water System Works.
- 5.2 No person shall obstruct at any time or in any manner the access to any hydrant, valve, stop-cock or other fixture connected with the Water System Works, and should any person so obstruct access to any said fixture by allowing accumulation of surface water around to or by placing thereon or near thereon any structure or material, the Regional District may remove such obstruction at the expense of the offending person.
- 5.3 When a landowner requests that any of the Water System Works situated within an easement in favour of the Regional District, Beaver Creek Water System be moved or relocated, the entire cost of moving or relocating the said works shall be borne by the landowner unless other arrangements are agreed upon in writing by both parties.

## **Location and Alignment**

- 5.4 No person, organization or authority shall install any utility or other material longitudinally or crossing the existing Water System infrastructure at less than one (1) meter separation.
- 5.5 Or where Section 5.4 is not possible or practical written specifications and permission must be obtained from the Regional District before proceeding with any installation. Costs to produce specifications will be borne by the applicants.
- 5.6 In Accordance with the Ministry of Health requirements no storm or sanitary sewer is to be constructed within 3.0 meters of a watermain, nor within 0.45 meters vertical clear separation at sewer cross-unders without the written permission of the Public Health Engineer.

## **6. WORKS ON PRIVATE PROPERTY**

- 6.1 No person to whose premises water is supplied shall make, or permit to be made, any additional Connection to his/her service of either temporary or permanent nature, for the purpose of supplying water to another building, or house trailer on his/her or any other property without permission of the Regional District.
- 6.2 No person shall interconnect any portion of Works on private property which are supplied by the Water System with an external source of water such as a well.
- 6.3 To prevent backflow and cross contamination to the Water System the owner of the private property shall install and maintain an approved Canadian Standards Association (CSA) back flow preventer device on every cross-connection as per the most current BC Building Code requirements.
- 6.4 No change or addition to the number or type of fixtures on a premise, for the purpose of expanding a commercial or industrial enterprise, shall be made until notice thereof has been given in writing to the Regional District and written permission therefore obtained. Any extra charge or higher charge payable due to the change or addition shall be paid before the change or addition is commenced.
- 6.5 No person shall use or permit the use of any pump or other device for the purpose of, or having the effect of, increasing the pressure in any pipe without the written permission of the Regional District, whether such pipe forms part of the Water System Works or of the works on the said person's premises. The Regional District may, without notice, discontinue service to any person employing such pump or other device.

- 6.6 No device designed to introduce another substance into the water in the Connection between the building and the water supply main shall be installed without written permission of the Regional District who, in consultation with the Health Inspector, shall insure that the device is so designed and installed that such substance cannot be introduced into the Water System Works.
- 6.7 The property owner shall be responsible for the safe-keeping, maintenance, repair and replacement of all service pipes and plumbing systems from the outlet of the Water System's curb stop or standard waterworks valve at his/her property line and shall protect them from frost or other damage, and shall promptly repair frozen, leaky or imperfect pipes or fixtures.
- 6.8 No reduction in rates shall be allowed on account of any waste of water unless the Regional District are satisfied that such waste arose from an accident to the pipes or fittings on the consumer's premises arising from some cause beyond his/her control and that the consumer used all reasonable diligence to stop such waste.

**7. WATER USE REGULATIONS**

- 7.1 Where, in the opinion of the Regional District, the quantity of water being used or the rate which it is being used from time to time, through any service is in excess of that contracted for or otherwise considered adequate, the Regional District may take such measures as are considered necessary to limit the supply to said service. These measures may include the installation of a meter, partially closing the controlling curb stop or standard waterworks valve, regulating the rate and time at which water may be used, and establishing special charges for water used in excess of a stipulated quantity or rate. The cost of any measured deemed necessary by the Regional District under this section shall be paid by the owner or owners concerned.
- 7.2 The Regional District may limit the amount of water used by any service in the interests of efficient operation of the Water System works and equitable distribution of water.
- 7.3 The Regional District does not guarantee a specific pressure or a continuous supply of water quality to meet the special requirements of individual users. The right is reserved to interrupt water service at anytime for the purpose of making repairs or alterations to the works. If the service is to be interrupted for non-emergency work for more than 4 consecutive hours, due notice shall be given to those users affected.

## **8. METERS**

- 8.1 Unless determined otherwise by the Regional District, all commercial, industrial and institutional consumers with a service Connection shall install a water meter complete with bypass and isolation valves in a location easily accessible to the Regional District for inspection and reading the meter. If a building or structure exists at the location where the meter is to be installed, the property owner shall be responsible for constructing and maintaining the meter vault in accordance with the standards issued by the Regional District's Consulting Engineer.

### **Meter Size and Supply**

- 8.2 The Regional District shall determine the size of meter required and shall supply and install the meter.

### **Operation Bypass**

- 8.3 No person shall in any way tamper with, operate or remove the water meter or sealed bypass valves after installation without first obtaining the permission of the Regional District.

### **Meter Ownership**

- 8.4 All meters shall be the property of the Regional District, Beaver Creek Water System.

### **Water Restrictions**

- 8.5 No owner or occupant of any premises supplied with water by the Water System shall sell, dispose of, or give away water, or permit the same to be taken away or applied for the benefit of other persons or premises, except by permission of the Regional District.
- 8.6 No person shall use any service as motive power for the purpose of operating machinery without permission of the Regional District, who may terminate without such permission at any time.
- 8.7 The Regional District may at any time introduce regulations restricting the use of water for sprinkling or any other purposes. Upon receiving due notice of such restriction, no person shall use water for the purpose forbidden by, or in excess of the limits imposed by, such restrictions. Due notice of restrictions shall be given either by publication in a newspaper, circulating within the Service Area by mail, or by posting notices at prominent locations in the community.

8.8 Notwithstanding the lack of, or limited form of, sprinkling regulations as hereinbefore proved, no person shall, without permission of the Regional District.:

- a. Use water for sprinkling in excess of reasonable requirements;
- b. Use more than two outlets at one time for sprinkling purposes, neither or which said outlets shall exceed 13 millimeters (1/2") in internal diameter;

## **9. BILLING AND PAYMENT**

9.1 The several rates and charges enumerated in Schedule "B" of this Bylaw are hereby imposed and levied for water services supplied by the Regional District, Beaver Creek Water System. Rates and charges for Trailer Courts will be billed monthly and shall be due and payable no less than thirty (30) days after the issuance of the bill. Rates and charges for all other classifications shall be billed quarterly and shall be due and payable on the due date stated on the invoice, no less than thirty (30) days after the issuance of the bills.

9.2 The basic monthly charge is billed at the start of each billing period, whereas the overages of the consumption thresholds are billed in the next billing period based on the meter reads.

9.3 The Regional District may assess an interest rate of 2% on outstanding rates and charges, from the prior period, which are overdue.

9.4 The rates and charges specified in Schedule "B" and any assessed interest charges on the outstanding balance are due and payable by December 31<sup>st</sup> of each year and if unpaid on that date shall be deemed to be taxes in arrears and shall be so entered on the tax roll by the Surveyor of Taxes.

## **10. WATER SYSTEM OWNERSHIP**

10.1 All water pipes, Connections, appurtenances of facilities required for water distribution in public highways, or within Beaver Creek Water System Service Area rights-of-ways or property, shall be the property of the Regional District.

## **11. PENALTIES**

11.1 Any person who shall install, place or maintain in any premises any water Connection, fixture or fitting not in accordance with the requirements of this Bylaw shall be guilty of an infraction thereof.



- 11.2 The Regional District may, on written notice, turn off the supply of water to any persons in default of the requirements of this Bylaw. The person shall not be entitled to receive any further water from the Water System until such person has remedied the default. It shall be unlawful for any person whose water has been turned off, pursuant to this section, to turn such water on again or take any water from the Water System works until such time as the Regional District again turns on the water.
- 11.3 No occupier of land will cause, suffer or allow irrigation water to flow onto or to be released on or to be used on the land which he/she occupies or any part of such land, unless the water is being lawfully supplied to such land in accordance with the provisions of this bylaw.
- 11.4 Every person who offends against any of the provisions of this Bylaw or suffers or permits any act or thing to be done in contraventions of or violation of any of the provisions of this Bylaw, or neglects to do or refrains from doing anything required to be done under this Bylaw or who does any act or thing which violates any of the provision of this Bylaw, shall be deemed to have committed an offence under this Bylaw shall be liable on summary conviction to penalty in accordance with the *Offence Act*.

## **12. CITATION**

- 12.1 This Bylaw may be cited for all purposes as the “Beaver Creek Water System Service Area Rates and Regulations Bylaw No. F1119, 2015”.

## **13. REPEAL**

- 13.1 The following Beaver Creek Improvement District bylaws are hereby repealed effective March 31, 2015:
- a. Beaver Creek Water System Service Area Rates and Regulations Bylaw No. F1110, 2014

**14. EFFECTIVE DATE**

14.1 This Bylaw comes into effect on April 1, 2015.

Read a first time this 25<sup>th</sup> day of March, 2015.

Read a second time this 25<sup>th</sup> day of March, 2015.

Read a third time this 25<sup>th</sup> day of March, 2015.

ADOPTED this 25<sup>th</sup> day of March, 2015,

by an affirmative vote of at least two-thirds the votes cast.

Certified true and correct copy of  
**"Beaver Creek Water System  
Service Area Rates and Regulations  
Bylaw No. F1119, 2015"**

The Corporate seal of the Regional  
District of Alberni-Clayoquot was hereto  
affixed in the presence of:

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Russell Dyson,  
Chief Administrative Officer

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Josie Osborne,  
Chairperson

Schedule "A"

**Beaver Creek Water System Application for Water Service**

<b>Application Date:</b>	
<b>Name of Owner(s)</b>	
<b>Telephone #:</b>	
<b>Mailing Address:</b>	
<b>Service Address:</b>	
<b>Legal Description:</b>	

I/we, being the registered owner or purchaser of the lands and premises described as above hereby apply to the Alberni-Clayoquot Regional District for a supply of water through a connection to the works operated, maintained or controlled by the Alberni-Clayoquot Regional District.

What purpose do you require water service for:

Single Family Residential	<input type="checkbox"/>	Business	<input type="checkbox"/>
Multi-Family Dwelling	<input type="checkbox"/>	Farm	<input type="checkbox"/>

The following information is required to properly size the water service:

# of Consumer Units	_____	Sinks	_____
Showers/Bathtubs	_____	Hose bibs	_____
Washers	_____	Dishwashers	_____
Toilets	_____		

Do you intend to install a firefighting system:  
(If yes please provide design specifications)

Yes ☐ No ☐

Do you intend to install a lawn sprinkler or irrigation system: Yes ☐ No ☐  
(If yes please provide design specifications)

Do you intend to install a swimming pool: Yes ☐ No ☐

Do you intend to install a hot tub: Yes ☐ No ☐

Do you intend to add another connection that will use water from this service:  
Yes ☐ No ☐

If your purpose for a water service connection is other than single family residential please provide the following information or arrange to meet with the Regional District's Environmental Services Department to discuss your connection and flow demands.

Expected daily demand \_\_\_\_\_ | Peak flow demand \_\_\_\_\_

The Alberni-Clayoquot Regional District advises that the property owner(s) is responsible for:

- Installation of a shut off valve for emergencies and to facilitate changes to or cleaning of water lines on my/our property
- Installation of a Canadian Standards Association (CSA) back flow preventer or other appurtenance on hot water tanks to prevent drain off during interrupted water service
- Installation of a pressure reducing valve

I/we submit the sum of \$\_\_\_\_\_ for the installation of the above water service connection. I/we covenant and agree to be bound by all the rules, regulations, bylaws, charges, terms and conditions set out and imposed by the Regional District, Beaver Creek Water System shall in no case be liable for shortage or failure of water supply.

It is agreed that this agreement shall be binding upon my heirs, and administrators, and that all charges payable in respect of the above premises shall constitute a charge against said premises, pursuant to the provision in that behalf contained in the Local Government Act.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Applicant/Owner

For Office Use Only:	
Reviewed by:	Date:
Approved:	Denied:
Connection Fee:	Paid:

## Schedule "B"

### Beaver Creek Water System Rates and Charges

#### **1. WATER METER RATES**

- a. All metered accounts are subject to the following basic charge per month:

<b>Classification</b>	<b>Rate</b>
Single Family Residential	\$51.67
Each additional water use on same lot	\$58.67
Trailer Courts each unit	\$51.67
Commercial	\$58.67

- b. An additional charge of \$2 per cubic meter (m<sup>3</sup>) per month shall be calculated on consumption that exceeds the following thresholds:

<b>Effective Date</b>	<b>Cubic Meters</b>
April 2015	41
April 2016	36

- c. If a meter fails to register or to properly indicate the flow of water, consumption will be estimated and billed based on the average previous consumption. This estimate will take into account seasonal variations and other factors, such as ownership changes, that may affect the consumption of water.
- d. The Alberni-Clayoquot Regional District reads the meters once every quarter. If access is not provided to the meter during the regular quarterly readings, return visits to read meter are \$25.00 per call.

#### **2. CONNECTION CHARGES**

- a. Water Connection & Meter - \$3,800 per lot or cost of construction as determined by the Regional District, whichever is larger.  
If a Connection requires a line extension the cost of this construction is to be paid by the applicant.
- b. Re-connection - \$50.00 for each turn on of water service.

## REQUEST FOR DECISION

**To:** Board of Directors  
**From:** Russell Dyson, CAO  
**Meeting Date:** March 25, 2015  
**Subject:** Gas Tax Strategic Priorities Fund

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### Recommendation:

That the Alberni-Clayoquot Regional District Board of Directors refer the Alberni Valley Regional Airport expansion grant application with the addition of navigational aids for \$1,218,200 to the Gas Tax Strategic Priorities Fund.

That the Alberni Clayoquot Regional District Board of Directors apply to the Gas Tax Strategic Priorities Fund for lighting improvements for the Long Beach airport for a total project value of \$1,344,600.

### Desired Outcome:

To secure federal and provincial funding for planned airport expansions at AVRA and CYAZ.

### Background:

Staff have reviewed the program guide and it appears that this grant program fits with these two projects. The two projects are stated priorities for the regional district that will result in improved transportation and investments in the aerospace industry across the region. Grant funding is essential to realize the two improvements. The Strategic Priorities Fund can provide up to 100% funding, but the regional district has a plan in place to provide a portion of its funding if required.



Submitted by: \_\_\_\_\_  
Russell Dyson, CAO





## **REQUEST FOR DECISION**

**To:** Board of Directors

**From:** Andrew McGifford, Acting Manager of Finance

**Meeting Date:** March 25, 2014

**Subject:** 3<sup>rd</sup> Reading and Adoption of 2015-2019 Financial Plan

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**Recommendation:**

**That the Alberni-Clayoquot Regional District Board of Directors give third reading to Bylaw cited as '2015 to 2019 Financial Plan Bylaw No. F1115'.**

Prior to voting on third reading Directors are asked to make any motions to amend and then vote on third reading as amended. Five proposed amendments are as follows:

- 1. That the Board of Directors amend the Regional Parks capital budget, page 17 –as follows:**

<b>Budget Line</b>	<b>2015</b>
<b>Line 24 – China Creek Bridge</b>	<b>\$2,000</b>

**Regional Parks**, page 17- line 24 – China Creek Bridge has been approved for the EMBC funding to restore the bridge to the condition before the flood event in December 2014. There was an improvement identified that would prevent the occurrence of the wash out in the future and there would be a further \$2,000 needed that is not covered under the EMBC program, this would come from the capital reserve.

- 2. That the Board of Directors amend the Alberni Valley and Bamfield Waste Management budget, page 29 as follows:**

<b>Budget Line</b>	<b>2015</b>
<b>Line 1 – Surplus</b>	<b>\$508,957</b>
<b>Line 5 –Tipping fees</b>	<b>\$1,513,543</b>

**Alberni Valley & Bamfield Waste Management** – Yearend adjustments were completed after the second reading that decreased the 2014 surplus down \$14,926, to offset this decrease staff has increased tipping revenue in Line 5 to continue with no tax requisition for the Alberni Valley.

