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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

METRO VANCOUVER REGIONAL DISTRICT
ELECTORAL AREA COMMITTEE

REGULAR MEETING

February 4, 2022
9:00 AM
Meeting conducted electronically pursuant to the Procedure Bylaw
28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia
Webstream available at http://www.metrovancouver.org

A G E N D A[1]

OPENING REMARKS
Director Sav Dhaliwal, Board Chair

1. ADOPTION OF THE AGENDA

1.1 February 4, 2022 Regular Meeting Agenda
That the Electoral Area Committee adopt the agenda for its regular meeting scheduled for February 4, 2022, as circulated.

2. ADOPTION OF THE MINUTES

2.1 October 7, 2021 Regular Meeting Minutes *pg. 3*
That the Electoral Area Committee adopt the minutes of its regular meeting held October 7, 2021, as circulated.

3. DELEGATIONS

4. INVITED PRESENTATIONS

5. REPORTS FROM COMMITTEE OR STAFF

5.1 2022 Electoral Area Committee Schedule and Work Plan *pg. 7*
That the Electoral Area Committee:

a) receive for information the Electoral Area Committee Terms of Reference and the 2022 Annual Meeting Schedule, as presented in the report dated January 7, 2022, titled "2022 Electoral Area Committee Meeting Schedule and Work Plan"; and

b) endorse the 2022 work plan, as presented in the report dated January 7, 2022, titled "2022 Electoral Area Committee Meeting Schedule and Work Plan".

[1] *Note: Recommendation is shown under each item, where applicable.*

5.2 Development Variance Permit - 6 Strachan Point Road *pg. 14*

That the MVRD Board authorize the issuance of a development variance permit in relation to an accessory building at 6 Strachan Point Road (PID: 008-667-217) that varies the *Electoral Area A Zoning Bylaw* by:

a) increasing the maximum accessory building height allowed in Section 314(2) from 4.5 metres to 8 metres; and
b) reducing the building setback of the westerly boundary of the BC Rail right-of-way required in Section 314(3)(b) from 4.5 metres to 1.8 metres, subject to approval by the Ministry of Transportation and Infrastructure.

5.3 Barnston Island Dike Upgrades – Request to Province *pg. 24*

That the MVRD Board write a letter to the BC Minister of Public Safety requesting that the Province assess, fund, and coordinate upgrades to Barnston Island dike infrastructure as soon as feasible given the increasing risks and impacts of climate change.

5.4 Managers Report – Electoral Area *pg. 50*

That the Electoral Area Committee receive for information the report dated January 17, 2022, titled "Manager's Report – Electoral Area".

6. INFORMATION ITEMS

6.1 Correspondence dated Nov 5, 2021, to Sav Dhaliwal, from UNESCO, re: New UNESCO Biosphere Region Designation in British Columbia *pg. 52*

7. OTHER BUSINESS

8. BUSINESS ARISING FROM DELEGATIONS

9. RESOLUTION TO CLOSE MEETING

Note: The Committee must state by resolution the basis under section 90 of the Community Charter on which the meeting is being closed. If a member wishes to add an item, the basis must be included below.

10. ADJOURNMENT/CONCLUSION

That the Electoral Area Committee adjourn/conclude its regular meeting of February 4, 2022.

Membership:

McCutcheon, Jen (C) – Electoral Area A
Hocking, David (VC) – Bowen Island
Clark, Carolina – Belcarra
De Genova, Melissa – Vancouver
Long, Bob – Langley Township
Martin, Gayle – Langley City
McLaughlin, Ron – Lions Bay
Patton, Allison – Surrey
Puchmayr, Chuck – New Westminster
Wang, James – Burnaby

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METRO VANCOUVER REGIONAL DISTRICT
ELECTORAL AREA COMMITTEE

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Electoral Area Committee held at 9:00 a.m. on Wednesday, October 7, 2021 in the 28th Floor Boardroom, 4730 Kingsway, Burnaby, British Columbia.

MEMBERS PRESENT:
Chair, Director Jen McCutcheon, Electoral Area A
Vice Chair, Councillor David Hocking*, Bowen Island
Councillor Carolina Clark*, Belcarra
Councillor Melissa De Genova*, Vancouver (arrived at 9:31 a.m.)
Councillor Bob Long*, Langley Township
Councillor Trish Mandewo*, Coquitlam
Mayor Ron McLaughlin*, Lions Bay
Councillor Chuck Puchmayr, New Westminster
Councillor James Wang*, Burnaby

MEMBERS ABSENT:
None.

STAFF PRESENT:
Jerry W. Dobrovolny, Chief Administrative Officer
Sean Galloway, Director, Regional Planning and Electoral Area Services
Manveer Atwal, Legislative Services Coordinator, Board and Information Services

1. ADOPTION OF THE AGENDA

1.1 October 7, 2021 Regular Meeting Agenda

It was MOVED and SECONDED
That the Electoral Area Committee adopt the agenda for its regular meeting scheduled for October 7, 2021, as circulated.

