



**Alberni-Clayoquot Regional District**

**Committee-of-the-Whole Meeting  
Wednesday, March 14, 2012**

**Time: 1:30 pm**

**Place: Regional District Board Room  
3008 5<sup>th</sup> Avenue, Port Alberni, BC**

**Extra Agenda**

**1. Call to Order:**

**2. Petitions, Delegations & Presentations:**

- a. Dr. Paul Hasselback, Medical Health Officer, Central Vancouver Island  
Re: Introduction & Role of Medical Health Officer & Overview of Local Health Area Profile Alberni (70)  
(attached separately)
- b. Mr. Rob McCurrach  
Re: Alberni-Clayoquot Regional District's Bylaw Process

**3. Adoption of Minutes:**

- a. Regular Meeting - February 8, 2012 ..... 1-6
- b. Special Meeting - February 8, 2012 ..... 7-12

**4. Communications/Correspondence for Action**

- a. Port Alberni Labyrinth Society  
Re: Request for Support & Funding  
Labyrinth Proposal ..... 13-18
- b. Vancouver Island Spine Trail Association  
Re: Request for Co-Sponsorship for ICET Application for Trail Building ..... 19-20
- c. **Island Corridor Foundation**  
**Re: Request for Letter of Support ..... EX 1-2**

- d. **Port Alberni Port Authority**  
**Re: Regional Transportation Committee – Invitation of Participation.....EX 3**

5. **Communications/Correspondence for Information:**

- a. Clayoquot Biosphere Trust  
Re: Update.....21-22
- b. Alberni District Historical Society  
Re: Spring Newsletter .....23-26
- c. Union of British Columbia Municipalities  
Re: Comprehensive Economic and Trade Agreement.....27-32  
Re: In the House – Budget 2012 .....33-36  
Re: Local Government Awareness Week & National Public  
Works Week: May 20-26, 2012 .....37-38
- d. City of Port Alberni  
Re: Copy of Letter to RCMP Regarding Potential Relocation  
of the Central Vancouver Island Traffic Services  
Division .....39-40
- e. Association of Vancouver Island & Coastal Communities  
Re: Future Years AVICC AGM & Convention Dates and Request  
for Expressions of Interest to Host.....41-42

6. **Reports:**

- a. Update – Staff Action Items as of March 7, 2012.....43-48
- b. West Coast Committee – B. Irving  
• March 7, 2012 Meeting (Verbal Report)

7. **Other Reports:**

**8. Administration:**

- a. Request for Decision  
Re: Strategic Community Investment Funds ..... 49-56
- b. Administrative Memo  
Re: Barclay Sound Float Homes ..... 57-58
- c. **Request for Decision**  
**Re: Beaver Creek Improvement District Kitsuksis**  
**Reservoir Replacement ..... EX 4-5**

**9. Finances:**

- a. Administrative Memo  
Re: Finance Warrant No 514. .... 59-82

**10. Unfinished Business:**

**11. New Business:**

**12. Question Period:**

**13. Recess to In-Camera:**

- a. Motion to close the meeting to the public to discuss:
- Labour or other employee relations;
  - Litigation or potential litigation affecting the Regional District;
  - Receiving advice from the Regional District solicitor that is subject to solicitor-client privilege including communications necessary for that purpose; and
  - 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 interests of the Regional District if they were held in public.

**14. Recommendations from In-Camera**

**15. Adjournment:**

**Glenn Wong**

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**From:** "IPS Planners" <contact.ips.v9l@gmail.com>  
**To:** "Bev Suderman" <contact.ips.v9l@gmail.com>  
**Cc:** "IslandRail" <granneke@shaw.ca>  
**Sent:** March 5, 2012 9:54 AM  
**Attach:** Draft Support Letter to Vanc Fdn Mar-12.docx  
**Subject:** Letter of Support Request: Island Corridor Foundation  
**TO:** Vancouver Island Mayors and Regional District Chairpersons

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I am writing on behalf of the Island Corridor Foundation (ICF) to request your assistance by providing a letter of support for the ICF's application to the Vancouver Foundation. The purpose of the application is to develop a comprehensive corridor plan for the entire length of the line. The planning process will engage all jurisdictions traversed on Vancouver Island by the rail corridor.