3. That the Board of Directors amend the Alberni Valley Regional Airport budget, pages 32 & 33 as follows:

Budget Line	2014
Line 3 – Government and other grants	\$185,750
Line 20 – Capital fund contribution	\$185,750
Line 41 – Tree clearing/brushing	\$302,000

**Alberni Valley Regional Airport** – After the Community Forest Grant was received the line items associated with the increase from \$100,000 to \$185,750 affect the lines mentioned and the tree clearing and brushing were increased to \$302,000 in 2015 capital budget due to this funding.

4. That the Board of Directors amend the West Coast Waste Management budget, pages 43 & 44 as follows:

Budget Line	2014
Line 1 – Surplus	\$94,736
Line 2 – Tax requisition	\$123,264
Line 4 – Curbside garbage	\$123,000
Line 38 – Operating costs	\$20,000

**West Coast Waste Management** - After the review and completion of the year end there was a coding error found that over inflated revenue by \$36,807, this pushed the tax requisition for the service from \$117,457 to \$137,764 The expenditure amounts were reviewed by staff to help reduce the tax requisition and found that there could be \$15,000 cut from Other Operating, Garbage billing increased \$8,000 revenue in 2015.

5. That the Board of Directors amend the Sproat Lake Community Parks budget, pages 71 as follows:

Budget Line	2014
Line 2 – Tax requisition	\$81,890
Line 10 – Labour & related costs	\$4,500

**Sproat Lake Community Parks** - page 71 line 10 – The Sproat Lake Parks Labour and benefits were reviewed and found that amounts were over allocated to this service due to changes in the Sproat Lake Marine Patrol as a separate service. The Labour line item was decreased by \$1,500.

After final amendments vote on third reading as amended.

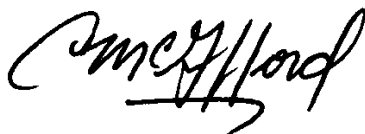
That the Alberni-Clayoquot Regional District Board of Directors adopt the Bylaw cited as '2015 to 2019 Financial Plan Bylaw No. F1115'.

### **Summary:**

Attached separately is the draft for third reading and adoption of the Financial Plan for 2015-2019 for the Regional District that will be considered at the March 25, 2015 Board of Directors meeting. This is the final stage of the 2015 budgeting process and this draft has not only been presented to the Board but has also been presented to the public in various meetings throughout the Regional District. Presentations have been made to the councils of the City of Port Alberni as well as public meetings in the electoral areas of Bamfield, Sproat Lake and Beaver Creek. A comparison of the residential tax rates has also been provided for your information at the end of this memo.

The following is a description of the rationale behind the presented amending motions that have been requested at the start of this report:

- **Grants-in-aid Economic Development –**
  - Page 11 – Line 7 - the contribution from Yuułu?it?atḥ Government has been included at \$1,000 but is subject to approval by their government. Direction is requested from Director McCarthy if this amount is to be changed.
  - Page 11 - Line 8 - the contribution from Huu-ay-aht First Nations has been included at \$2,500 but is subject to approval by their government. Direction is requested from Director Jack if this amount is to be changed.
- **Grants in Aid – Region wide**, page 14 – the contribution from Uchuklesaht First Nation has been included in participation for the grants regional wide as last year but is subject to approval by their government. Direction is requested from Director Cootes if this amount is to be changed.



Submitted by: \_\_\_\_\_  
Andrew McGifford, Acting Manager of Finance

Approved by: \_\_\_\_\_  
Russell Dyson, Chief Administrative Officer

**ALBERNI-CLAYOQUOT REGIONAL DISTRICT**  
**2015 RESIDENTIAL TAX RATE & PARCEL TAX SUMMARY**  
**BASED ON SECOND READING**



				2015 Estimate Based on
<u>MUNICIPALITIES - RESIDENTIAL TAX RATES</u>	<u>2015</u>	<u>2014</u>	<u>% Change</u>	<u>\$200,000 Assessed Value</u>
CITY OF PORT ALBERNI	0.363	0.295	23.19%	72.69
DISTRICT OF TOFINO	0.497	0.432	15.17%	99.48
DISTRICT OF UCLUELET	0.493	0.424	16.14%	98.58
Yuułuʔiłʔatḥ GOVERNMENT	0.316	0.286	10.49%	63.25
HUU-AY-AHT FIRST NATIONS	1.400	1.363	2.72%	279.97
UCHUCKLESAHT TRIBE GOVERNMENT	0.174	0.133	31.09%	34.75
<u>ELECTORAL AREAS - RESIDENTIAL TAX RATES</u>	<u>2015</u>	<u>2014</u>	<u>% Change</u>	
ELECTORAL AREA 'A' - BAMFIELD	0.860	1.110	-22.51%	171.98
ELECTORAL AREA 'B' - BEAUFORT	0.610	0.754	-19.09%	122.04
ELECTORAL AREA 'C' - LONG BEACH	0.727	0.826	-11.99%	145.47
ELECTORAL AREA 'D' - SPROAT LAKE	0.636	0.802	-20.64%	127.30
ELECTORAL AREA 'E' - BEAVER CREEK	0.762	0.881	-13.50%	152.46
ELECTORAL AREA 'F' - CHERRY CREEK	0.746	0.907	-17.81%	149.12
<u>SPECIFIED AREAS - RESIDENTIAL TAX RATES</u>	<u>2015</u>	<u>2014</u>	<u>% Change</u>	
A - BAMFIELD FIRE PROTECTION	0.906	0.877	3.32%	181.28
A - BAMFIELD COMMUNITY PARK	0.093	0.052	77.69%	18.51
C - SOUTH LONG BEACH FIRE PROTECTION	0.346	0.392	-11.72%	69.27
C - SOUTH LONG BEACH STREET LIGHTING	0.029	0.023	25.19%	5.81
<u>SERVICE AREA - RESIDENTIAL TAX RATES</u>	<u>2015</u>	<u>2014</u>	<u>% Change</u>	
EA's - VANCOUVER ISLAND REGIONAL LIBRARY	0.197	0.198	-0.08%	39.49
E - GRANVILLE ROAD FIRE PROTECTION	0.762	0.754	1.05%	152.40
E - ARVAY ROAD STREET LIGHTING	0.426	0.335	27.16%	85.23
D - SPROAT LAKE FIRE PROTECTION	0.396	0.458	-13.52%	79.18
D - SPROAT LAKE COMMUNITY PARK	0.119	0.103	15.53%	23.74
B - MOUNTAIN RANCH ROAD FIRE PROTECTION	0.762	0.754	1.04%	152.41
E - BEAVER CREEK FIRE PROTECTION	0.762	0.754	1.11%	152.46
F - FRANKLIN RIVER ROAD FIRE PROTECTION	0.201	0.200	0.50%	40.13
<u>PARCEL TAXES PER PARCEL</u>	<u>2015</u>	<u>2014</u>	<u>% Change</u>	
A - BAMFIELD WATER SYSTEM	236.38	237.39	-0.43%	
C - SLB MULTI-PURPOSE PATH CONTR.	65.07	66.85	-2.66%	
C - SALMON BEACH SEWER	144.06	141.42	1.87%	
C - SALMON BEACH SECURITY	91.73	71.34	28.58%	
C - SALMON BEACH GARBAGE	48.94	52.13	-6.12%	
C - SALMON BEACH RECREATION	60.85	55.60	9.45%	
C - SALMON BEACH TRANSPORATION	314.46	341.29	-7.86%	
C - SALMON BEACH WATER	46.09	31.61	45.81%	
D - SPROAT LAKE COMMUNITY ASSOC.	11.45	11.35	0.83%	
C - SALMON BEACH POWER	250.02	243.64	2.62%	
E - BEAVER CREEK WATER SYSTEM	238.00	238.00	0.00%	
CITY OF PORT ALBERNI ARENA	22.40	27.42	-18.30%	
D - SPROAT LAKE ARENA	21.32	27.08	-21.27%	
E - BEAVER CREEK ARENA	22.32	27.10	-17.63%	
F - CHERRY CREEK ARENA	22.23	26.99	-17.63%	



**Development Variance Application**

**DATE:** March 04, 2015

**ACRD FILE NO.:** DVC14008

**APPLICANTS:** Kristina Uher & Tharen Taylor

**LEGAL DESCRIPTION:** LOT 1, SECTION 18, CLAYOQUOT DISTRICT, PLAN VIP57050

**LOCATION:** 1480 Port Albion Road

**ELECTORAL AREA:** "C" Long Beach

**APPLICANT'S INTENTION:** The property owners are applying for a variance of the rear yard setback and the setback from a natural watercourse in order to build a single family dwelling on the property.

---

**Recommendation:** That the Regional Board:

Pass a resolution to consider issuing the following variances to allow for the construction of a single family dwelling as shown on attached site plan (Schedule A):

- i. Section 6.2(4)(a) of the ACRD Zoning Bylaw to vary the required building setback from a natural watercourse from 30.48 metres (100 feet) to 24.38 metres (80 feet); and
- ii. Section 200 – Schedule No. II – Bulk and Site Regulations to vary the required rear yard setback from 9.14 metres (30 feet) to 1.52 metres (5 feet).

---

**Procedure:** Prior to the issuance of a development variance permit, the Board must first pass a resolution to consider issuing the permit. Staff then notifies neighbouring property owners and tenants to afford them the opportunity to make written or verbal submissions to the Board. At the subsequent meeting, the Board issues or denies the development variance permit.

**Observations:**

- i. **Status of Property:** The property is 2 acres in size and located at 1480 Port Albion Road. There is a cabin located next to the driveway at the south end of the property closer to the road and the the driveway wraps around to the cleared east end of the property

**DVC14008**

Members: City of Port Alberni, District of Ucluelet, District of Tofino, Yuułuʔiłʔatḥ Government, Huu-ay-aht First Nations, Uchucklesaht Tribe  
Electoral Areas "A" (Bamfield), "B" (Beaufort), "C" (Long Beach), "D" (Sproat Lake), "E" (Beaver Creek) and "F" (Cherry Creek)

where the proposed house will be located adjacent to an existing shed. There is a man made pond and drainage ditching in the vicinity of the proposed house. This drainage is directed toward the natural watercourse on the west side of the driveway where it draws down a gully and eventually drains into a culvert under Port Albion Road and into the Ucluelet Inlet. Most of the property is treed and heavily vegetated apart from the driveway, cleared area surrounding the proposed house and shed and the septic field area located in the western portion of the property.

ii. **Services**

- a. **Sewage Disposal:** On-site sewage disposal. A new sewage system was installed in 2011 to accommodate a proposed single family dwelling and the existing cabin. The system is designed for a total of four bedrooms.
- b. **Water Supply:** There is an existing well on the property located adjacent to the cabin. This well would serve the new house as well.
- c. **Fire Protection:** Not within a fire protection area.
- d. **Access:** There is an existing driveway access onto the property from Port Albion Road.

iii. **Existing Planning Policies Affecting the Site**

- a. **Agricultural Land Reserve:** Not within the ALR.
- b. **Official Community Plan:** The South Long Beach OCP designates the property as Rural Residential. The Rural Residential designation in the OCP supports a number of uses including single family residential, bed and breakfast accommodation and a second dwelling subject to regulation by the ACRD Zoning Bylaw.

Development Permit Area II – Freshwater Riparian Area Protection: The OCP designates a Development Permit Area encompassing all lands within 30 metres from the high water mark of all streams in the Plan area. DPA II is identified as a 30 metre riparian area surrounding the natural watercourse that dissects this property. The property owners engaged the services of Dave Clough, Registered Professional Biologist from D.R. Clough Consulting to assess the site and provide recommendations on protecting and enhancing the riparian area.

The biologist first assessed the pond and drainage ditching in the vicinity of the proposed house and he determined that this was a man made system and not a natural watercourse. The DPA only applies to the natural watercourse located on the west side of the driveway.

The natural watercourse was assessed and it was determined that the riparian area is healthy and should not be disturbed. The location of the proposed house was measured to be +/- 84 feet from the high water mark of the watercourse. The

**DVC14008**

house will be built in an area that has already been cleared and it was determined that the construction of the house will have no adverse impact on the riparian area.

**The variance to allow for the construction of a house on the property complies with the policies and objectives of the South Long Beach OCP. A Development Permit will be required to satisfy the requirements of “DPA II – Freshwater Riparian Area Protection”. The Development Permit will be brought forward to the Board for consideration should the Board proceed with the variance application.**

- c. **Zoning:** The property is zoned Small Holdings (A1) District.

Zoning Bulk and Site Regulations	
	A1 District
Minimum Lot Area:	2 acres
Minimum Lot Width:	165 feet
Lot Coverage:	-
Minimum Setbacks	
Front:	25 feet
Rear:	30 feet
Side:	5 feet
Natural Watercourse:	100 feet

Due to topography, location of the creek and existing buildings already located on the property, the proposed house will be sited within both the required setback from a natural watercourse and the required setback from the rear lot line. The site plan shows the house being sited at minimum 80 feet from the high water mark of the watercourse (the Zoning Bylaw requires 100 feet) as well as being 5 feet from the rear lot line (the Zoning Bylaw requires 30 feet).

The A1 District would only permit one (1) single family dwelling on this property. The existing cabin serves as the only dwelling on the property as of right now and this will need to be resolved at the time of construction of the new house. The property owners would have the option to either remove the cabin prior to occupying the house or they would also have the option to make the structure non-habitable by removing any habitable space including the kitchen facilities and the bedrooms which would essentially convert the structure to an accessory building.

Another option to allow the cabin to remain would be to apply to rezone the property to a zone that would allow for a second dwelling. The OCP supports a second dwelling on properties designated as Rural Residential provided that certain conditions are met.

## DVC14008

Members: City of Port Alberni, District of Ucluelet, District of Tofino, Yuułuʔiłʔatḥ Government, Huu-ay-aht First Nations, Uchucklesaht Tribe  
Electoral Areas "A" (Bamfield), "B" (Beaufort), "C" (Long Beach), "D" (Sproat Lake), "E" (Beaver Creek) and "F" (Cherry Creek)



The Development Variance application is required to allow the construction of the proposed house within the required rear yard setback and the setback from a watercourse. The existing cabin will need to be either removed or made non-habitable. This will be dealt with at the Building Permit application stage as the property owners may have the option to reside in the cabin until the new house receives an occupancy permit at which time the cabin would need to be dealt with.


**Comments:**

Planning staff is supportive of the variance application. The rear yard variance will have no impact on the neighbouring property which is a large parcel owned by a forestry company. There are no improvements on neighbouring land visible from the proposed building site. The other advantage to the rear yard variance is that it allows the house to be located further from the watercourse.

The variance from the watercourse is supported by the Professional Biologist that assessed the site. It was determined that the proposed house would have no negative impact on the riparian area of the watercourse. The area where the house would be built is already cleared and would not result in any additional trees or vegetation being removed.

With the update and rewrite of the Zoning Bylaw currently underway, staff is introducing a reduced setback of 15 metres (49.2 feet) from a minor watercourses which would benefit a situation like this. In the meantime the required setback remains 100 feet and the applicants need to proceed with a variance in order to allow for construction of the house as proposed.

Submitted by:   
\_\_\_\_\_  
Alex Dyer, Planner

Reviewed by:   
\_\_\_\_\_  
Mike Irg MCIP, Manager of Planning and Development

  
\_\_\_\_\_  
Russell Dyson, Chief Administrative Officer

**DVC14008**



4100-407 Swift Street  
Victoria, BC V8W 1S2  
Phone (250) 381-2257  
Fax 381-2289

B. C. Land Surveyor's Certificate of Location for:

**LOT 1, SECTION 18, CLAYOQUOT DISTRICT, PLAN VIP57050**

Parcel Identifier: 018-859-108

Prepared exclusively for: **Taylor**

I have inspected the residential premises shown at Port Albion Road and hereby certify that the said structures are situate with respect to nearby boundaries as shown on this sketch. This document is prepared for the use of the stated party and their interests, and is for inspection purposes only. This document does not represent any form of boundary or lot redefinition, and should not be used in a manner which would assume so. The property is subject to charges, legal notations, and interests shown on the title as of the survey date. There are no encroachments by the said improvements shown.