CARRIED

2. ADOPTION OF THE MINUTES

2.1 June 3, 2021 Regular Meeting Minutes

It was MOVED and SECONDED
That the Electoral Area Committee adopt the minutes of its regular meeting held June 3, 2021, as circulated.

CARRIED

3. DELEGATIONS

No items presented.

4. INVITED PRESENTATIONS

4.1 Fiona Beaty, Project Director, Howe Sound / Átl'ḵa7tsem

Fiona Beaty, Project Director, Howe Sounds/ Atl'ka7tsem, provided an overview on the function and uses of an online interactive marine reference guide map, the expansion of the online interactive map, and future education and community engagement workshops.

Presentation material titled "Howe Sound/ Atl'ka7tsem Marine Reference Guide" is retained with the October 7, 2021 Electoral Area Committee agenda.

5. REPORTS FROM COMMITTEE OR STAFF

5.1 2022 – 2026 Financial Plan Overview

Jerry W. Dobrovolny, Chief Administrative Officer and Dean Rear, General Manager, Financial Services/Chief Financial Officer, provided the Electoral Area Committee with an overview on the 2022 – 2026 Financial Plan highlighting the use of reserves, debt amortization, overall household impact, and the projected operating and capital budgets.

9:31 a.m. Councillor De Genova arrived at the meeting.

Members expressed concern regarding the year over year increase in the budget and noted that reserve funds provide financial stability.

Presentation material titled "2022 – 2026 Financial Plan Overview" is retained with the October 7, 2021 Electoral Area Committee agenda

5.2 2022 – 2026 Financial Plan – Electoral Area Services

Report dated September 30, 2021 from Heather McNell, General Manager, Regional Planning and Housing Services, presenting the Electoral Area Committee with the 2022 - 2026 Financial Plan for the Electoral Area Service for consideration.

Members were provided a presentation highlighting continuous improvements, operating expenditures and allocated funding.

Presentation material titled "2022 – 2026 Financial Plan – Electoral Area Services" is retained with the October 7, 2021 Electoral Area Committee agenda.

It was MOVED and SECONDED

That the Electoral Area Committee endorse the 2022 - 2026 Financial Plan for the Electoral Area Service as presented in the report dated September 30, 2021, titled "2022 - 2026 Financial Plan – Electoral Area Service", and forward it to the Board Budget Workshop on October 20, 2021 for consideration.

CARRIED

5.3 Manager's Report – Electoral Area

Report dated September 17, 2021 from Sean Galloway, Director, Regional Planning and Electoral Area Services, Regional Planning and Housing Services, providing the Electoral Area Committee with an update on various work programs.

It was MOVED and SECONDED

That the Electoral Area Committee receive for information the report dated September 17, 2021, titled "Manager's Report – Electoral Area".

CARRIED

6. INFORMATION ITEMS

No items presented.

7. OTHER BUSINESS

No items presented.

8. BUSINESS ARISING FROM DELEGATIONS

No items presented.

9. RESOLUTION TO CLOSE MEETING

It was MOVED and SECONDED

That the Electoral Area Committee close its regular meeting scheduled for October 7, 2021, pursuant to the *Community Charter* provisions, Section 90 (1) (a) as follows:

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

(a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the regional district or another position appointed by the regional district."

CARRIED

10. ADJOURNMENT/CONCLUSION

It was MOVE and SECONDED
That the Electoral Area Committee adjourn its regular meeting of October 7, 2021.

CARRIED
(Time: 10:23 a.m.)

_____	_____
Manveer Atwal, Legislative Services Coordinator	Jen McCutcheon, Chair

48186047 FINAL

To: Electoral Area Committee

From: Sean Galloway, Director, Regional Planning and Electoral Area Services
Regional Planning and Housing Services

Date: January 7, 2022 Meeting Date: February 4, 2022

Subject: **2022 Electoral Area Committee Meeting Schedule and Work Plan**

RECOMMENDATION

That the Electoral Area Committee:

a) receive for information the Electoral Area Committee Terms of Reference and the 2022 Annual Meeting Schedule, as presented in the report dated January 7, 2022, titled "2022 Electoral Area Committee Meeting Schedule and Work Plan"; and
b) endorse the 2022 work plan, as presented in the report dated January 7, 2022, titled "2022 Electoral Area Committee Meeting Schedule and Work Plan".

EXECUTIVE SUMMARY

The terms of reference for the Electoral Area Committee sets out the committee responsibilities in the areas of Electoral Area A local planning and development, general administration, and grants and funds, which provides guidance and oversight on the implementation of the annual work plan. Work plan priorities for 2022 include consideration of Community Works Fund projects and overseeing the planned barge clean-up event for Bowyer and Passage Islands, and are consistent with the endorsed 2022 Budget. Pursuant to the terms of reference, the meeting schedule proposes 5 meetings, which unless otherwise determined, will be held virtually.