Intended outcomes include:

- Integration of sustainable land use and transportation planning along the corridor;
- Identification of opportunities for transit-oriented development, commuter rail, or other economic/social development opportunities along the corridor; and
- Consistent planning policy in regard to the corridor across the multiple jurisdictions through which it passes.

Letters of support must be received by the Vancouver Foundation no later than March 16. Our project contact at the Vancouver Foundation is Karen Estrin, who can be reached at [karen.estrin@vancouverfoundation.ca](mailto:karen.estrin@vancouverfoundation.ca).

To assist you, I have attached a draft letter of support which you are welcome to modify to reflect your jurisdiction's unique concerns with regard to this process.

Should you decide to send a letter of support, please ensure that I get a copy for our records.

Thanks in advance for your consideration!

Sincerely,

Bev Suderman  
Island Planning Services  
[contact.ips.v9l@gmail.com](mailto:contact.ips.v9l@gmail.com)

on behalf of  
Graham Bruce  
Island Corridor Foundation

EX 1

Date

Vancouver Foundation

ATT: Karen Estrin, Assistant to Ms Niveria Oliveira

[Karen.estrin@vancouverfoundation.ca](mailto:Karen.estrin@vancouverfoundation.ca)

Manager, Grants & Community Initiatives

555 West Hastings Street , #1200

Vancouver, BC V6B 4N6

Dear Ms Estrin:

RE: *UNR12-0065: Vancouver Island Comprehensive Corridor Plan and Implementation Program*  
Island Corridor Foundation Proposal for Funding

The Island Corridor Foundation (ICF) is a unique organization on Vancouver Island: a collaboration between First Nations, Regional Districts, and local governments. Its mandate is to protect the Island rail corridor, and to promote its use for rail and other forms of transportation. Without this intervention, rail service on the Island would have been abandoned and the continuous corridor lost forever.

As a representative of [name of jurisdiction here], one of the member jurisdictions and owners of the ICF, it is my pleasure to provide a letter of support for the ICF's application to the Vancouver Foundation.

The time is now to plan for the future of the rail corridor on Vancouver Island that will meet the needs of communities and people along the corridor. Such needs may be expressed in terms of expanded freight and passenger rail service, development of commuter services between Nanaimo and Victoria, facilitation of community growth and development, and assisting jurisdictions in meeting their greenhouse gas emissions reduction targets. However, it may also be expressed as protecting the ecological and agricultural values along the rail line, assisting with economic development, and creating a more comprehensive trails network on the Island.

The [name of jurisdiction here] intends to participate in the planning process. We look forward to the opportunity to support the corridor by providing consistent planning policy addressing the corridor's needs, and integrating sustainable land use and transportation planning, as well as identifying opportunities that may emerge as part of the process.

Should you have any questions, please do not hesitate to contact me at [insert preferred contact info here].

Best wishes,

[Name]

[Title]

Ex 2

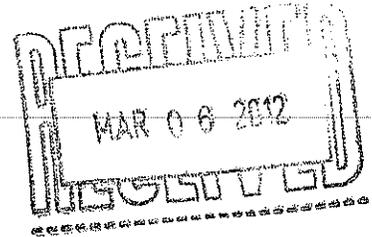


**PORT ALBERNI PORT AUTHORITY**  
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March 2, 2012

Russell Dyson, Chief Administrative Officer  
Alberni-Clayoquot Regional District  
3008 5<sup>th</sup> Avenue  
Port Alberni, B.C. V9Y 2E3



Dear Mr. Dyson:

**Re: Regional Transportation Committee - Invitation of Participation**

Over the past year the Port Alberni Port Authority (PAPA) has had a number of discussions with senior political and government officials within both the Federal and Provincial governments regarding transportation and related infrastructure challenges and opportunities in our region affecting the port. These meetings were afforded under the joint Federal-Provincial Asia Pacific Gateway Canada Initiative, in which PAPA believes it can play a pivotal role. The Port Authority believes that in order to achieve its mandate, and leverage the economic opportunities of the Asia Pacific economy, significant improvements to our community's and region's transportation network must be made. We're confident that you too believe that investments to improve our transportation network are necessary to assist your organization accomplish its objectives.