**SCALE = 1 : 600**



All distances are in metres, unless otherwise indicated.

File: 11079 - 99

**Bradley  
Cunin  
WHJ4SK**

Digitally signed by Bradley  
Cunin WHJ4SK  
DN: c=CA, cn=Bradley  
Cunin WHJ4SK, o=BC Land  
Surveyor, ou=Verify ID at  
www.juricert.com/LKUP,  
cm?id=WHJ4SK  
Date: 2015.03.13 17:34:38  
-07'00'

Bradley W Cunin, BCLS

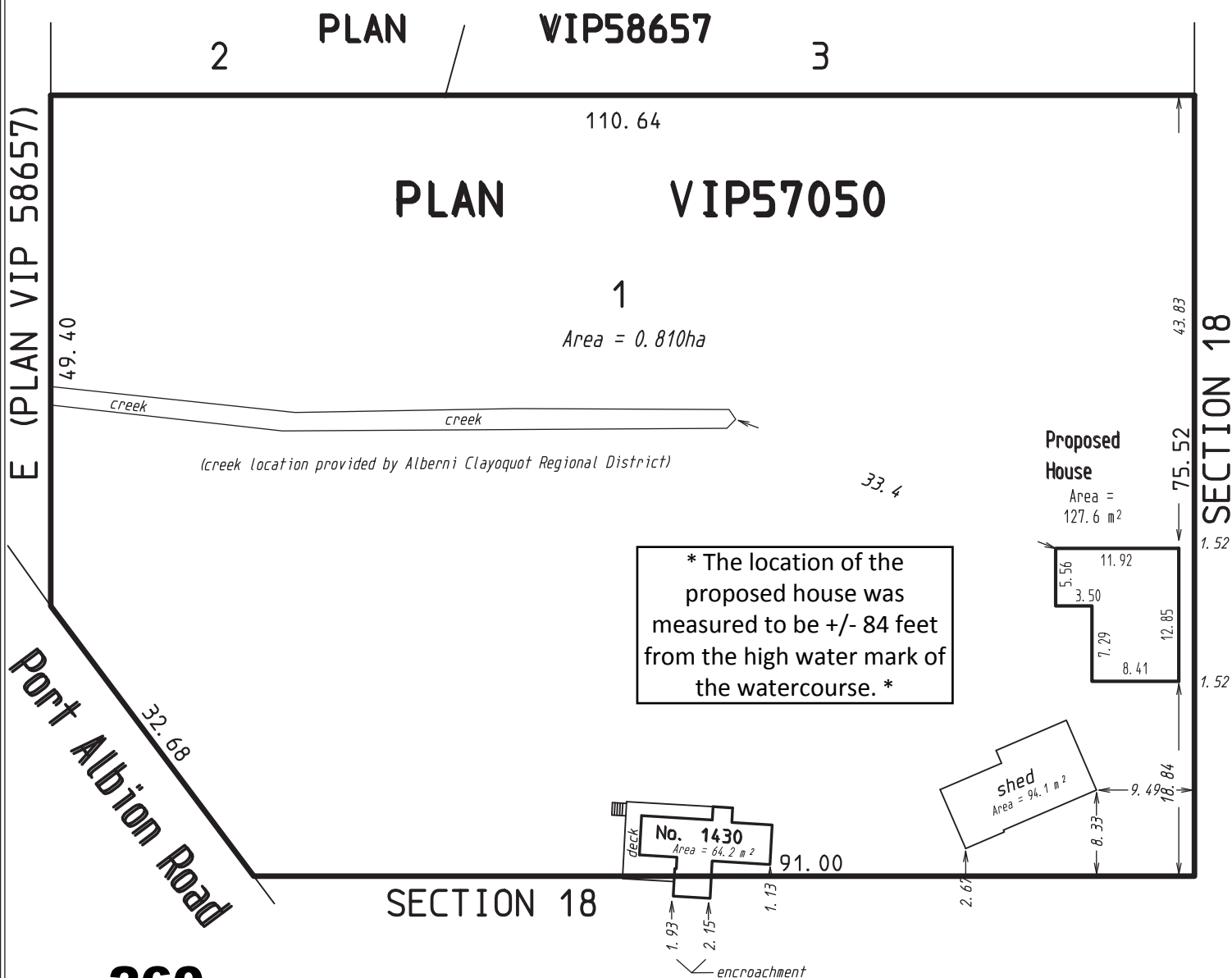
Field Survey - 10 March, 2015.

Dated this 13th day of March, 2015.

This document is not valid unless originally signed in **BLUE INK**.

This document is copyrighted and may not be copied, transmitted or altered in whole or part without the consent of the signatory.

The signatory accepts no responsibility or liability for any damage that may be suffered by a third party as a result of any decisions made, or action taken based on this document.



## **D. R. Clough Consulting**

*Fisheries Resource Consultants*

6966 Leland Road Lantzville B.C. V0R 2H0

Ph/fax: 1-250-390-2901, email: drclough@shaw.ca

March 5, 2015

**Attn.: Alex Dyer**

**Alberni-Clayoquot Regional District**

**3008 Fifth Avenue Port Alberni, BC V9Y 2E3**

**250-720-2708 (direct) 250-723-1327 (fax) adyer@acrd.bc.ca**

**c/o Tharen Taylor, Property Owner**

**408-1026 Queens Avenue, New Westminster B.C. V3M 6B2**

**RE: Stream Assessment for House Location, 1480 Port Albion Road.**

**Introduction:** This purpose of this assessment was to determine the characteristics of drainages on the Taylor property within the vicinity of their proposed house location.

The report addresses the fish habitat characteristics and distance from the proposed residence to any streams. The property is located off Port Albion Road. The property has a gravel driveway to a cabin and shed already built on the property adjacent the south property line.

The owner wishes to build a house off the east side border of the property and needs a determination of the proximity to a watercourse (Creek) and the environmental impact of the proposed house location. The ACRD has a standard 100 feet setback from watercourses construction to 50 feet from creek high water mark. The owners also wished to locate the remaining parts of the creek to determine if other buildings were outside the 100 foot setback from the creek.

**Property Legal Description:** Lot 1, Section 18, Clayoquot District, Plan VIP 57050.

### **Methods:**

The site was inspected on March 3, 2015, by D.R. Clough RPBio. In attendance were Tharen and Christine Taylor (Property Owners) as well as Alex Dyer (ACRD). The drainages and ditches were all walked with measures of flow, width and characteristics. A tape measure and hip chain were used as well as site photos taken at intervals. The headland perimeter catchment was also walked in the vicinity of the proposed house. The proposed house location was determined from paint marks, ground stakes and a site plan from AG Surveys.

### **Results: Drainage Descriptions**

Along the east border of the property in the vicinity of the proposed house, the area has been historically machine cleared. There is a wide flat open area (approx. 20m by 15m) as well as a berm of roots and topsoil along the east property line. Beyond the east property line is an undisturbed forest of Red Cedar, Western Hemlock trees with Salal and Salmonberry shrubbery as well as Sphagnum carpet on piles of wood decay. It is on a relatively flat gradient that gently slopes towards the subject property. The forest area was a good indicator of the pre cleared condition on the house footprint.

The drainages begin at the proposed house location where a ditch line (Segment 1) that leads to a pond (Pond 1) with an exit ditch line (Segment 2) leading to the road culvert. Below is a description of each segment;

- 1.) Segment 1- The first ditch line segment located at the proposed house is 11m long and has a 0.6m wide dug channel. It drains a flat area of exposed glacio-marine soils. It also picks up weeping soils from the adjacent forest area. Within the dug channel there is a 0.6m wide water scour line that is 5cm in height. The channel was dry on the survey date. The flow is ephemeral as it is sourced from localized surfaces that deliver water only during rain. There is no alluvium in the ditch line substrates. This channel is entirely man made and is not a watercourse or stream.
- 2.) Pond 1 – Segment 1 ditch line was directed to empty into this machine dug pool. The pool is approximately 5m by 5m in dimensions and has a wetted maximum depth of 1.2m and steep sides. The pond was dug into the water table and likely is wet year round. The water is very dark and tannic due to lack of flushing of leaf litter. This pond is entirely a man made feature that is not a natural waterbody.
- 3.) Segment 2 – This outlet ditch line of the pond is also machine dug similar to Segment 1. It has some standing water in it from the pond but no flow. It is 16m long and ends at a culvert under the road to the north side of the property. This is a man made ditch line and there is no evidence it was ever a natural water course.
- 4.) Stream 1 - Located in a natural gully, this stream originates from forest seepages that drain across the property from all directions into this low point. The stream is located in a post glacial scour gully. Inside the gully approximately 5m below the culvert, the sidewall drainages coalesce into a small watercourse. The watercourse has a channel with of 0.3-0.8m width and has a trickle flow (1 lpm on day of survey). The channel has an average gradient of 15% in the property. This channel appears undisturbed from any development upstream. It is protected by the 2-4m deep vegetated sidewalls and 15-40m forested area on the top of either bank. At the Port Albion Road culvert, it drops over a series of natural cascades 3-5m ht. on steep gradient that deny any fish access. The channel is ephemeral and does not support fish as it dries regularly. Below the road it joins the slightly larger channel draining Sutton Road and continues to fall away at over 20% gradient. It levels out in a deep gully that enters Ucluelet harbor. The mouth and short fish accessible reach was not inspected but all the local waterways support Chum, Coho Salmon and Cutthroat trout.

### Discussion:

Below is a summary of the classification of the drainages in the vicinity of the house.

Drainage	Description	Classification
Segment 1	Man made, ephemeral	Ditch
Pond 1	Man made, perennial	Man made feature
Segment 2	Man Made , ephemeral	Ditch
Stream 1	Natural, ephemeral	Watercourse

Stream 1 begins in the gully below the culvert as depicted in the AG Survey diagram. They note the distance of the proposed house location at 26.17m (85.9 ft) on the drawing. The current ACRD bylaw DPA II requires a QEP report for a variance of less than 100 feet from a watercourse.

As noted in the description and table above; all of the water courses in the house lot area are man made. They did not exist prior to the historic land clearing and ditching. Stream 1 is a natural water course that originates within 100 feet of the proposed house location. The stream environment is in a protected gully where the historic vegetation removal has had limited effect on the water quality (possibly sediment when it was first dug). The existing catchment of water and riparian vegetation will not be affected by moving the house location to 80 feet from 100 feet.

### **Sediment and Drainage Management Plans;**

Given the work will take place within 100 feet of Stream 1, and downstream below Port Albion Road there is fish habitat a Sediment and Drainage management plan must be followed.

Below are the recommendations for house development.

1. **Weather** – The excavation of foundations must be conducted during dry weather. Rainfall shutdown rules must apply. Shutdown will occur in any rain event that could result in surface transport of sediment into Stream 1. Spoil piles from house foundation excavation must be stored away from Stream 1 and covered with tarps until final grade then seeded or covered in gravel or other erosion control.
2. **Riparian Management** – This house construction must not impact on the plants within Stream 1. Construction operations must not store materials, clear, enter or damage vegetation over Stream 1.
3. **Sediment Control Materials** – Straw bales, polysheet plastic, geotextile fabric, gravel swales and tarps must be used as required to filter sediment along ditch lines during construction. It may also be used to cover any exposed materials. Pump any foundation water into the adjacent forest soils and not into ditch lines leading to the Stream.
4. **Drainage of Water** – Foundation and roof drainages must not be directly connected to Stream 1. Detain the runoff water in gravel pits, permeable soils or vegetation swales on the property away from the stream.
5. **Post Construction** – After construction; cover exposed and disturbed areas with non erodible material (Grass seed, mulch, gravel) to eliminate sediment runoff and assist in reducing overall storm water effects on Stream 1. Also remove any Straw bales in ditch lines before they plug and overflow. The straw may be thinly spread on exposed soils to prevent erosion and assist in soil development.

### **Conclusion:**

The setback distance along the proposed addition to the main residence was 80 feet or more, building a house past 80 feet will not harm the current riparian area as long as the sediment management plan is followed.