PURPOSE

To provide the Electoral Area Committee with its Terms of Reference, the 2022 Work Plan, and the Annual Meeting Schedule.

BACKGROUND

Annually, following the Board Inaugural meeting in November, the Board Chair establishes the committee structure and the terms of reference for each committee, for the new year. To support the Committee in its work, this report brings forward the Committee's Work Plan and the Schedule of Meetings for 2022.

2022 WORK PLAN

The Annual Work Plans for the Electoral Area function are based on the 2022 Budget approved by the MVRD Board on October 29, 2021, which include a list of key actions that were used to develop the Electoral Area Committee's Work Plan presented in this report (Attachment 1).

The work plan presented in this report is consistent with the Electoral Area Committee's Terms of Reference (Attachment 2) and with the *Board Strategic Plan* and is being brought forward for the Committee's information, review and endorsement.

Key actions in the 2022 Work Plan for the Committee are described below and listed according to the Committee responsibilities in its Terms of Reference:

- consider recommending funding of Community Works Fund projects, following consultation with UBC/UNA/UEL community groups;
- oversee and receive a post-event report on the barge clean-up event for Bowyer and Passage Islands;
- receive information related to the geotechnical study of the rural and remote portions of Electoral Area A;
- continue to administer the building, zoning, official community plan, and unsightly premise and nuisance bylaws;
- communicate with Electoral Area residents through the Electoral Area Bulletin and Electoral Area Director's Update;
- engage the UBC/UEL communities on liquor license and retail cannabis referrals;
- continue to offer staff support to Electoral Area Board Director; and
- facilitate emergency management education for residents.

The Committee will be updated on the status of the actions and projects in this Work Plan on a quarterly basis per the Committee's schedule.

2022 COMMITTEE MEETING SCHEDULE

The MVRD *Procedure Bylaw* requires the Corporate Officer to provide the Committee with an Annual Meeting Schedule for the upcoming year, including the date, time and place of the meetings (Attachment 3).

Meeting Place – Electronic and In-Person Meetings

The MVRD *Procedure Bylaw* authorizes a flexible model for meeting attendance. Most meetings will be electronic meetings: essentially hybrid meetings at which a member may attend in-person of by electronic facilities at their discretion (e.g. Zoom); however, certain meetings throughout the year may be deemed to require in-person attendance when: 1) carried by resolution of the committee; or 2) the Chair determines in-person attendance as a requirement, subject to committee members being provided with seven (7) days of advance notice of the requirement to attend in person. The Committee may wish to consider if in-person attendance would benefit any of the meeting dates on the schedule.

ALTERNATIVES

1. That the Electoral Area Committee:
   a) receive for information the Electoral Area Committee Terms of Reference and the 2022 Annual Meeting Schedule, as presented in the report dated January 7, 2022, titled "2022 Electoral Area Committee Meeting Schedule and Work Plan"; and

b) endorse the 2022 work plan, as presented in the report dated January 7, 2022, titled "2022 Electoral Area Committee Meeting Schedule and Work Plan".

2. That the Electoral Area Committee receive for information the Electoral Area Committee Terms of Reference and the 2022 Annual Meeting Schedule, as presented in the report dated January 7, 2022, titled "2022 Electoral Area Committee Meeting Schedule and Work Plan".

FINANCIAL IMPLICATIONS

The priorities in the 2022 Work Plan of the Electoral Area Committee are consistent with the 2022 Budget approved by the MVRD Board on October 29, 2021 and with key actions included in the Annual Work Plans.

Committee meeting expenses and remuneration associated with meeting attendance have been allocated in the annual budget.

CONCLUSION

The work plan presented in this report identifies the priorities for the Electoral Area Committee in 2022 and is consistent with its terms of reference and the 2022 Budget approved by the MVRD Board. To assist the Committee, the 2022 Annual Meeting Schedule has been established to guide the Committee's success in completing the business of the work plan. Staff recommends that Alternative 1 be approved.

Attachment

1. Electoral Area Committee 2022 Work Plan
2. Electoral Area Committee Terms of Reference
3. Electoral Area Committee 2022 Annual Meeting Schedule

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Electoral Area Committee 2022 Work Plan
Report Date: January 7, 2022

Priorities

1st Quarter	**Status**
2022 Electoral Area Committee Work Plan	In Progress
Barnston Island Dike Upgrades – Request to Province	In Progress
Liquor and retail cannabis licences, development variance permits, and rezoning applications, as applicable	In Progress
2nd Quarter	
Electoral Area A Geotechnical Study – Phase 1 Report	In Progress
Community Works Fund Projects	In Progress
Fire Protection Services Feasibility Study for Howe Sound – Update	In Progress
Liquor and retail cannabis licences, development variance permits, and rezoning applications, as applicable	Pending
3rd Quarter	Pending
Bowyer and Passage Island Barge Clean-up Event – Post-Event Report	Pending
Barnston Island Flood Construction Level – Bylaw Consideration	Pending
Emergency Preparedness Activities – Report Out	Pending
Liquor and retail cannabis licences, development variance permits, and rezoning applications, as applicable	Pending
4th Quarter	Pending
2023-2027 Electoral Area Services Financial Plan	Pending
Liquor and retail cannabis licences, development variance permits, and rezoning applications, as applicable	Pending