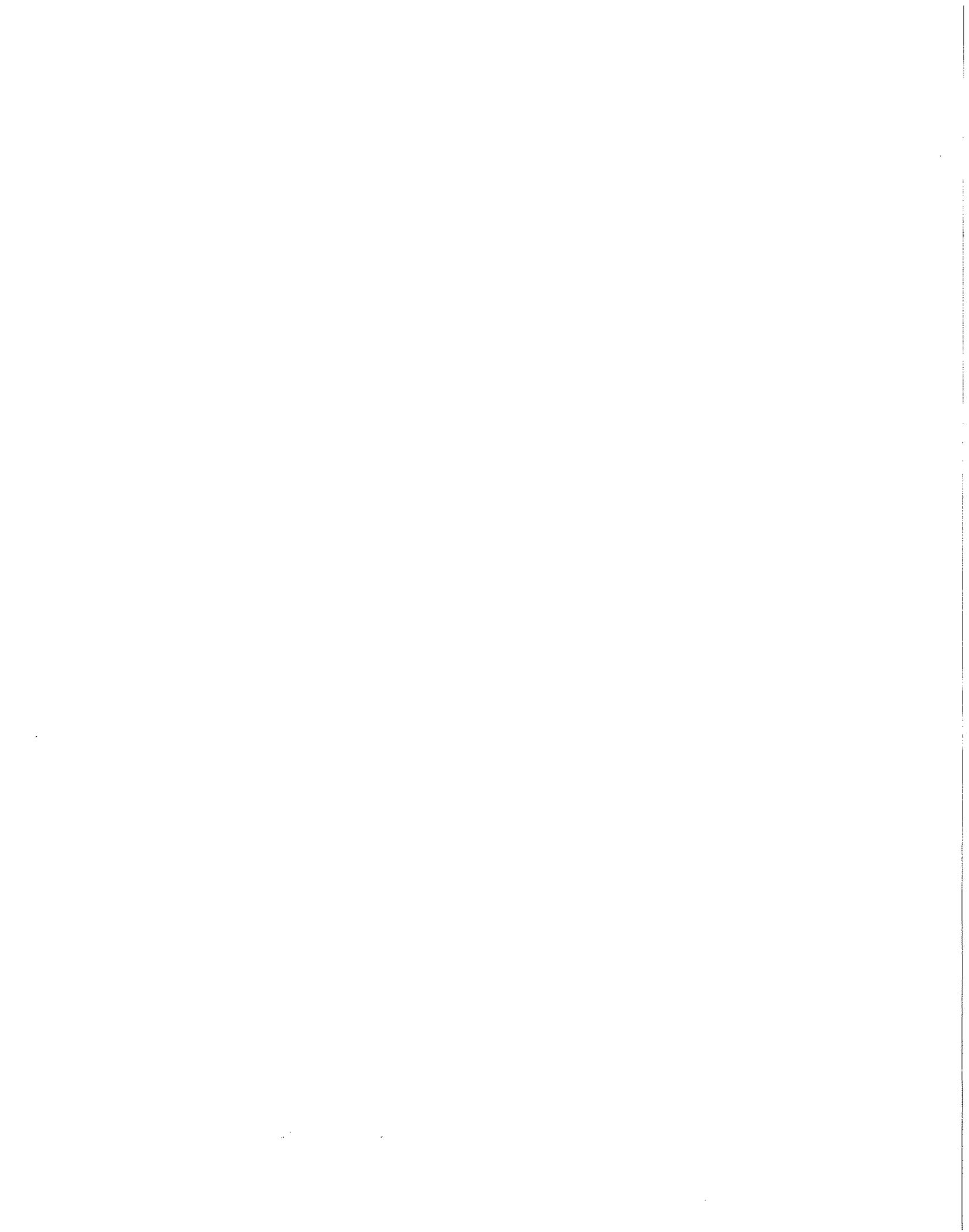
Given PAPA's direct and necessary interest in improved transportation infrastructure, it has formed a Regional Transportation Committee to lobby senior levels of government to invest in regional transportation infrastructure. The chair of this committee is PAPA director, Darren DeLuca. Darren is joined by fellow PAPA directors, Diane St. Jacques and Gillian Trumper. This committee invites you to appoint a representative of your organization to participate in order to advocate for mutual transportation improvement goals.