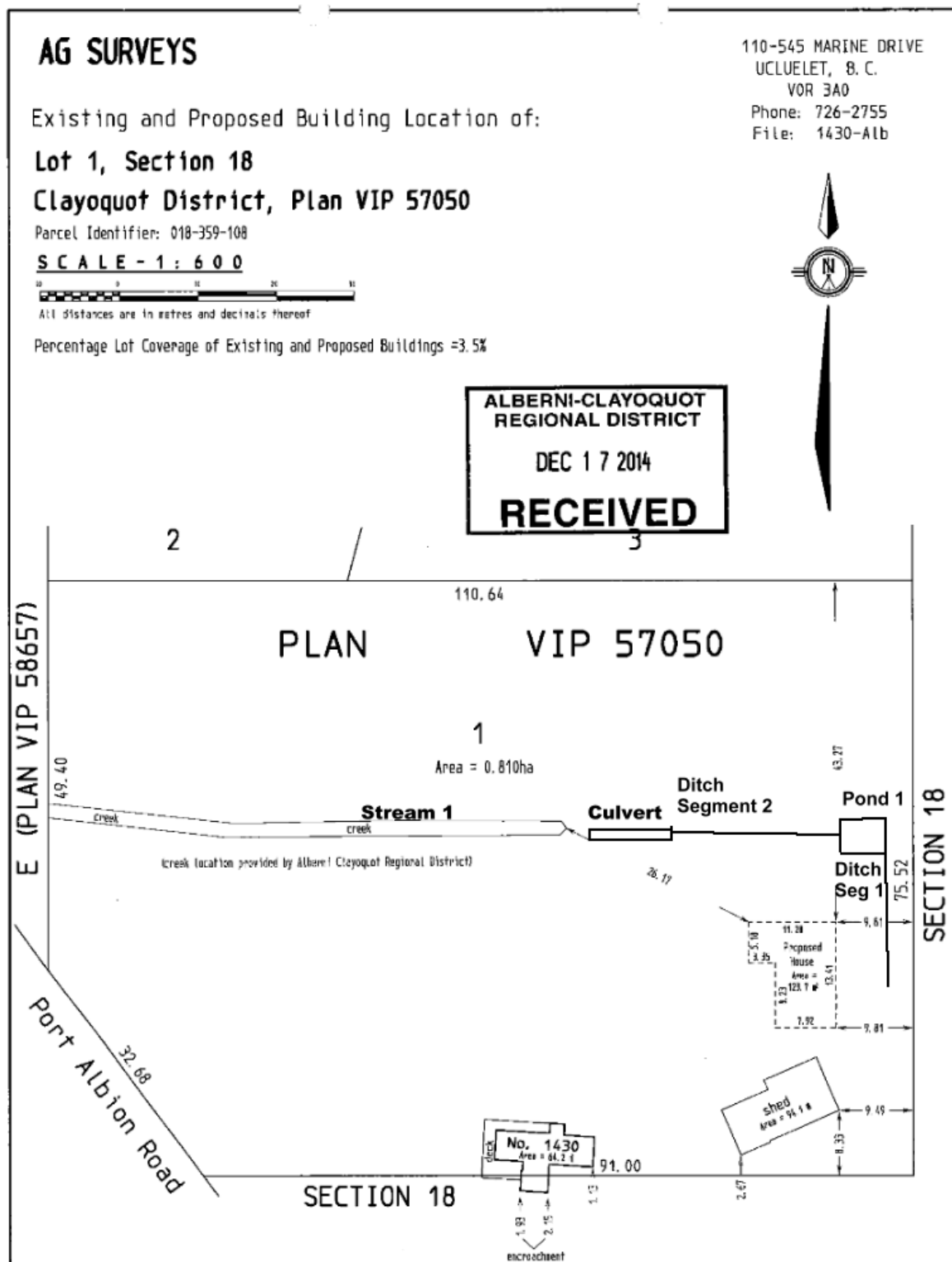
Yours Truly,



Dave Clough RpBio

Attachments – Appendix, site map and photos

# Property Location





Site Photos of drainage segments – March 2015 Taylor property Port Albion



**1.) Ditch segment 1**



**3.) Ditch segment 2 and culvert**

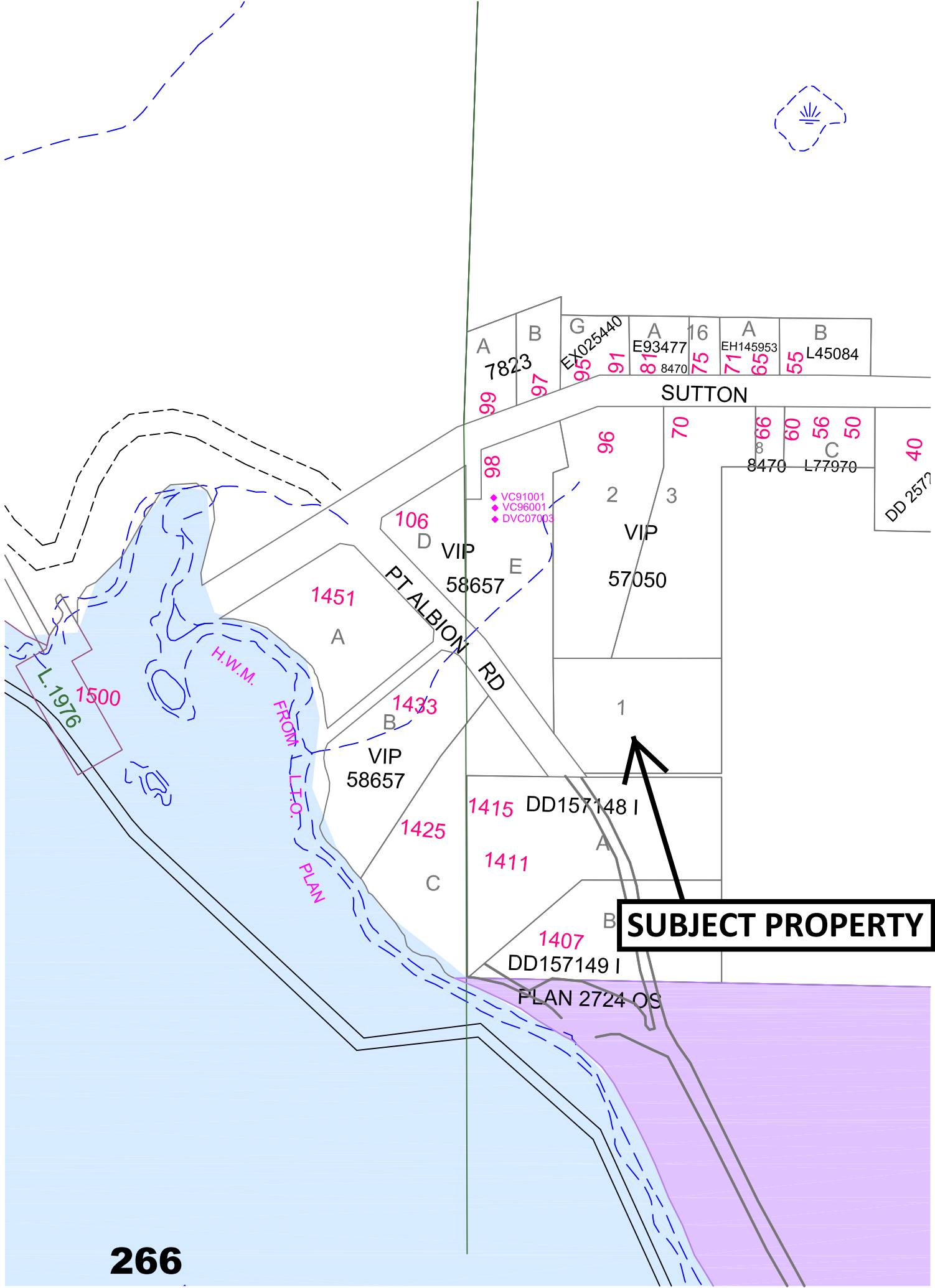


**2.) Pond 1**



**4.) Stream 1**







## **MEMORANDUM**

**TO:** Russell Dyson, CAO and Regional Board of Directors

**FROM:** Mike Irg, Manager of Planning and Development

**DATE:** March 18, 2015

**RE:** Public Hearing Report for Bylaw P1325 (Denis Francoeur Backhoeing Ltd & Island Corridor Foundation)

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A Public Hearing for Bylaw P1325 was held on Tuesday, March 17, 2015 at the Alberni-Clayoquot Regional District office. The meeting was attended by 2 members of the public, Director Banton, and ACRD planning staff Charity Hallberg Dodds and Mike Irg.

There was no correspondence received from the public. Referral agency responses were printed and made available for viewing at the public hearing. Referral agencies are supportive and/or interests unaffected by the proposal.

### **Recommendation**

That the Board of Directors:

- 1) Receive the public hearing report;
- 2) Receive the public hearing minutes;
- 3) Proceed with second and third readings of Bylaw P1325.

Submitted by:

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Mike Irg MCIP, Manager of Planning and Development

Reviewed by:

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Russell Dyson, Chief Administrative Officer

**RF14005**



## REGIONAL DISTRICT OF ALBERNI-CLAYOQUOT PUBLIC HEARING MINUTES MARCH 17, 2015 – ELECTORAL AREA 'F' CHERRY CREEK

Minutes of a Public Hearing held on Wednesday, March 17, 2015 at 6:00 pm in the Board Room at the Regional District of Alberni-Clayoquot Office, 3008 Fifth Avenue, Port Alberni BC.

Present: Lucas Banton, Director  
Staff: Mike Irg, Manager of Planning and Development and Charity Hallberg Dodds,  
Planning Assistant  
Members of the Public: Dennis and Dianne Francoeur, Property Owners

1. The meeting was called to order at 6:05 pm.
2. Director Lucas Banton introduces himself and planning staff. Director Banton asks staff to read out Notice of Public Hearing.
3. The notice is read by M. Irg as follows:

A Public Hearing for residents and property owners within Electoral Area "F" will be held in the Board Room at the Regional District of Alberni-Clayoquot Office, 3008 Fifth Avenue, Port Alberni BC, at 6:00 pm on Tuesday, March 17, 2015 to consider the following bylaw:

Bylaw P1325 to zone BLOCK 1447, ALBERNI DISTRICT and PART OF LOT A, BLOCKS 188, 398, 701, 775, 905, 1205 AND 1522, ALBERNI DISTRICT, PLAN VIP67988 to Forest Reserve (A4) District.

(Denis Francoeur Backhoeing Ltd & Island Corridor Foundation, Property Owners – Block 1447 & Part of R/W VIP67988)

All persons who consider their interest in property affected by the proposed bylaw will be given an opportunity to be heard in matters contained in the bylaw.

The Public Hearing for Bylaw P1325 is to be held by the Director for Electoral Area 'F', the Alternate Director, or the Chairperson of the Regional Board, as a delegate of the Regional Board. A copy of the Board resolution making this delegation is available for public inspection along with copies of the bylaw as set out in this notice.

Interested persons may inspect the bylaw and relevant background documents at the Regional District of Alberni-Clayoquot office during normal office hours, 8:00 am to 4:30 pm, Monday through Friday, from March 6, 2015 to March 17, 2015 inclusive. Any correspondence submitted prior to the Public Hearing should be directed to the undersigned.

Mike Irg, M.C.I.P, Manager of Planning and Development

4. M. Irg reads from his public hearing notes (Appendix 'A') and mentions that referral agency comments received were "interests unaffected" (Appendix 'B').
5. Director Banton asks Dennis and Dianne Francoeur if they wish to make any comments or ask any questions. They reply no thank you, their questions have been answered prior to the hearing.
6. Director Banton calls three times for further representations on the bylaw. Hearing none, the meeting is terminated at 6:10 pm.



REGIONAL DISTRICT OF ALBERNI-CLAYOQUOT  
∞ PUBLIC HEARING MINUTES ∞  
MARCH 17, 2015 - ELECTORAL AREA 'F' CHERRY CREEK

Certified Correct:

*Lucas Banton*

Lucas Banton, Director

Minutes Prepared by:

*CH Dodds*

Charity Hallberg Dodds, Planning Assistant

**MEMORANDUM**

**To:** PH Notes

**From:** Mike Irg

**Date:** March 17, 2015

**Subject:** PH Bylaw P1325

---

This rezoning is initiated by the ACRD. The original mapping prepared by the Province showed these two properties within the boundaries of the Nanaimo Regional District. During our cadastral mapping project and following a review of the letters patent, it has been confirmed that the properties are within the Alberni-Clayoquot Regional District boundaries as a result, staff has initiated this rezoning.

The subject properties were incorrectly excluded from the ACRD and Cherry Creek Electoral Area when the ACRD was originally mapped by the Province in the late 1960's. The ACRD letters patent correctly include these two properties in the ACRD. The error was discovered when our cadastral mapping project was recently undertaken. ACRD staff had initial discussions with staff at the Ministry of Community, Sport and Cultural Development. The Province's position is that the ACRD should apply zoning to the subject properties.

Lot A is the railroad line and is 7.1 hectares (17.71 acres). Block 1447 is 39.45 hectares (97.5 acres) and is located near the Cherry Creek Improvement District's water intake. The property is partially logged.



**REGIONAL DISTRICT OF ALBERNI-CLAYOQUOT**  
**REFERRAL COMMENTS SUMMARY**  
**P1325 PUBLIC HEARING HELD MARCH 17, 2015**

The following is a summary of agency referral comments received for Bylaw P1325:

Island Health:

- Interests Unaffected – no concerns

Ministry of Transportation and Infrastructure:

- Approval Recommended for Reasons Outlined - supports the zoning

Cherry Creek Waterworks District:

- Interests Unaffected

Cherry Creek Fire Department:

- No problem with the zoning

School District 70:

- Not affected

ACRD Building Inspection:

- R. Gaudreault comments – fire and emergency access, potable water, and septic approval for any development if/when applicable
- L. Stefani – building department's interests are generally unaffected although Part 3 requirements could be applicable depending on use if/when any construction takes place

Hupacasath First Nation:

- Does not have any concerns with the referral

Tseshaht First Nation:

- No comments were provided

**REGIONAL DISTRICT OF ALBERNI-CLAYOQUOT**

**BYLAW NO. P1325**

**OFFICIAL ZONING ATLAS AMENDMENT NO. 677**

A bylaw of the Regional District of Alberni-Clayoquot to amend Bylaw No. 15, being the "Regional District of Alberni-Clayoquot Zoning By-law No. 15, 1971".

WHEREAS the *Local Government Act* authorizes the Regional Board to amend a zoning bylaw after a public hearing and upon the affirmative vote of the directors in accordance with Sections 890 and 894 of the *Local Government Act*;

AND WHEREAS an application has been made to rezone a property;

AND WHEREAS the Board of Directors of the Regional District of Alberni-Clayoquot, in open meeting assembled, enacts the following amendment to the Official Zoning Atlas of the Regional District of Alberni-Clayoquot Zoning By-law No. 15, 1971:

1. TITLE

This bylaw may be cited as the Regional District of Alberni-Clayoquot Zoning Atlas Amendment Bylaw No. P1325.

2. Bylaw No. 15 of the Regional District of Alberni-Clayoquot is hereby amended by zoning: BLOCK 1447, ALBERNI DISTRICT and PART OF LOT A, BLOCKS 188, 398, 701, 775, 905, 1205 AND 1522, ALBERNI DISTRICT, PLAN VIP67988 to Forest Reserve (A4) District as shown on Schedule 'A' which is attached to and forms part of this bylaw.

3. This bylaw shall come into force and take effect upon the adoption thereof.

Read a first time this 14<sup>th</sup> day of January, 2015

Public Hearing held this 17<sup>th</sup> day of March, 2015

Read a second time this     day of     , 2015

Read a third time this     day of     , 2015

Adopted this     day of     , 2015

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Russell Dyson, CAO

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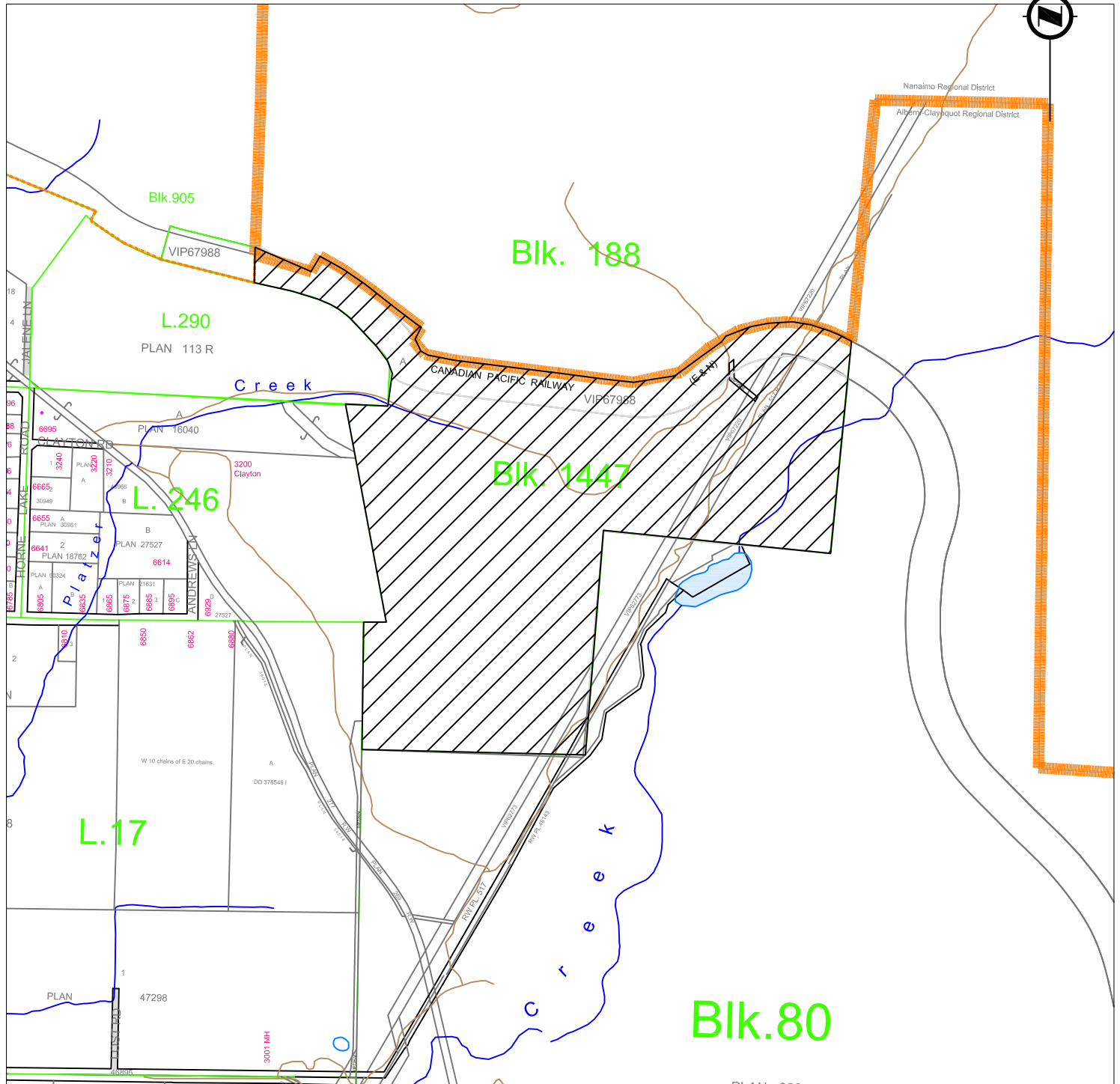
Chair of the Regional Board

**RF14005**



# Schedule 'A'

This schedule is attached to and forms  
part of Bylaw P1325



Legal Description: BLOCK 1447, ALBERNI DISTRICT and Part of LOT A, BLOCKS 188, 398, 701, 775, 905, 1205 AND 1522, ALBERNI DISTRICT, PLAN VIP67988



To be zoned to Forest Reserve (A4) District



ALBERNI-CLAYOQUOT  
REGIONAL DISTRICT





**Application to Subdivide within the ALR**

**To:** Wendy Thomson, Manager of Administrative Services and the Regional Board of Directors

**Date:** February 13, 2015

**File No.:** AE14004

**Owners:** Doris Corey and Kenneth Hawser (Jo-Anne Asher-agent)

**Legal Description:** LOT 12, DISTRICT LOT 88, ALBERNI DISTRICT, PLAN 910.

**Location:** 6176 Saunders Road N

**Electoral Area:** Area "E" (Beaver Creek)

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**Recommendation:**

That the Regional Board:

- Pass a resolution to forward the application to the Agricultural Land Commission.
- 

**Applicant's Intention:** To subdivide within the ALR creating two lots of approximately 1.2 hectares (3 acres) and 0.8 hectares (2 acres).