Electoral Area Committee

Terms of Reference

The Electoral Area Committee is a standing committee of the Metro Vancouver Board. The Committee provides advice and recommendations directly to the Metro Vancouver Board on policies, bylaws, plans, programs, budgets and issues related to Electoral Area A services and administration. The Committee's focus is Electoral Area A; the Committee's scope is not regional in nature.

Committee Responsibilities

Within the scope of the *Board Strategic Plan*, *Electoral Area A Official Community Plan,* and *Metro Vancouver Financial Plan*, the Committee provides guidance and oversight to staff on the implementation of the annual work plans and business plans that govern the provision of local services to Electoral Area A. Specific Committee responsibilities include the following:

- **Local Planning and Development** – In parts of the Electoral Area that receive local planning and development services from Metro Vancouver, overseeing the development, implementation, amendment and enforcement of key policy and regulatory tools, including the *Electoral Area A Official Community Plan*, *Electoral Area A Zoning Bylaw* and the *Electoral Area A Building Administration Bylaw*. The Committee also recommends Advisory Planning Commission and Board of Variance members to the Board, as needed.
- **General Administration** – Overseeing the general administration of the parts of Electoral Area A that are outside of the University of British Columbia lands, and the University Endowment Lands. In this capacity the Committee reviews requests for local services, and oversees studies on matters that affect Electoral Area A. The Committee monitors a variety of issues that directly impact the residents throughout Electoral Area A. Where deemed important, the Committee recommends positions for the Board to take in response to issues or needs that arise.
- **Grants and Funds** – Overseeing and participating in the processes through which various grants and funds, specific to Electoral Area A, are administered (e.g., Community Works Fund, Regional District Basic Grant). The Committee recommends recipients for such grants and funds to the Board.

Committee Membership and Meetings

The Chair, Vice Chair and members are appointed annually by the Chair of the Metro Vancouver Board. The Committee meets every second month, and holds special meetings as required. A quorum of 50% plus one of the Committee membership is required to conduct Committee business.

Committee Management

The Committee Chair, or in the absence of the Chair the Vice Chair, is the chief spokesperson on matters of public interest within the Committee's purview. For high profile issues the role of spokesperson rests with the Metro Vancouver Board Chair or Vice Chair. On technical matters or in cases where an initiative is still at the staff proposal level, the Chief Administrative Officer or designate is the appropriate spokesperson. Where necessary and practical, the Board Chair,

Committee Chair and Chief Administrative Officer will confer to determine the most appropriate representative to speak.

The Chief Administrative Officer assigns a Committee Manager for the Committee. The Committee Manager is responsible for coordinating agendas and serves as the principal point of contact for Committee members.

Electoral Area Committee 2022 Annual Meeting Schedule

- **Friday, February 4, 2022 at 9:00 AM..... Electronic Meeting**
- **Thursday, April 7, 2022 at 9:00 AM..... Electronic Meeting**
- **Thursday, June 9, 2022 at 9:00 AM..... Electronic Meeting**
- **Thursday, September 22, 2022 at 9:00 AM ..... Electronic Meeting**
- **Thursday, October 20, 2022 at 1:00 PM..... Electronic Meeting**

To: Electoral Area Committee

From: Tom Pearce, Regional Planner, Regional Planning and Housing Services

Date: January 10, 2022 Meeting Date: February 4, 2022

Subject: **Development Variance Permit – 6 Strachan Point Road**

RECOMMENDATION

That the MVRD Board authorize the issuance of a development variance permit in relation to an accessory building at 6 Strachan Point Road (PID: 008-667-217) that varies the *Electoral Area A Zoning Bylaw* by:

a) increasing the maximum accessory building height allowed in Section 314(2) from 4.5 metres to 8 metres; and
b) reducing the building setback of the westerly boundary of the BC Rail right-of-way required in Section 314(3)(b) from 4.5 metres to 1.8 metres, subject to approval by the Ministry of Transportation and Infrastructure.

EXECUTIVE SUMMARY

The MVRD Board is the local planning and building inspection authority for approximately 500 properties in rural portions of Electoral Area A. In December 2021, the property owners at 6 Strachan Point Road, in the Howe Sound mainland community of Strachan Point, applied for a development variance permit in relation to an accessory building that is proposed to be constructed as part of a new single-family dwelling. The proposed variances would vary the *Electoral Area A Zoning Bylaw* to allow for a taller accessory building and a relaxation of the building setback. Feedback received from Strachan Point Estates Ltd. and from individual community residents support the application. As the property is located within 800m of a controlled access highway, the Ministry of Transportation and Infrastructure must approve the permit before issuance. Staff recommend the MVRD Board authorize issuance of the development variance permit subject to Ministry approval.