Please advise us of your decision to participate in this committee and, who, if you do choose to participate, will represent your organization by March 15, 2012. If you have any questions about the activities undertaken to date or the goals of this committee please contact the undersigned at 250-720-7453. Thank you very much for your consideration of this invitation to participate in the Regional Transportation Committee.

Sincerely,

PORT ALBERNI PORT AUTHORITY

Darren DeLuca  
Chair, PAPA Regional Transportation Committee





## REQUEST FOR DECISION

**To:** Board of Directors Alberni Clayoquot Regional District  
Board of Directors Beaver Creek Improvement District

**From:** Russell Dyson, CAO Alberni Clayoquot Regional District

**CC:** Andy Daniels, ACRD Manager of Environmental Services

**Date:** March 12, 2012

**Subject:** Beaver Creek Improvement District Kitsuksis Reservoir Replacement

The Improvement District and Regional District have developed a plan to replace the Kitsuksis Reservoir in a joint effort. The Improvement District has hired Koers and Associates Engineering Ltd. to design and prepare the tender documents. Post conversion the Regional District will follow through with construction. By cooperating on this project the two agencies are ensuring that the works are accomplished at the first available opportunity.

The initial commitment was to proceed with a 250,000ig reservoir. This is recommended by Koers in consideration of an evaluation of the present and future needs of the water system. Koers have recommended that the reservoir be constructed as a glass fused to steel structure. At the joint conversion committee the Trustees have questioned the size and composition of the reservoir. They propose that a cheaper epoxy lined reservoir be selected and constructed to a capacity of 500,000ig.

ACRD Manager of Environmental Services – Andy Daniel, contacted other municipalities to determine the preferable construction material. Most municipalities select the glass fused on account of its longevity and lower maintenance costs making it the most cost effective choice over time. The City of Parkville completed an analysis of the two materials verifying this.

If the objective is to provide 500,000ig (twice the recommended capacity) another option is to repair the existing concrete reservoir once the new reservoir is constructed. Associated Engineering estimated the cost to structurally repair the existing reservoir to be in the \$250,000 range, assuming the reservoir is online and required for day to day storage. With a new reservoir in place costs to repair the concrete reservoir could be substantially reduced. Further the repair cost can be weighed against the cost of dismantling and disposing of the concrete tank. This analysis can be undertaken upon completion of the new reservoir.

The objective should be to provide the best possible material at an affordable price, designed to the specifications developed by an engineer familiar with the needs of the system. The recommendations of Koers and analysis provided by Andy Daniel indicate that a 250,000ig glass fused reservoir is the best alternative. The existing concrete reservoir may provide options for expanded capacity at this site should it be warranted. Future increases in reservoir capacity can be accommodated through Development Cost Charges.

**Request for Decision**

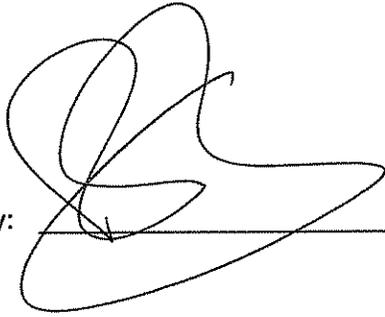
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While epoxy is less expensive to start, over time its maintenance requirements diminish the advantages. An increase in size to 500,000ig even with epoxy is estimated to cost more than the glass fused alternative and that will take money away from water quality and /or other upgrades.

**Recommendation:**

That the Board of Trustees of the Beaver Creek Improvement District confirm the design and tender documents for the Kitsuksis Reservoir will be based on a 250,000ig glass fused reservoir as originally planned.

Submitted by: \_\_\_\_\_

A large, stylized handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

**EX5**