**Observations:**

- 1. Property Description:** There is a home and a few small outbuildings located on the property.

Provincial soil mapping, which indicates the "land capability for agriculture", shows that the subject property's unimproved soil conditions for this property are class 3A:

Class 3 – Land in this class has limitations that require moderately intensive management practices or moderately restrict the range of crops, or both.

Further soil descriptions note low moisture holding capacity, undesirable soil structure and topographic limitations.

This particular property is bisected by a small stream which can be seen on the attached map. Of note, the north property line is also the ALR boundary. The properties to the north have the same soil classification, but are not in the ALR.

**AE14004**

## 2. Services:

- (a) **Sewage Disposal:** On-site septic disposal
- (b) **Water Supply:** Beaver Creek Water System
- (c) **Fire Protection:** Beaver Creek Fire Protection
- (d) **Access:** Access for both lots would be Wadena Road

## 3. Existing Planning Documents Affecting the Site:

- A. **Agricultural Land Reserve:** Within the ALR
- B. **Official Community Plan:** The Beaver Creek Official Community Plan designates the subject property as “Rural Use”. The minimum parcel size for this designation is 2.0 hectares (4.94 acres).  
The subject property is also within Development Permit Area I – Riparian Area Protection. If the application proceeds to subdivision, a development permit will be required at that time.
- C. **Zoning:** Rural (A2) District

District requires: Minimum Lot Area: 5 acres Minimum Lot Width: 330 feet Minimum Setbacks: Front: 50 feet   Rear: 30 feet   Side: 15 feet
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The proposed subdivision does not comply with the ACRD zoning bylaw. If this application is approved by the Land Commission, the owners would need to apply to amend the OCP and zoning or apply to subdivide for a residence for relative under section 946 of the *Local Government Act*.

## Comments:

The proposed subdivision does not comply with ACRD zoning or the Beaver Creek OCP. If approval is received from the Land Commission, the applicant would need to apply for a rezoning and OCP amendment or apply for subdivide under section 946 of the *Local Government Act*.

**AE14004**

Staff recommends that this application be forwarded to the Land Commission, if the Land Commission approves the subdivision the applicant could then decide to make a rezoning application or a section 946 subdivision application.

This property is on the ALR boundary with the same soil classification as neighboring properties that are not in the ALR.

Submitted by:



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Mike Irg, MCIP  
Manager of Planning and Development

Reviewed by:



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Wendy Thomson, Manager of Administrative Services

**AE14004**

PLAN 29445

RA2

PLAN

51383

6228

A

6210

PLAN 1439

1

Part of the W 10 Chns  
of the S 10 Chns

A5

6171

KENNETH

DORIS

3 acres

2 acres

6000

12

6176

6167

11

13

6132

6155<sup>PL</sup>

PLAN 910

6143

6119

AR

B

EPP4968

6102

A

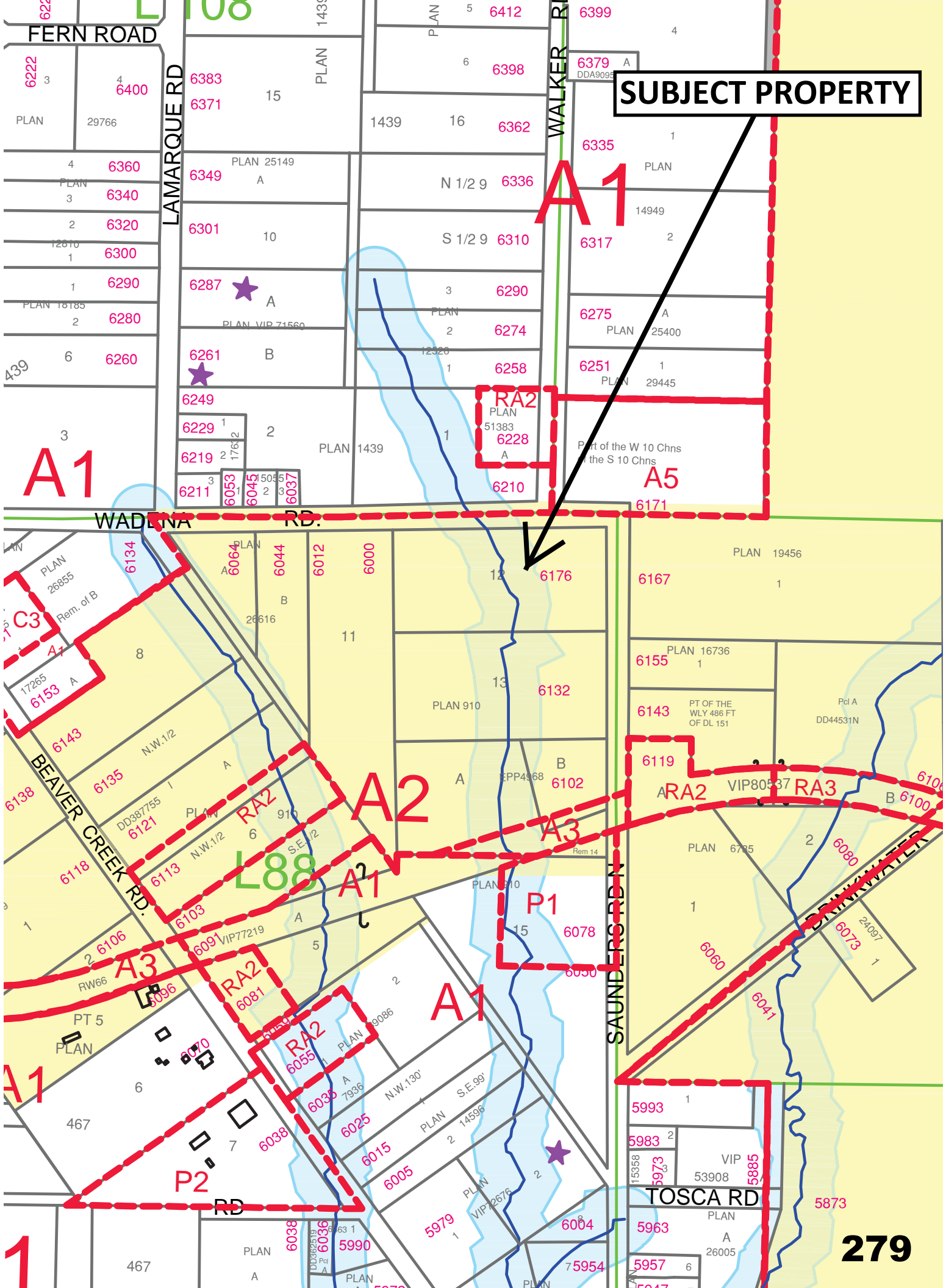
A2





278





**SUBJECT PROPERTY**

**FERN ROAD**

**LAMARQUE RD**

**WALKER RD**

**WADENA RD**

**BEAVER CREEK RD**

**SAUNDERS RD**

**TOSCA RD**

**279**





Agricultural Support Workers  
Connie Kuramoto, Gardens on the Go  
Anna Lewis  
Heather Shobe

## Report for Month Ending **Feb 28, 2015**

Drafted and compiled by Heather Shobe with excerpts from Connie Kuramoto

# **ACRD Agricultural Support Workers Report, February 2015**

## **Summary of Project**

The Agricultural Support Worker Team was contracted by the Alberni-Clayoquot Regional District in September, 2014 to assist with implementation of the 2011 Agricultural Plan.

The following were identified by the ACRD as the key initiatives for the current phase of the project.

- A. Realizing Improvements to Farmers Markets
- B. Identifying Opportunities Through Farm Gate Sales
- C. Developing Local Marketing Opportunities in the Alberni Valley, on the West Coast and Across Vancouver Island
- D. Including Shellfish Growers in Local Agricultural Initiatives
- E. Identifying and Securing Grant Opportunities

## **Scope of Report**

This periodic activity report:

- 1) Contains an overview of the activities carried out during the reporting period
- 2) Offers an overview of next steps and upcoming actions
- 3) Describes progress in relation to the project objectives, milestones and deliverables and identifies any required changes to the project or timeline
- 4) Identifies any support measures, key info or key decisions required by the ACRD
- 5) Appendix 1: Cowichan Regional District Brand Agreement

## **Section 1: Overview of Activities**

### **General**

The team began compiling and formatting data into usable documents. Research into relevant policy, organizations and models continued as did meetings with industry and community stakeholders. There was a focus on Farmers Market improvements and supporting agriculture in West Coast communities and participation in events that developed a province wide perspective and network of relationships.

### **Results of Research and Data Compilation**

- Surveys being scanned into electronic format
- Results being compiled
- Formal email list being created for farmers and interested stakeholders. All participants giving express consent to join and receive emails.
- Address and contact list being created - cross referenced to old ACRD mailing list. Address' on mailing list are being associated with names, new section for unregistered farms created
- List of grants and support programs for farmers and food security stakeholders nearing completion for publication on website, mail out to interested parties.

### **Farmer Directory/Buyers Directory**

- Developed list of restaurants and buyers identified as wanting to purchase local food and sent to Rick Major for soliciting of listings in Buyer Directory
- Farmers are slow to submit listings for farmer directory. Continuing to have to phone and speak in person with farmers to get information. Aiming for a minimum of about 40 listings.

## ACRD Agricultural Support Workers Report, February 2015

- New farms have come forward to participate in the initiative
- Editorials submitted and being finalized
- High interest from Rick Major in publishing an online directory in future.
- Online directory identified as eligible for Buy-Local funding if linked to Google analytics for collecting data, assessing and monitoring impact of site
- Final deadline for all submissions March 23rd

### Farmers' Markets Improvements

- Spoke with management of Cherry Creek Farmers Market (met with entire board), Spirit Square Farmers' Market (Vice President), Sunset Market (Jolleen Dick) and Tofino Public Market (Anne Weeks)
- All Markets are very motivated to continue, express importance of markets and support from public
- Tofino Public Market
  - Very well attended and successful Market
  - Table fee is \$15/week
  - Very lacking in produce and fresh foods
  - Have had some farmers come out with produce from Alberni Valley but they generally found it difficult to justify the cost of time and transport and sold out very quickly.
  - Has not purchased from Bobby Lax (Tofino-Ucluelet Culinary Guild) as it would create competition with other retail operators who are buying his products.
  - Very interested in the collection of produce in the Alberni Valley for a bulk shipment to market for resale
  - Market would likely sponsor the cost of, and man a booth, to have this service
  - Possibility of shipping with another distributor (TUCG or other)
  - ACAWS has previously indicated interest in providing a facility for collection of AV produce.
- Sunset Market
  - Joint project between Hupacaseth and Chamber of Commerce
  - Looking for a permanent structure to house the market and has spoken with Mike Ruttan and Pat Deakin about this
  - More interested in Clutesi Haven Marina than Stirling Field, but open to consideration (Ag support workers team have been advised of some issues with fill at Clutesi making permanent structures unlikely)
  - Would like to see waterfront from Victoria Quay to Josephine Street more appealing. (City has told Hupacaseth that they would like to see this area cleaned up)
  - Ideas include extending boardwalk, moving Whaling monument, a structure for market, public washrooms, community freezers/fridges, place for fish sales for First Nations, commercial kitchen
  - Strong connections with and support indicated from Young Professionals and Chamber of Commerce
  - Recommended some funding bodies
- Spirit Square Farmers Market
  - Very happy with current location
  - Not willing to change day/time
  - Have clientele from in the downtown area, in particular they note a high use of the coupon program
  - On transit/accessible
  - Estimate about 300 regular patrons
  - Have very good produce component at market, not as much baking and lack of grains

## ACRD Agricultural Support Workers Report, February 2015

- Some city councillors have apparently expressed support for their location
- Express that they have different demographic than other markets
- Thinks focus on locals more important than catering to the tourists. Tourists don't buy much produce.
- They are willing to have others farmers join the market
- Farmer run/managed
- Likes focus on creating an Agricultural Center; it would be ideal. However not sure if they would move from current location anyway
- Note that it is difficult to address current complaints of the public (having two markets at same time and a perceived general negative impression of the market situation). Vendors experience is that many people do go to both.
- Important to focus on getting young people into agriculture
- Workshops/support around land linking would be desirable
- Board decided not to send letter of support for abattoir feasibility study - people are already set up to move animals now, only 4 of their vendors would have benefitted. Very supportive of a cutting/cooling facility however.
- 5 board members are Theresa O'neil, Gary Swann, Bob Haynes, Vicki Lee, Tim Toll. Meeting with entire board scheduled for March 18th.
- Cherry Creek Farmers Market
  - Estimate 45-50 vendors in summer and 27 were present on Feb 21, 2015
  - Would like to see more specialty/niche products
  - Desire for more vendors and farmers in general in region. Don't want people coming by and what they are looking for is already gone.
  - Hopes ACRD can help to encourage a vibrant agricultural sector including raising awareness about value of local food, profiling the strengths of FMs, offering monthly advertising in local papers featuring vendors and products available at each market or agricultural content in general and applying for grant money available such as coupon program
  - Advises that public perception of "split" of Farmers' Market is an inaccurate assessment
  - Like new location at Cherry Creek School as there is the option of going inside and no cutting wind; recognize that transportation is an issue for some people. Suggest feasibility study of an egg grading facility (similar to Nanoose egg grading station: Springfield farm) or other regional infrastructure.
  - New clientele has emerged due to new location (walk and bike) and old clientele continues to come by.
  - There are more than two markets (always has been) and competition is not necessarily a bad thing.
  - Hope the coupon program continues
  - Some interest expressed in idea of a communal food HUB/agricultural center with multiple stakeholders
  - Independent market manager might be ideal but who pays? Concern over more bureaucracy if government managed.

### Land Use Planning, Farmers' Market and Agricultural Center

- Contact initiated with Michael Van Hausen, an urban planner
- Opportunity identified to have him complete a planning charette for the Johnston Corridor, including the property behind No Frills and Stirling Field.
- The focus would be on highlighting the ACRD as an agricultural destination and outcome would include a cohesive signage package identifying relevant community assets

## ACRD Agricultural Support Workers Report, February 2015

- A focus group would be held to meet with stakeholders including those parties identified as having an interest in partnering on a center for agriculture and new Farmers' Market facility
- Pat Deakin contacted about the project and showed interest. The City of Port Alberni has identified the Johnston str corridor revitalization going forward.
- The Real Estate Foundation has given many 100% funding grants for similar projects in other communities.