PURPOSE

To provide the Electoral Area Committee and MVRD Board the opportunity to consider authorizing the issuance of a development variance permit in relation to an accessory building at 6 Strachan Point Road, in the Electoral Area A Howe Sound mainland community of Strachan Point.

BACKGROUND

New owners at 6 Strachan Point Road purchased a vacant waterfront lot in summer 2021. As part of the application for a building permit for a new single family home, Metro Vancouver staff reviewed the *Electoral Area A Zoning Bylaw* and determined that the variances described in this report were required in order to approve the construction of the proposed accessory building. The owners submitted a development variance permit application on December 9, 2022 (Attachment 1), paid the required $1000 fee, and staff have sought and obtained feedback from property owners within 200m of the site, in accordance with the requirements of the *Electoral Area A Zoning Bylaw*. The application is now ready for Electoral Area Committee and MVRD Board consideration.

SITE CONTEXT
Parcel Identifier (PID): 008-667-217
Legal Description: LOT 6 DISTRICT LOT 5383 PLAN 13331

The property is located in Strachan Point, a waterfront community of fifteen homes located along the Sea to Sky Highway between the District of West Vancouver and Village of Lions Bay. The property itself is constrained by a steep slope and is bisected by a private easement that provides access to the neighbouring lot to the south. The other lots have existing dwellings that were originally built some years ago. At the land-side rear of the property, a rail right-of-way abuts the property line.

PROPOSED VARIANCES
Staff have worked closely with the owners and their consultants in the pre-application phase for construction of both a new single family dwelling and an accessory building. The owners have identified the need to apply for a development variance permit for the accessory building, which would be comprised of a ground-floor garage and upper-floor studio.

The variances would:

- extend the height of the accessory building roof from 4.5 metres to 8 metres at its highest point; and
- reduce the setback area nearest the rail right-of-way from 4.5 metres to 1.8 metres.

The proposed garage and studio space will enable additional space for extended family. The accessory building could be converted in future to a carriage house with full kitchen and living quarters should the zoning bylaw be amended in the future to support those types of uses. The proposed variances are generally consistent with the overall context of the community.

Metro Vancouver provided a notice by mail to property owners within 200 meters, Nearby neighbours were also canvassed by the property owners. Feedback received was in general support, including from Strachan Point Estates, the association for the community (Attachment 2).

A notice was also provided to CN Rail, which holds the rail right-of-way that abuts the land-side rear of the property. Feedback received from CN Rail was based on its Canada-wide Guidelines for New Development in Proximity to Railway Operations, which typically seeks a 15 metre setback for new residential development from the railway right-of-way in conjunction with a safety berm (see comment 5 in Attachment 2). The 15 metre setback is sought from the right-of-way instead of the rail line itself to allow for potential rail line expansion in the future. Unlike applying such guidelines to a new subdivision on relatively flat terrain, Strachan Point is a long-established waterfront community on a slope. The rail line itself is over 40m from the property line of 6 Strachan Point and at a higher elevation. 6 Strachan Point is the last remaining unbuilt property in the fifteen home community, and the proposed new single-family dwelling and variances are generally in line with existing homes. Given this local context and the considerable distance from the railway itself, staff consider that applying the standard guidelines is not warranted for this application.

As the property is located within 800m of a controlled access highway, the Ministry of Transportation and Infrastructure must approve the permit before issuance.

ALTERNATIVES

1. That the MVRD Board authorize the issuance of a development variance permit in relation to an accessory building at 6 Strachan Point Road (PID: 008-667-217) that varies the *Electoral Area A Zoning Bylaw* by:
   a) increasing the maximum accessory building height allowed in Section 314(2) from 4.5 metres to 8 metres; and
   b) reducing the building setback of the westerly boundary of the BC Rail right-of-way required in Section 314(3)(b) from 4.5 metres to 1.8 metres, subject to approval by the Ministry of Transportation and Infrastructure.

2. That the MVRD Board amend and authorize the issuance of a development variance permit in relation to an accessory building at 6 Strachan Point Road (PID: 008-667-217) that varies the *Electoral Area A Zoning Bylaw* in a manner specified by the MVRD Board, subject to approval by the Ministry of Transportation and Infrastructure.

3. That the MVRD Board refuse to authorize the issuance of a development variance permit in relation to an accessory building at 6 Strachan Point Road (PID: 008-667-217).

FINANCIAL IMPLICATIONS

The applicant has paid $1000 development variance permit application fee in order to consider this application. There are no other anticipated costs associated with this report.

CONCLUSION

New owners at 6 Strachan Point road in Electoral Area A have applied for a development variance permit to allow for a taller accessory building and a relaxation of the building setback. Community feedback is generally supportive. Staff recommend Alternative 1.

Attachments *(50154810)*

1. Application for Development Variance Permit dated, December 9, 2021
2. Affected Property Owner Feedback, Various Dates

50103400

Electoral Area Administration
Tel. 604 604-432-6200

DEVELOPMENT APPLICATION – DEVELOPMENT VARIANCE PERMITS AND ZONING AMENDMENTS

Owner	Adrienne Wilson, Erik Steverlynck **Name** 6 Strachan Point Road **Mailing Address** West Vancouver Postal Code V7W1C6 **Tel: (home)** **Tel: (work)** **E-mail:**
Agent	**Name** **Mailing Address** Postal Code **Tel: (work)** **E-mail:**
Proposal	Proposal at 6 Strachan Point Road, West Vancouver, V7W1C6 General Description of Proposal: Application for an Accessory Building height variance from 4.5m to 8m Application for a Railway ROW setback from 4.5m to 1.8m Existing Zoning Proposed Zoning
Property Description	**Tax Assessment Roll/Folio #** 745013601.011 **PID #** 008-667-217 **Lot** 6 **Block** **Plan** 13331 **District Lot** 5383 **House No.** 6 **Street** Strachan Point Road

Type of Application (please √)

☐ Rezoning ☒ Development Variance Permit

☐ Restrictive Covenant Amendment

☐ Other

50154810

Applicant to √ that a cheque or money order for a Zoning Amendment, Development Variance Permit and if applicable Public Hearing Advertising fee is attached along with the required documentation.
Development Application Requirements (if applicable):

☐ State of Title Certificate
☐ Zoning Amendment - Cheque or money order for $1500 plus $100 per lot (non-refundable) to the MVRD
☐ Development Variance Permit Applications – Cheque or money order for $1000 to the MVRD
☐ Public Hearing Advertising Fee (where applicable) – Cheque or money order for $700 (refunded if no public hearing advertisements are published)
☐ A dimensioned sketch plan, to a scale stipulated by staff, showing the parcel(s) or part of the parcel(s) to be affected by the amendment, together with the location of existing buildings, structures and use.
☐ A dimensioned site development plan, to scale stipulated by staff, showing the proposed use, buildings, structures, and highway access.
☐ Building elevations
☐ Legal survey – stamped and sealed prepared within the last year showing variance locations and geodetic elevations from any watercourses, lakes or the sea.
☐ Geotechnical Report (DVP for watercourse setbacks)
☐ QEP assessment report pursuant to section 214(6)(b) of the Zoning Bylaw (if applicable)
☐ Written septic approval from the Health Unit (if applicable)
☐ Highway Access Permit (if applicable)
☐ Approval from Agricultural Land Commission (if applicable)
☐ Approval from Ministry of Environment (if applicable)
☐ Approval from DFO (if applicable)
☐ Authorization from each affected property interest where applicable.
☐ Proof of Potable Water (for all new dwellings and accessory buildings containing plumbing fixtures)

Note: Metro Vancouver requires that all plans or drawings showing site layout, building elevations, landscaping plans, or subdivision layouts be:

- clearly legible with crisp lines and readable text
- adequately labeled showing dimensions, plant materials, colours and finishing materials – when applicable

Signature of Owner(s):