Following excerpt per Connie Kuramoto -

While investigating the Pemberton Barn Project I realized that the Village of Pemberton had utilized the talents of Michael Von Hausen in part of their planning. Michael has more than 30 years of teaching, training, facilitating, and working around the world in the areas of land development planning, finance, and urban design. He is Adjunct Professor in the Graduate Urban Studies Program at Simon Fraser University and curriculum coordinator of the award-winning Urban Design Certificate Program. He is President of MVH Urban Planning & Design Inc., an international consulting practice in sensitive land development planning, sustainable urban design, and community partnerships in Canada, United States, China, Russia, and Mexico. He is a graduate of Harvard University with a Masters in Urban Design and a specialty in real estate development economics.

I had participated in a workshop run by Von Hausen in the past, and found him to be engaging and creative, with great depth of knowledge of his subject matter. It occurred to me that perhaps he could help us do some master planning around the No Frills Site, the Sterling Road site, as well as the Johnston street corridor that connects the two. One of the problems in promoting the Alberni Valley agricultural community markets, as well as attracting farmers to the Alberni Valley and the West Coast is the lack of awareness of an Agricultural Community. Most of the Agricultural Land lies off the beaten track, so many people who are passing through are not aware of the richness and diversity of Agriculture in the Valley, as well as the availability of Agricultural Land. If attractive and co-ordinated signage could be designed and placed along the Johnston Street Corridor, and perhaps out towards Beaver Creek and Mc Coy Lake Road it could indicate and head tourists and local alike towards our more Agricultural areas.

Signage could point out directions and distances to the Farmers Markets, any farms with Farm Gate Sales, Vineyards, the Farmer's Institute, and perhaps even restaurants that serve local food. The use of our What's on Your Fork Logo could figure prominently in this project. We also could use some help developing a Master Plan to take a closer look at the two sites previously mentioned that could be considered for such projects as a Permaculture Display Garden, which could develop into a tourist attraction, as well as a site for a future project that may resemble the Pemberton Barn Project, but with a more ACRD regional flavor. It is hoped that the excitement of a new project may bring farmers from both farmers markets a bit closer together and help them realize the benefits of working together. Attractive signage at both the No Frills and the Sterling Park sites could promote the Agricultural Heritage of the Valley and provide a place for picnics. Some initial discussions have been carried out with the person who manages the Sunset Market from the Hupacasath Band, and there may be some interest there in expanding the relocating their market to the Pemberton Barn-like permanent covered facility that we have envisioned for one of those sites. Michael's workshop would assist in assessing things like parking needs, accessibility issues, and other issues that are common in the initial stages of planning projects like this.

We will be working on helping gather more information about funding for a project like this, and have made an initial suggestion that making an application for funding for this project through the Real Estate Foundation might serve both the Agricultural Communities as well as the Tourist industry in the ACRD well. The Real Estate Foundation has funded a number of

## ACRD Agricultural Support Workers Report, February 2015

workshops with Michael Von Hausen for other municipalities, including Pemberton, and know of his work. While researching the Real Estate Foundation Funding Website I also discovered another urban planning project that took place in Campbell River. This project, called Campbelton, addressed the planning needs of a neighborhood in Campbell River that was a heritage neighborhood that had fallen into disrepair. A project was funded by the Real Estate Foundation provided \$10,000 for Vancouver Island University Geography Students working under Professor Pamela Shaw to do an urban plan for this area. When communicating with two of the students who worked on the project as well as Pamela I realized that this may be a good way to expand our Master Planning Project, and perhaps include the Hupacasath and the road corridor along the Somas River. I have a tentative phone meeting with Pamela this coming week after she returns from her holidays.

I have heard that the Mayor Rattan has indicated some interest in improving the Johnston and Somas Road Corridors, so this project may prove very timely. I have also spoken to Major Josie Osborne, and she was excited about the possibilities of how we could all work together on this project.

### **Alberni Valley Transition Towns Society**

- Sarah Thomas working on fulfilling VIHA requirements for Food HUB funding which includes development of a community roundtable for food security.
- Will be recruiting community members to roundtable which will provide recommendations and assist in the development of a Food Action Framework.
- Seed library launched at Port Alberni branch of Vancouver Island Regional Library to great success. More than 23 borrowers in first week and library was replenished via seed donations.

### **Community Consultation**

- New upcoming shellfish retailer identified along the highway corridor. Discussion pending.
- Discussions held with Nanatech industries about online food marketing
- Discussions with Ann Mack/Toquart band about start up Kelp farming and processing facility.
- Swept Away Inn is starting a local Slow Food movement in part to help bridge producers and buyers.
  - Sounds very similar to nature of ACRD and AVTTS projects
  - Requested joint meeting with team member and AVTTS to be held early March
- Meetings held and information collected from Hertels Meats, Pete's Mountain Meats and Shannons Dairy
- Hertels
  - Had spent significant funds to set up abattoir facility previously but unfortunately hog and beef prices fell significantly and locals did not meet his need for higher prices to pay cost. Has since sold equipment.
- Pete's Mountain Meats
  - Does not believe a local abattoir could fill his needs as a retail meat supplier but could benefit those selling at Farmers' Market
  - Sees very high demand for custom cutting and wrapping. He no longer provides these services to a large degree
  - Has some equipment that could possibly be made available for sale
- Shannon's Dairy
  - Dairy industry very stable because of quota system
  - Barriers to new farmers are high cost of entry and equipment
  - Concerns with water quality and availability.

## ACRD Agricultural Support Workers Report, February 2015

- ACRD support could include watershed protection and facilitation of plastic recycling or reuse/sharing network. Has concerns about the effect of logging practices on the Beaufort Range.
- Healthy herd and successful farm business due to 50% pasturing and good pasture management

### Review of Relevant Documents, Policy and Organizations

#### • [Fort Whyte Farms](#)

- A Social Enterprise model Community Farm just outside of Winnipeg, Manitoba
- The long-term goal is to serve as a catalytic, transformative force in the lives of at-risk youth and their families by providing hands-on training in sustainable urban-based agriculture, thus providing them with a sense of hope, purpose and place, new and improved sources of income, and enhanced access to high quality, locally produced food.
- Farms offers educational tours, interpretive and demonstration center, CSA including vegetables and livestock

#### • [Cowichan Regional District](#)

- Kathy Lachman, Cowichan Economic Development Officer, manages agricultural budget of \$45,000 outside of staff time. Good ability to leverage funds within community with Cowichan Green Community in particular
- Is willing to come to Alberni Valley to do presentation to ACRD about agricultural funding in the CRD

#### • [Marketsafe](#)

- The Market Safe Program will soon be available online. This program assists those producers selling at Farmers' Markets and Farm Gate with food safety related issues however the 'Food Safe' program is still the only certified course for food handlers.

#### • [FEED Comox Valley](#)

- Sandra Hamilton - Project Lead. A Social Enterprise Business Consultant building a project to lead institutions in the Comox Valley to purchase local food.
- Currently developing models to assist other communities to get local food into their colleges, hospitals, and long term care homes.
- Feels institutions are a better fit for small farmers that form co-ops of approximately four farms to provide a steady supply of food for institutions.
- Flow in institutions is steadier, and would provide a more consistent year round market than most restaurants.
- Working to change the contracts of several small institutions so that the wording of the sourcing part of the supply contracts benefits the local agriculture industry

#### • [Cowichan Valley Co operative Marketplace](#)

- The Cowichan Valley Food Hub launching an on line marketplace in June
- Consumers will be able to shop either by farmer or by product or by product and then farmer
- All orders are done on Wednesday by noon, sent to farmers, who deliver on Thursday by noon to pick up late Thursday
- Members pay 20% to the co op for the online marketing and putting together of orders
- This is run by a new co-operative with a nine farmer board.

#### • [Small Scale Food Processors Association](#)

- Candice Appleby is Executive Director and also sits on Agricultural Advisory Committee for Ministry of Agriculture. Met with team member at Agri-Food Business Planning Workshop
- Feels it is an exciting time and agriculture is poised for change with support from many different sectors



## ACRD Agricultural Support Workers Report, February 2015

- Current minister has a vision of food security and has an aggressive mandate to expand hectares in production
- 2 key components:
  - 1) Province will soon override federal regulations for labelling organic. (consult will be finished by May and plan to pass motion in the Fall sitting of legislator)
  - 2) BC farmers will have opportunities because of attempts to offset the lateral damage of the new free trade agreements (Buy Local funding is continuing with another \$2 million dollars designated in the upcoming fiscal year)
- [Comox Valley Exhibition](#)
  - good public support and history
  - very close to achieving funding for a concert and event venue, community kitchen and storage facility for their tables and equipment
  - event theatre will easily 300 seat with indoor/outdoor stage,
  - in business planning stage
  - will be advertising/promoting publicly soon
  - Highly anticipated that the project will succeed. Success credited to the long standing and broad support in the community for the organization.

### **Grant Opportunity - Feasibility Study for Abattoir**

- Team members assisted with outreach for 'Local' Burger and Beer fundraiser
- Total of \$508 raised through fundraiser and in additional financial donations
- Letters of support for feasibility studied procured by Bill Thomson, Jamie Aylard, Makenna Cyr, Farmers' Institute, Jan Carter, Pete's Mountain Meats
- Response to Burger and Beer Event was very good. Good turnout from community members not directly involved in agriculture. Many comments made such as 'Great Event!' 'We should do this more often!'
- Feedback from stakeholders about project included strong support for a local custom cutting and wrapping facility. There is currently no one offering this service on a regular basis in the Alberni Valley. An industry professional suggested the demand is such that 2 people could work 7 days per week to fulfill demand.

### Following excerpt per Connie Kuramoto -

I spent time this month researching and reviewing information in preparation to apply to Investment Agriculture BC for a Feasibility Study for a Local Abattoir. I have been communicating with Alana Wilson from Investment Agriculture BC who is originally from Port Alberni, and she suggest that I review the on line webinar on how to apply, use the Salt Spring abattoir as a model to start with and to work to put in an application based on information gleaned from this study, and this model, as well as some of the information of industry trends. She also stressed that our team must find sufficient financial support from the industry, as well as letters from support from the Farmer's markets, the Farmer's Institute, and some of the secondary processing businesses in the area. She placed considerable emphasis on how important this was in order for our application to be successful. It came up in some of our conversations that there might be interest if there was a custom cutting and cooling facility as part of the abattoir plan, so this will be considered and woven into the application. I would also like to investigate whether the cooling facility may also handle vegetables, whether in the same or a separate area. These factors may widen the appeal of the application, and more work definitely needs to be done to gain support that can be listed on the application, so this may help. I also reviewed the ACRD Agricultural Plan, which was important, as funding will be more

## ACRD Agricultural Support Workers Report, February 2015

likely if our request is presented as an extension of, or an initiation of one of the action items on the Agricultural Plan. On February 26 the Farmer's Institute held a beer and burger night to raise funds to contribute to the study, and I spent time helping them promote this event. It sounds like the event was a success, and I am waiting to find out how much we have in financial contributions before I can complete the budget for this application. Alana also indicated that the Agricultural Steering Committee of the ACRD be listed as the actual applicant for funding. We are hoping to get information together for this application in early March, however it is more important to have a complete and comprehensive application done rather than one that is incomplete, or not as good as it could be if given more time.

### **Upcoming Event for Local Farmers 'Outstanding in Their Fields'**

- The funding agency has delayed a decision again until early April
- Speakers and room tentatively booked for April 26

Following excerpt per Connie Kuramoto -

"Outstanding in Their Field" "Growing Forward" Funding Workshop Application resubmitted with rescheduled date of April 26

In response to feedback from Jill Hatfield, the local agrologist who signed off and submitted our application to the Investment Agriculture Board, I rewrote the application for funding for a workshop that we had originally scheduled for March 8th. Jill said that the funding committee felt that our event was being held too close to so many others in BC, i.e. Island Ag Show, Farmer's Market Conference, and Organic Producers of BC Conference and that if we re-scheduled and re-submitted our application we would have a better chance of receiving funding. I was instructed to try to keep most of the speakers the same, or similar, to simplify the re-application process. I contacted North Island College to arrange another date for our workshop, and to cancel the first date. I spent time attempting to re-connecting with all of our speakers to confirm their availability for the new date.

Tentative speakers include Suzanne Belanger who will be speaking on the Pemberton Barn Project and she was pleased to announce that the President of the Timber Framers Association would also be joining her for her presentation. Susan Dent and Moss Dance, from the Young Agrarians will be speaking about land leasing, and Margaret Thomson from the Salt Spring Community Abattoir speaking on their experiences in getting a community abattoir funded and up and running. These were our confirmed speakers at the time and they had to be re-contacted to see if they were available for the new date. We have since added Jenny Horn, who was on a team that was responsible for the revival of the Duncan Farmer's Market. Here is a bit about Jenny's background. She will be speaking about the management of Farmer's Markets.

"Dr. Jenny Horn holds a PhD in Rural Studies, and has worked in a variety of roles to develop sustainable food systems in the Islands region and beyond. Jenny is an "academic-practitioner," as she is a farmer, veterinary nurse and farm advocate as well as being a researcher and coordinator to establish the Cowichan Center for Agriculture, Aquaculture and Food Security/ Sustainability at Vancouver Island University. Jenny and a team of Cowichan Valley Smallholders revived the Downtown Duncan Farmers' Market in the 1990s and she went on to co-write and edit the Farmers' Market Managers' and Boards of Governance manuals and instructional guides for the BCAF. She and her husband operate Left Field Farm in Glenora, BC."

When the venue was arranged and all speakers were contacted and I received their response I resubmitted the application to Jill Hatfield, and she resubmitted it to the Growing Forward

## ACRD Agricultural Support Workers Report, February 2015

Funding Committee who is expected to make a decision sometime after April 1st. This will give us about three weeks to advertise the event, however we already have an Eventbrite on line event service page up and ready to go when we get approval, and have plans to put ads in to newspapers and promote the event on line as we did with the beer and burger night. We reached over 3900 people in the Facebook boost used to promote the Farmer's Institute Beer and Burger Night. We will also hope to post it on the ACRD website, and promote it not only to the Farmers in the ACRD but to Farmers all over Vancouver Island as well as beyond. We hope that by promoting it beyond the district we will be promoting Alberni Clayquot Agricultural potential, and continue to attract new farmers to the area. Admission will be \$10 and lunch will be included. When Josie and I spoke we talked about perhaps finding a way to provide some transportation for people who wanted to attend from the West Coast for events like this as well as Family Farms Day.

### Island Agricultural Show February 13 and 14

- Team members assisted with finalization of material and booth preparation
- Booth well received by organizers and members of public. Comments included references to how much the ACRD is supporting agriculture at present and how our agricultural community is 'up and coming'
- Raffle entries included short survey. There was a total of 131 entries. Results of those who answered the questions:
  - "Would you participate in educational opportunities designed to increase your agricultural production and profitability?" 39 people (62%) answered Yes and 24 (38%) answered No
  - "Do you think local governments should play an active role in supporting agriculture?" 69 people (90%) said Yes and 8 (10%) said No
  - "Do you want more local food in restaurants?" 71 people(99%) answered Yes and 1(1%) said No
- Team members volunteered for time manning the booth and networked with individuals for the Comox Valley Expedition, Cowichan Regional District, Investment Agriculture Foundation of BC, Nanoose Edibles Farm, Vancouver Island University, Soil Scientist and Mapping Expert, Real Estate Investors, Arzeema Hamir (member of many agriculturally related boards including IAFBC), Orlando Schmidt (Coast Regional Manager for BC Min of Ag.), Susan De Yound (Animal Programs Inspector, Canada Food Inspection Agency), Kevin Hursh (Social Media expert), Moss Dance (Young Agrarians)

### BC Farmers Market Association Conference

- Jenny Horn identified as speaker for workshop in April. Has tool for 'Rapid Market Assessment' which may be useful
- Numerous workshops were attended with a high importance given to online marketing and purchasing and social media.
- Emphasis on telling the story of food
- A workshop on "Working with Local Governments" showed that the City of Port Alberni and the Regional District are among the leaders in municipalities supporting Agriculture in their Community
  - We have a recent Agricultural Plan and are taking steps to implement it and urban farming laws that promote instead of restrict urban farming
  - We are functioning similarly to Cowichan and the Comox Valley even though the farming population of the ACRD is smaller
  - With the continuation of this type of encouragement the regional agricultural and food industries are likely to grow, to the economic and social benefit of the region

## ACRD Agricultural Support Workers Report, February 2015

### Tofino Seedy Saturday

- Individual volunteer identified on West Coast who is willing to offer support and logistic support within the District of Tofino in support of ACRD initiatives.