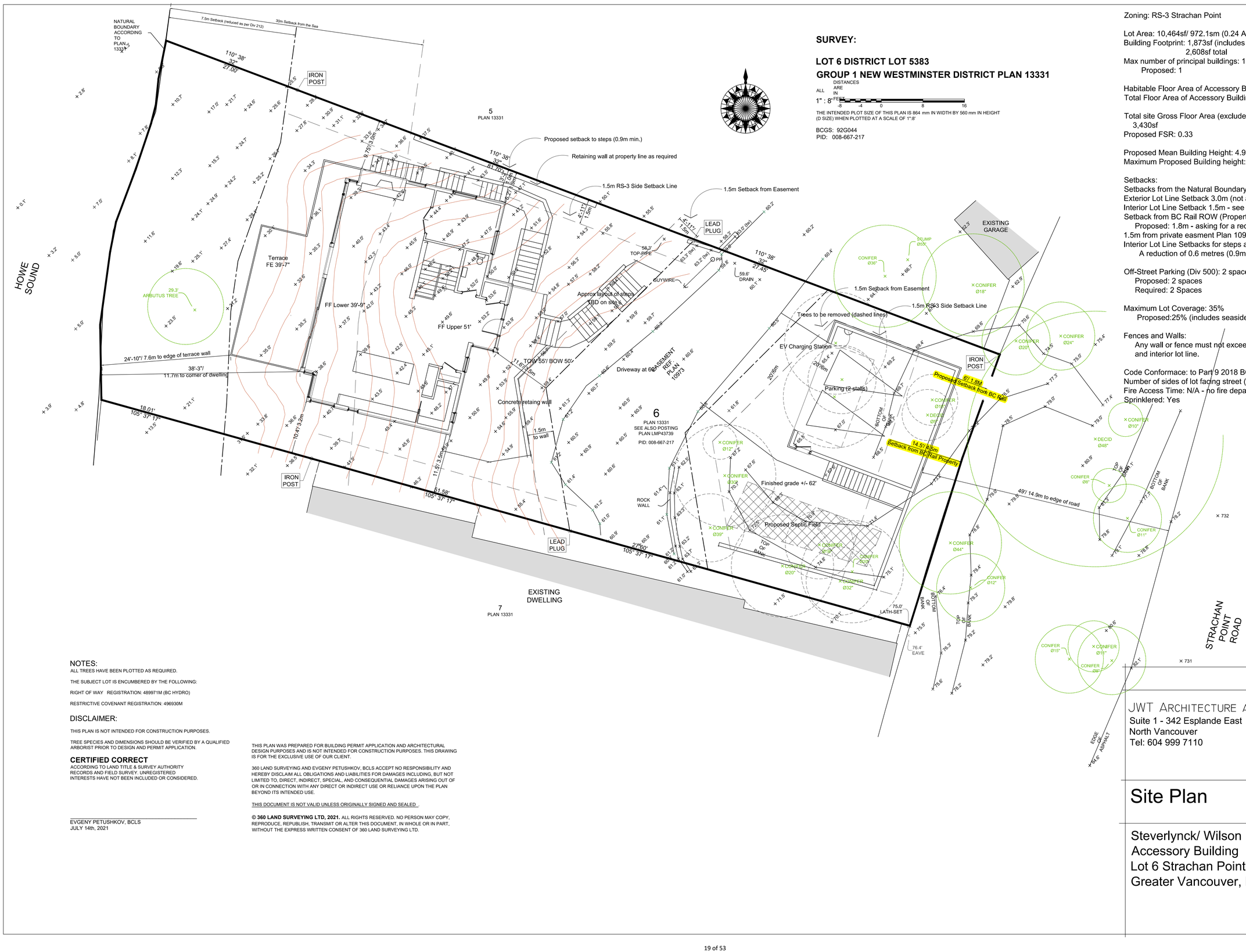
1) **Owner's/Agent's Signature**_____ **Date** December 8, 2020

2) **Owner's/Agent's Signature (if applicable)** A Wilson **Date** December 9, 2020

3) **Owner's/Agent's Signature (if applicable)**_____ **Date** _____

4) **Owner's/Agent's Signature (if applicable)**_____ **Date** _____

***NOTE: If signed by an Agent, letter of authorization from the Owner must be provided with this application.**



SURVEY:

LOT 6 DISTRICT LOT 5383
GROUP 1 NEW WESTMINSTER DISTRICT PLAN 13331

ALL DISTANCES ARE IN FEET
1" : 8'
-8 -4 0 8 16

THE INTENDED PLOT SIZE OF THIS PLAN IS 864 mm IN WIDTH BY 560 mm IN HEIGHT (D SIZE) WHEN PLOTTED AT A SCALE OF 1":8'

BCGS: 92G044
PID: 008-667-217

Zoning: RS-3 Strachan Point

Lot Area: 10,464sf/ 972.1sm (0.24 Acres)
Building Footprint: 1,873sf (includes seaside raised terraces) plus 735sf Accessory Bld
2,608sf total
Max number of principal buildings: 1
Proposed: 1

Habitable Floor Area of Accessory Building: 670sf
Total Floor Area of Accessory Building: 1,340

Total site Gross Floor Area (excludes garage): 2,760sf Main plus 670 Accessory
3,430sf
Proposed FSR: 0.33

Proposed Mean Building Height: 4.9m (see elevations)
Maximum Proposed Building height: 6.3m

Setbacks:
Setbacks from the Natural Boundary of the Sea Div 212 (2) (a), (b): 7.5m
Exterior Lot Line Setback 3.0m (not applicable)
Interior Lot Line Setback 1.5m - see site dimensions (conforms)
Setback from BC Rail ROW (Properties): 4.5m
Proposed: 1.8m - asking for a reduction of 2.7m
1.5m from private easment Plan 10973 - see site dimensions (conforms)
Interior Lot Line Setbacks for steps and eaves (204 (b)):
A reduction of 0.6 metres (0.9m setback requirement)

Off-Street Parking (Div 500): 2 spaces per dwelling unit Required
Proposed: 2 spaces
Required: 2 Spaces

Maximum Lot Coverage: 35%
Proposed:25% (includes seaside terraces)

Fences and Walls:
Any wall or fence must not exceed 1.2m if located between the building face and interior lot line.

Code Conformace: to Part 9 2018 BCBC (see general notes)
Number of sides of lot facing street (1)
Fire Access Time: N/A - no fire department
Sprinklered: Yes

NOTES:

ALL TREES HAVE BEEN PLOTTED AS REQUIRED.