#### Following as per Connie Kuramoto -

Seedy Saturday Tofino was held at Tofino Botanical Gardens on February 28th from 10:30 to 2:20. It provided us with a great opportunity to spread the word of our project to the West Coast to the target audience of gardeners and urban and small plot farmers who attend this event, held every year in February. The weather was incredibly beautiful, so attendance was down slightly this year but there were at least 70 people that went through, browsed the displays, asked questions, and took home promotional materials. The Family Farm Days materials were brought, displayed, and distributed, and a table display set up with the What's on Your Fork Logo, and some pictures of gardens and gardening activities on the West Coast. There are young people on the West Coast that are very interested in growing and processing food to sell but are having a hard time starting up. There was a lot of discussion around the barriers to Agriculture on the West Coast, i.e. soil building, water shortages, price of land, and lack of farmer education.

There was also a lot of discussion around how grazing animals can be used to clear land, and another discussion about the management of food waste that is still edible, as well as food waste that is headed for the compost, and how Tofino is dealing with these issues. Tofino mayor Josie Osborne said that managing waste, and especially food waste, which is the majority of waste headed to the land fill is a huge issue in Tofino. Much of the food wasted is from restaurants and although it is still edible, but may not be suitable for a higher priced restaurant meal. I talked to a young man named Scott that is interested in doing a small scale food processing company making soups from vegetable "seconds". He has been working as a start up and has developed a number of recipes and is in search of a food safe kitchen that he might use to more fully develop his ideas.

Josie mentioned that the Community Hall has a kitchen, and although not certified food safe, she felt it would not take too much to bring it up to standard. We talked about possibly searching out funding for a project like this. The Village of Tofino may be willing to financially help set the kitchen up, but would probably be unwilling to manage the kitchen, so it would be an important part of the development of a Community Food Safe Kitchen that some sort of non profit organization or co operative organization be set up to continue to manage and maintain the kitchen.

Leah Austin from the Tofino Community Food Initiative has been the organizer of the Seedy Saturday event for the last three years, and we spoke about the possibility of enlarging the event next year in a slightly different direction that would include more farmers from the Alberni Valley. Leah said that there is a huge demand for locally grown food that is not being met on the West Coast, and how they would like to support the Alberni Valley Farmers and bring more of the Valley Produce to the West Coast. It seems that Bobby Lax from the Tofino Ucluelet Culinary Guild provides an excellent service, however, it is not enough, and more individuals, and small businesses would be interested in having access to the produce from Alberni. We considered the idea of perhaps seeking funding for an enlarged Seedy Saturday event for next year that would include not only garden goods and seeds, but also a food fair of some type, and a one-time Farmer's Market where Alberni Farmers and Restaurants could bring food and produce to sell, and provide more information about the types of products that are available for sale in Port, including local wines. There is some money in the Tofino Community Food

## ACRD Agricultural Support Workers Report, February 2015

Initiative Budget for matching funds that we can expand upon, and it was suggested that Farmers could even find a way to ship produce to this event and a volunteer from the Food Initiative could person a table to sell it. It would be a great way to raise awareness of the Farms in the Valley, as well as the Family Farms day Event in September. This event is tentatively planned for February 13th, deliberately planned for the day before Valentine's Day to promote the idea of purchasing Valentine's Day gifts at the Seedy Saturday Market.

### Certified Organic Association of BC Conference

- Sarah Dent of Young Agrarians was the Keynote speaker for the event.
  - Young Agrarians is arguably the biggest up and coming agricultural organization in the country. They started only three years ago and growth has been exponential. Focus is on organic/agro-ecology and goal is to increase number of farmers and sustainable agricultural production.
  - Claim change starts with repairing social structure. Who is good at what? Share and build agrarian community. Community should act as extension service. Two necessary skills for young farmers-learn to farm and learn farm business.
  - Organizational success strategy #1: Make farming sexy (cute pigs, make a difference in the environment) Huge social media promotion and web based supports
  - Organizational success strategy #2: Workshops, mixers, socials and farm tours
  - Assets include a [web based mapping tool](#) for land linking, organizations and business. Anyone can join or add to it.
  - Highlighted agricultural initiatives by the [Quebec Provincial Government](#) including a 5 million dollar loan fund for new farmers with business plans and grant program for young farmers.
- Farm to School Program
  - Program is applicable not only for schools but for institutions like hospitals as well.
  - Currently beginning a pilot project to develop 3 regional HUBS (Kamloops, Saanich, Vancouver). Funding is provided for a coordinator to assist with establishing 8 Farm to School projects within a Region. Spoke to Provincial Coordinator about considering the ACRD as a region in the next round.
  - Typically, programs offer a \$3 'Salad Bar' at schools about once per week using produce grown either on local farms or on school campus'. 60 servings at a salad bar nets about \$150 profit with help of volunteers. New model program running in Comox Valley
  - Farm to School website and pamphlets address concerns about food safety (not really a barrier/constraint)
  - Provincial Coordinator for the project was available to come and speak to local stakeholders (SD70 or governmental) about the program.
- Community Livestock Processing
  - A panel discussion was held on livestock processing. Highlights were a successful mobile poultry facility in North Okanagan turned to stationary (initial cost about \$100K, now slightly profitable), successful class D (small scale/on farm) processing facility start up, overview of BC Association of Abattoirs management, membership and programs and Saltspring Community Abattoir
  - President of BCAA, Mike Noullett spoke on starting pet food line, marketing drive with Choices Markets, highly traceable products, on site composting methods and different standards than federal to account for differences in pasture raised animals.
  - Someone from BCAA could be made available for a speaking presentation in future.

## ACRD Agricultural Support Workers Report, February 2015

- Saltspring Community Abattoir running with 2 kill days per week. Mixed red meat and poultry but haven't yet started beef. Beef will increase profitability. Cost was \$480,000, higher than \$350,000 projected.
- 4-8 PT staff. Hard to keep staff.
- in 2014 total slaughter of 450 lamb, 2951 chicken, 400 turkey
- projected slaughter for 2015 of 600 lamb, 30 cattle, 45 hog, 5000 chicken, 500 turkey
- Van City assisted with funding
- Crowdfunding presentation
  - 5.1 billion dollars raised via crowdfunding in 2013
  - Extensive info about campaign strategy shared. Matching funding by another organization a good strategy. (ACRD could be a good leverage for community groups)
  - Saltspring Community Abattoir spoke of their failed crowdfunding campaign-had already leveraged stakeholders in the community, did not reach out beyond community, no clear spending goals highlighted
  - Good campaign takes 2-3 months of pre-planning and intense focus during and after the campaign. Not easy but can be lucrative
- Co-operative farming and facilities
  - High interest in co-ops in public and significant funding opportunities available.
  - Key strategies for success include clear objectives and planning, minimizing risks, good communication, member commitment, good management
  - Models and procedure discussed in detail
  - Relevant to farmers for purchase of bulk supply, joint marketing/processing and land ownership
  - BC Ministry of Agriculture has [start up guide](#)
- Weaving an Indigenous Food Narrative
  - Importance of including all stakeholders, including First Nations and community members. Food has always been first order of business at celebrations and gatherings
  - Place is intensely connected to food and cultures.
  - "[Resetting the Table: A People's Food Policy for Canada](#)" The first-ever national food policy to be developed by the food movement itself – a diverse and dynamic network of organizations and individuals working to build a healthy, ecological, and just food system for Canada.
  - Key elements of the policy are ensuring that food is eaten as close as possible to where it is produced, supporting food providers in a widespread shift to ecological production in both urban and rural settings (organic agriculture, community-managed fisheries, indigenous food systems, etc.), including policies for the entry of new farmers into agriculture, enacting a strong federal poverty elimination and prevention program to ensure Canadians can better afford healthy food, creating a nationally-funded Children and Food strategy (including school meal programs, school gardens, and food literacy programs), ensuring that the public, especially the most marginalized, are actively involved in decisions that affect the food system.

### Agri-Food Business Planning Workshop

- Assisted with promotion of last minute event/workshop relevant to farmers
- One member of team attended full course.
- Valuable for anyone entering into agriculture or food processing business
- Greg at Business Advisory Team is a good reference for business support and consulting. BAT is one of three island companies qualified to write agricultural business plans funded 85% by the Growing Forward 2 initiative.

## ACRD Agricultural Support Workers Report, February 2015

- 5 expanding/potential farmers from ACRD attended including kelp producer

### Grant and Loan Opportunities

- [Island Chef Collective - Interest free loans up to \\$10,000](#)
  - FarmFolk CityFolk (FFCF), the Island Chef's Collaborative (ICC), and Vancity have partnered to offer zero interest micro loans to local food producers.
  - The aim of the fund is to provide capital for farmers, fishers, ranchers, harvesters and processors to invest in equipment and materials that allows them to increase the supply of local food in their region.
  - Together they have leveraged funds raised from respective fundraising events—FFCF Metro Vancouver and Vancouver Island Feast of Fields, and the ICC Island Chefs' Food Fest—to administer a \$250,000 capital pool, provided and managed by Vancity, for loans in Metro Vancouver, the Sunshine Coast, the Fraser Valley, Vancouver Island and the Gulf Islands.
  - Loans will be brought forward by FFCF and the ICC and awarded in amounts between \$1000 to \$10,000 for up to a 24 month term.
  - During the term of the loan, payments including interest (prime +4%) will be made via a Vancity account. Once the loan is successfully repaid the interest paid will be rebated through a fund established by FFCF and the ICC.
- [Vancity Small Growers Loan](#)
  - The loan for small growers with big vision. The Small Growers Loan is designed to help farm business' get off the ground. They'll provide loans up to \$75,000 at a competitive rate.
- [Business Planning Support, Growing Forward 2](#)
  - The BC Ministry of Agriculture through its Growing Forward 2 program offers funding for both farming and food processor businesses looking to expand or grow their business.
  - Provide someone with farm status a Tier 1 and Tier 2 review; financial analysis, business plan
  - Must use an approved business advisory service (3 on the Island Business Advisory Team Inc. is one of the approved and currently doing this for Anne Mack and Larry Orth for their kelp farm project)
  - The program will fund up to 85% of the cost for an authorized consultant to help develop business plans.
  - MofA directly pays consultant not you pay and then reimbursed. Thus you pay \$600 and the ministry pays the other \$5-6000.
  - Planning can include financial analysis, business development (e.g. Expansion) strategies, marketing strategies and other key business management areas.

### Upcoming Conference Participation

- A team member will be attending the Young Agrarian Land Linking workshop and Mixer Workshop event March 15/16 in the Comox Valley

### Internet/Social Media and Project Outreach

- Continued updates to [project website](#), [Facebook page](#), [Twitter Page](#) and [Pinterest](#) page.
- Social Media used for promotion for Burger and Beer fundraiser and Agri-food Business Planning Workshop

### Budget planning and preliminary recommendations drafted

- Document drafted with preliminary recommendations for projects and budgets moving forward



## **ACRD Agricultural Support Workers Report, February 2015**

- West Coast opportunities and initiatives identified including Tofino Seedy Saturday outreach, Bamfield outreach, Study of barriers to agriculture/food production in Coastal Communities, opportunities for public workshops and education

### **Logo**

- Regulations for the use of the Cowichan Regional District brand was shared by CRD
- CRD Brand Usage Agreement attached.
- Could be adopted for Alberni Valley. Of note-for use by restaurants at least 50% of the ingredients of a meal must originate locally. This model may be difficult to achieve in ACRD in the present low productivity climate.
- Dustin from Cloud City wants to print a bunch of t-shirts with our logo and his logo. He feels the idea that could be mutually beneficial as the profits of sale would be split. More discussions to come.

## **Section 2: Next Steps and Upcoming Activities**

1. Identify and report on Farmers Markets including government models and general recommendations
2. Planning meeting with Farmers' Institute March 11
3. Young Agrarians conference March 15. Will speak to opportunities in AV and solicit workshop on land linking/event
4. Meeting with Spirit Square Market Board of Directors March 18
5. Publish list of grants
6. Apply for abattoir feasibility study grant
7. Continue workshop event planning, include investigating cost sharing to transport West Coasters to the event
8. Continue finalization of material for Farmer Directory
9. Continue gathering data and networking in pursuit of funding for a planning charette for the Johnson Street corridor, property behind No Frills and Stirling field.
10. Continue to seek out input and participation from West Coast and First Nation Communities

## **Section 3: Progress relative to proposed objectives and deviations required**

### **Progress**

- Generally on track with projected outcomes to date

### **Deviations**

- No changes to budget anticipated

## **Section 4: Items Required from ACRD**

1. Input as to using a recognized email newsletter server, for security and professionalism in public outreach. Recommend creation of email list on formal mailing list for security/professionalism

## **ACRD Agricultural Support Workers Report, February 2015**

2. Publish document with relevant grants on website when complete
3. Staff support to create a map for the Farmer Directory
4. Recruitment for Agricultural Development Committee including West Coast, shellfish and First Nation representation
5. Input as to adopting a Brand Usage Agreement for the What's On Your Fork Logo similar to Cowichan Regional District. Please add to the agenda for Agricultural Development Committee meeting in April.
6. Please forward this monthly report to Agricultural Development Committee members

# ACRD Agricultural Support Workers Report, February 2015

## Section 5: Appendix 1

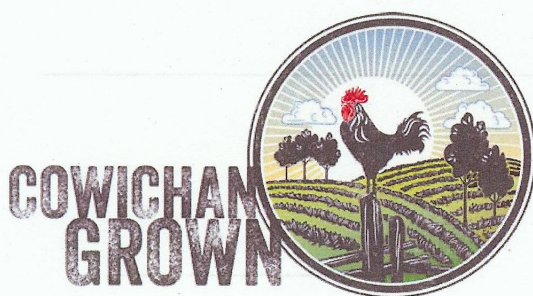


### Brand Usage Agreement

#### Agriculture Brands

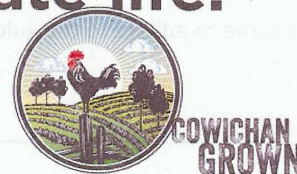
Welcome to the Cowichan brands for agriculture and thank you for helping us build a strong regional agricultural presence. The brand is available to any business in the Cowichan Region and is free of charge, but we do ask that you agree and comply with some simple rules of usage.

1. The brand may only be used by farms and businesses located in the Cowichan Region.
2. The brand may not be altered in any way including shape, colour, minimum size or wording.
3. The brand can only be used for food products that are grown or manufactured in the Cowichan Region.
4. If the brand's intended use is on a manufactured food product, at least 50% of the ingredients must originate from the Cowichan Region.
5. If the brand's intended use is to promote the local ingredients in prepared meals, at least 50% of the ingredients must originate from the Cowichan Region.
6. The brand cannot be used for any product outside the intended use as described in this agreement without consent from Economic Development Cowichan.



Cowichan Grown Logo

**Celebrate food.  
Celebrate life.**



Cowichan Grown Logo Plus Tag Line

#	Date	Action Item	Assigned to	Target Date/Update
<b>Administration Department</b>				
1.	Jan. 23/13 WC Comm	Explore with the Yuułuᑦᑭᑦᑎᑦᑎᑦ Government possible participation in the South Long Beach Multi Purpose Bike Path in the future	Russell	Yuułuᑦᑭᑦᑎᑦᑎᑦ to respond
2.	July 10 <sup>th</sup> Board	Contact and work with the Nuu-chah-nulth Tribal Council and the Port Alberni Friendship Centre to develop a long term plan for reconciliation	Reconcil. Committee	Committee to review status
3.	April 9 <sup>th</sup> Board	C2C recommend contacting the President NTC Deb Foxcroft and request an observer from the ACRD at the NTC meetings	Reconcil. Committee	Committee to review status
4.	June 25 <sup>th</sup> Board	Proceed with the drilling development and testing of a production well at the Long Beach Airport with the services of GW Solutions at the estimated cost of \$116,081, as outlined in the CAO report	Russell	Report to next West Coast Committee meeting
5.	July 23 <sup>rd</sup> Board	Bell Road consultation with TFN and the City	Russell	Letter sent to TFN – Chair follow-up
6.	August 13 <sup>th</sup> Board	Arrange meeting with Dan Holder, Director Cote regarding Firepro RMS	Russell	Next EA Committee
7.	Aug. 27 <sup>th</sup> Board	Come back with a proposal for Cherry Creek Improvement District to participate in the Regional Fire Records Management System only, not the ACRD's Fire Services Contract with Mr. Dan Holder	Russell/ Dan	Next EA Committee with Fire Chiefs
8.	Jan. 14/15 Board	The Franklin River Road Fire Protection Service Agreement with the City of Port Alberni was deferred	Russell	Meeting April 8 <sup>th</sup> with City & Residents
9.	Feb. 11 <sup>th</sup> COW	The 2015 grant-in-aid application from the Arrowsmith Amateur Radio Club was referred back to staff to get more specific details on their grant-in-aid application	Russell	Done
10.	Feb. 11 <sup>th</sup> Board	The RFD regarding the plan for the communal meeting place at Salmon Beach is deferred until proponent can speak to the proposal	Russell	April 2015
11.	Feb. 11 <sup>th</sup> Board	The Board passed a resolution to amend the AVRA establishment bylaw to increase the maximum annual requisition to enable borrowing to a maximum amount of \$2 million dollars and associated operating costs for the 100' x 5000' runway, utilizing the alternate approval process – Draft amending bylaw and prepare for AAP	Wendy	April 2015
12.	Feb. 11 <sup>th</sup> Board	Consult with affected interests of the AVRA expansion including Greenmax, SD#70	Russell	

#	Date	Action Item	Assigned to	Target Date/Update
		(Alberni), Ministry of Forests Lands and Natural Resource Operations, Coulson Group of Companies, AV Drag Racing Association and Hupacasath First Nation regarding the AVRA Expansion		
13.	Feb. 11 <sup>th</sup> Board	The Board gave 3 readings to Bylaw 845-1, E911 Emergency Telephone Extended Service Bylaw Amendment, 2015 to include Yuułu?it?ath Government as part of the service area – send to inspector for approval	Wendy	Forwarded to Inspector of Municipalities for approval
14.	Feb. 19 <sup>th</sup> WC Comm.	The West Coast Committee invite Parks Canada to attend West Coast Committee meetings	Wendy	Sending invitation
15.	March 11 <sup>th</sup> Board	Register Chairperson Osborne and Director McLeman to attend the Vancouver Island Transportation Forum March 31, 2015	Shelli	Done
16.	March 11 <sup>th</sup> Board	Send Congratulations Letter to Andrew Day on his new position of Vice President, Vancouver Aquarium and Executive Director, Coastal and Ocean Research Institute.	Shelli	In progress
17.	March 11 <sup>th</sup> Special Board	Custom Transit invited to present to the Board March 25 explain the deficit surplus carried forward from 2014	Russell	Done
<b>Finance Department</b>				
18.	June 25 <sup>th</sup> Board	Set-up a meeting with AV Drag Racing Association to review event and agreement for future years	Russell/Andrew	Done – Report to AV Committee
19.	Feb. 11 <sup>th</sup> , March 11 <sup>th</sup> RHD	Confirm Chris Sullivan, Manager, Capital Planning, Island Health and Marie Duperreault to meet with the Hospital District Board to discuss the proposed budget	Wendy	Invitation sent April 8 <sup>th</sup> Board Meeting
20.	March 11 <sup>th</sup> Board	The Board seconded Bylaw F1115, cited as “2015-2019 Alberni-Clayoquot Regional District Financial Plan” with amendments.	Andrew	March 25 <sup>th</sup> Board Meeting 3 <sup>rd</sup> reading and Adoption
21.	March 11 <sup>th</sup> Hospital	The Board adopted Bylaw 118, cited as “Alberni-Clayoquot Regional Hospital District 2015 Annual Budget No. 118	Andrew	Done
<b>Environmental Services Department</b>				
22.	Apr. 8/10 WC	Work with Parks Canada on the landfill road agreement	Russell	Letter sent January 12 <sup>th</sup>
23.	Sept. 8/10 WC	Investigate with Tla-o-qui-aht First Nation well development at the Long Beach Airport	Russell	Will refer well results when complete
24.	May 11/11 AV Comm	Investigate with the Tseshaht First Nation possible resource recovery at the AV Landfill	Russell	In progress

#	Date	Action Item	Assigned to	Target Date/Update
25.	June 13/12 BD	Develop a plan for appropriate use of the funds on the Log Train Trail from the Arrowsmith Radical Runners	Rob G.	Design in progress
26.	Oct. 10/12 Board	Work with the Air Quality council to develop a draft valley wide woodstove bylaw based on the City of Port Alberni's bylaw following receipt by the Board of Directors a joint APC meeting will be called to review the proposal	Russell	Drafting a bylaw for board review
27.	April 23 <sup>rd</sup> Board	The Board of Directors directed staff to: 1. Meet with the Tseshaht and Hupacasath First Nations and the City of Port Alberni with respect to their consideration on providing a connection to their water systems for the Bell Road/Stuart Avenue water supply; and following the consultation, 2. Provide the information to the Bell Road/Stuart Avenue residents on the water servicing options	Russell	Waiting TFN Response – Chair has contacted TFN
28.	July 9 <sup>th</sup> Board	Work with contractors on the West Coast to educate and establish a formal aggressive follow up plan regarding the implementation of the MMBC rules on curbside recycling	Janice	In progress – Report to WC Committee
29.	Nov. 13 <sup>th</sup> Board	The ACRD Board approved the replacement of 480 m or waterline on Grandview Road connecting through the Vaughn Chase subdivision to Drinkwater Road with the developer completing installation of the works and the Beaver Creek Water System contributing \$179,880 upon completion of the project – proceed with project and necessary agreements	Mike	Design in progress
30.	Nov. 13 <sup>th</sup> Board	The ACRD Board adopted the ACRD Contractor Safety and Coordination Policy as presented – Implement the Policy & provide copies to all ACRD Contractors	Rob	In progress
31.	Nov. 26 <sup>th</sup> Board	Forward a letter to Earle Plain, Environmental Protection reiterating the discussion with Director Bennett and request they keep the Regional District up to date on any changes in policy with regards to industrial slash burning taking into account long term weather forecasts	Russell	In Progress
32.	Feb. 19 <sup>th</sup> WC Comm.	The West Coast Committee request staff review hours of operation at the West Coast Landfill with the operator and users to determine if open hours should be reduced and report back to the West Coast Committee in 2015		
<b>PLANNING DEPARTMENT</b>				
33.	May 13/10	Planning Staff proceed with subdivision process on	Mike	Letter sent to

#	Date	Action Item	Assigned to	Target Date/Update
	WC	the Long Beach Airport lands for the WC Multiplex Society and Long Beach Golf Course following Airport rezoning		TFN Jan 16 – Will include in new zoning bylaw
34.	April 11/12 BD	Apply to the Ministry of Transportation for a permit to construct the dock at the west end of Nuthatch Road & to Ministry of Forests for foreshore tenure	Mike	Working with neighbor to move dock
35.	Nov. 14/12 Board	The Board referred the Bamfield Community Hall Society's request to approve & support their proposal to build a new hall to staff to review the request and provide a recommendation, following consultation with the Society, on the role of the ACRD	Mike	Contacted Hall Society – Society working on options
36.	July 24 <sup>th</sup> Board	The Board of Directors instructed staff to work with the Central West Coast Forest Society to investigate funding for the assessment and restoration of the Willowbrae Creek system	Mike	Will work with area Director
37.	June 25 <sup>th</sup> Board	Prepare a report on development cost charge options through the 2015 budget process to use parkland dedication monies for park development and other infrastructure	Mike	April Board
38.	March 11 <sup>th</sup> Board	The Board deferred the AE14004 Corey/Hawser 6176 Saunders Road N Agricultural Land Reserve Application as they were not in attendance.	Mike	March 25 <sup>th</sup> Board Meeting
39.	March 11 <sup>th</sup> Board	The Board adopted ACRD Parks & Trails Strategic Plan, Terms of Reference will be drafted and presented.	Mike	In progress
40.	March 11 <sup>th</sup> Special Board	The Board appointed Director Cote and Director Ruttan as alternate to represent the ACRD on the Agricultural Development Committee.	Mike	Done

Issued: March 19, 2015





## Alberni-Clayoquot Regional District

### Board of Directors Meeting Schedule April 2015

DATE	MEETING	TIME & LOCATION	ATTENDEES
Wednesday, April 1	AC Transportation Committee Meeting	9:00 am – Regional District Board Room	Committee, Russell Dyson
Wednesday, April 8 <sup>th</sup>	Board of Directors Meeting	1:30 pm – Regional District Board Room	Directors, Senior Staff
	Regional Hospital District Meeting	Immediately following above	Directors, Senior Staff
	Franklin River Residents	6:30 pm – Regional District Board Room	Director Banton, City of Port Alberni, Senior Staff
Tuesday, April 14 <sup>th</sup>	AC Transportation Committee meeting with Kevin Richter, MOTI	11:00 am 5B - 940 Blanshard Street, Victoria	Director McLeman Russell Dyson
Wednesday, April 15 <sup>th</sup>	Alberni-Clayoquot Health Network Table of Partners Meeting	9:30 am – 12:30 pm	ACHN Chairperson Cote, ACRD Chairperson Osborne
Wednesday, April 15 <sup>th</sup>	Salmon Beach Committee	2:30 pm – Regional District Board Room	Directors, Senior Staff, Committee
Thursday, April 16 <sup>th</sup>	West Coast Solid Waste Plan Monitoring Committee	1:30 pm – Ucluelet Community Center	Committee
Tuesday, April 21 <sup>st</sup>	Emergency Preparedness Training	10:00 am – 2:00 pm Echo Centre	Directors, Russell
Wednesday, April 22 <sup>nd</sup>	Board of Directors Meeting	1:30 pm – Board Room	Directors, Staff
Thursday, April 23 <sup>rd</sup>	AV Solid Waste Plan Monitoring Committee	1:30 pm – Board Room	Committee

Issued: March 18, 2015

**REGIONAL DISTRICT OF ALBERNI-CLAYOQUOT BUILDING INSPECTOR'S REPORT  
JANUARY, 2015**

	BAMFIELD		BEAUFORT		LONG BEACH		SPROAT LAKE		BEAVER CREEK		CHERRY CREEK		TOTALS	
BUILDING TYPE	#	VALUE	#	VALUE	#	VALUE	#	VALUE	#	VALUE	#	VALUE	#	VALUE
Single Family													0	0
Mobile Homes											1	8,500	1	8,500
Multi-Family													0	0
Adds&Rens													0	0
Commercial											1	10,000	1	10,000
Institutional													0	0
Industrial													0	0
Miscellenaous													0	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>18,500</b>	<b>2</b>	<b>18,500</b>

	BAMFIELD	BEAUFORT/ BEAVER CREEK	LONG BEACH	SPROAT LAKE	CHERRY CREEK	TOTAL	YTD TOTAL
<b>WOODSTOVE INSPECTIONS</b>		<b>2</b>		<b>3</b>	<b>3</b>	<b>8</b>	<b>8</b>

	YEAR TO DATE		TOTAL YEAR			YEAR TO DATE		TOTAL YEAR	
2014	3	510,000	73	7,121,200					
2013	2	500,000	81	8,208,948					
2012	6	184	92	9,011,700					
2011	4	163,727	120	9,221,498					
2010	11	466,873	149	21,524,170					
2009	0	0	123	11,302,380	1999	2	213,050	80	3,348,092
2008	9	1,235,698	147	22,682,130	1998	9	185,980	75	3,320,890
2007	4	359,040	163	15,007,877	1997	2	244,000	104	10,025,166
2006	10	1,548,860	161	15,909,705	1996	4	365,000	128	9,050,554
2005	12	3,075,375	138	12,962,379	1995	3	101,000	116	9,641,300
2004	5	2,185,304	133	11,036,854	1994	9	693,000	151	7,915,500
2003	2	1,340,080	97	6,925,356	1993	13	962,000	167	10,864,000
2002	3	39,072	76	2,986,134	1992	6	259,000	173	11,192,500
2001	2	250,210	89	5,790,126	1991	4	305,520	126	7,155,120
2000	3	38,280	88	4,095,339	1990	5	258,000	118	6,323,900

**REGIONAL DISTRICT OF ALBERNI-CLAYOQUOT BUILDING INSPECTOR'S REPORT  
FEBRUARY, 2015**

	BAMFIELD		BEAUFORT		LONG BEACH		SPROAT LAKE		BEAVER CREEK		CHERRY CREEK		TOTALS	
BUILDING TYPE	#	VALUE	#	VALUE	#	VALUE	#	VALUE	#	VALUE	#	VALUE	#	VALUE
Single Family													0	0
Mobile Homes													0	0
Multi-Family													0	0
Adds&Rens											1	3,000	1	3,000
Commercial													0	0
Institutional													0	0
Industrial													0	0
Miscellenaous							2	35,000			1	1,000	3	36,000
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>35,000</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4,000</b>	<b>4</b>	<b>39,000</b>

**REGIONAL DISTRICT OF ALBERNI-CLAYOQUOT BUILDING INSPECTOR'S REPORT  
FEBRUARY, 2015 TO DATE**

	BAMFIELD		BEAUFORT		LONG BEACH		SPROAT LAKE		BEAVER CREEK		CHERRY CREEK		TOTALS	
BUILDING TYPE	#	VALUE	#	VALUE	#	VALUE	#	VALUE	#	VALUE	#	VALUE	#	VALUE
Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mobile Homes	0	0	0	0	0	0	0	0	0	0	1	8,500	1	8,500
Multi-Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adds&Rens	0	0	0	0	0	0	0	0	0	0	1	3,000	1	3,000
Commercial	0	0	0	0	0	0	0	0	0	0	1	10,000	1	10,000
Institutional	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Miscellenaous	0	0	0	0	0	0	2	35,000	0	0	1	1,000	3	36,000
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>35,000</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>22,500</b>	<b>6</b>	<b>57,500</b>

	BAMFIELD	BEAUFORT/ BEAVER CREEK	LONG BEACH	SPROAT LAKE	CHERRY CREEK	TOTAL	YTD TOTAL
<b>WOODSTOVE INSPECTIONS</b>		<b>3</b>		<b>2</b>	<b>2</b>	<b>7</b>	<b>15</b>

	YEAR TO DATE		TOTAL YEAR			YEAR TO DATE		TOTAL YEAR	
2014	11	994,843	73	7,121,200					
2013	5	1,234,764	81	8,208,948					
2012	15	1,691,000	92	9,011,700					
2011	12	473,705	120	9,221,498					
2010	11	1,730,051	149	21,524,170					
2009	1	8,000	123	11,302,380	1999	9	785,830	80	3,348,092
2008	22	3,282,702	147	22,682,130	1998	18	779,980	75	3,320,890
2007	9	813,121	163	15,007,877	1997	20	862,866	104	10,025,166
2006	20	2,180,540	161	15,909,705	1996	21	1,693,000	128	9,050,554
2005	23	3,668,510	138	12,962,379	1995	23	1,506,000	116	9,641,300
2004	16	2,535,906	133	11,036,854	1994	34	1,972,000	151	7,915,500
2003	7	1,695,380	97	6,925,356	1993	36	2,603,000	167	10,864,000
2002	7	116,952	76	2,986,134	1992	33	1,724,000	173	11,192,500
2001	5	375,314	89	5,790,126	1991	16	829,520	126	7,155,120
2000	4	63,279	88	4,095,339	1990	22	1,644,300	118	6,323,900