THE SUBJECT LOT IS ENCUMBERED BY THE FOLLOWING:

RIGHT OF WAY REGISTRATION: 489971M (BC HYDRO)

RESTRICTIVE COVENANT REGISTRATION: 496930M

DISCLAIMER:

THIS PLAN IS NOT INTENDED FOR CONSTRUCTION PURPOSES.

TREE SPECIES AND DIMENSIONS SHOULD BE VERIFIED BY A QUALIFIED ARBORIST PRIOR TO DESIGN AND PERMIT APPLICATION.

CERTIFIED CORRECT

ACCORDING TO LAND TITLE & SURVEY AUTHORITY RECORDS AND FIELD SURVEY. UNREGISTERED INTERESTS HAVE NOT BEEN INCLUDED OR CONSIDERED.

EVGENY PETUSHKOV, BCLS
JULY 14th, 2021

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Date: Sept 27, 2021
Scale: 1/4"=1'-0"

Revisions/ Issued
Issued For Window Tender August
Issued For DVP December 9, 2021

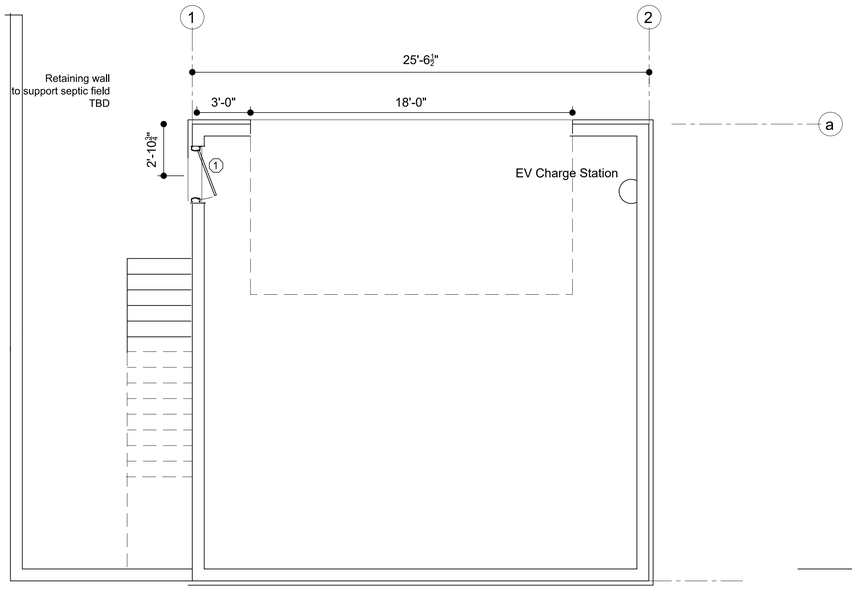
JWT ARCHITECTURE AND PLANNING
Suite 1 - 342 Esplande East
North Vancouver
Tel: 604 999 7110

Site Plan

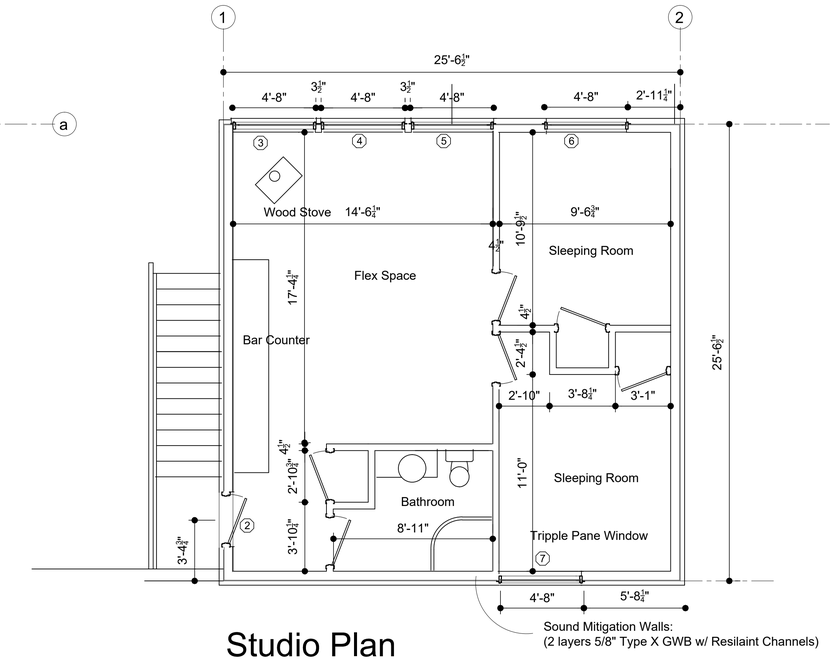
Steverlynck/ Wilson
Accessory Building
Lot 6 Strachan Point
Greater Vancouver, BC

Drawing Number

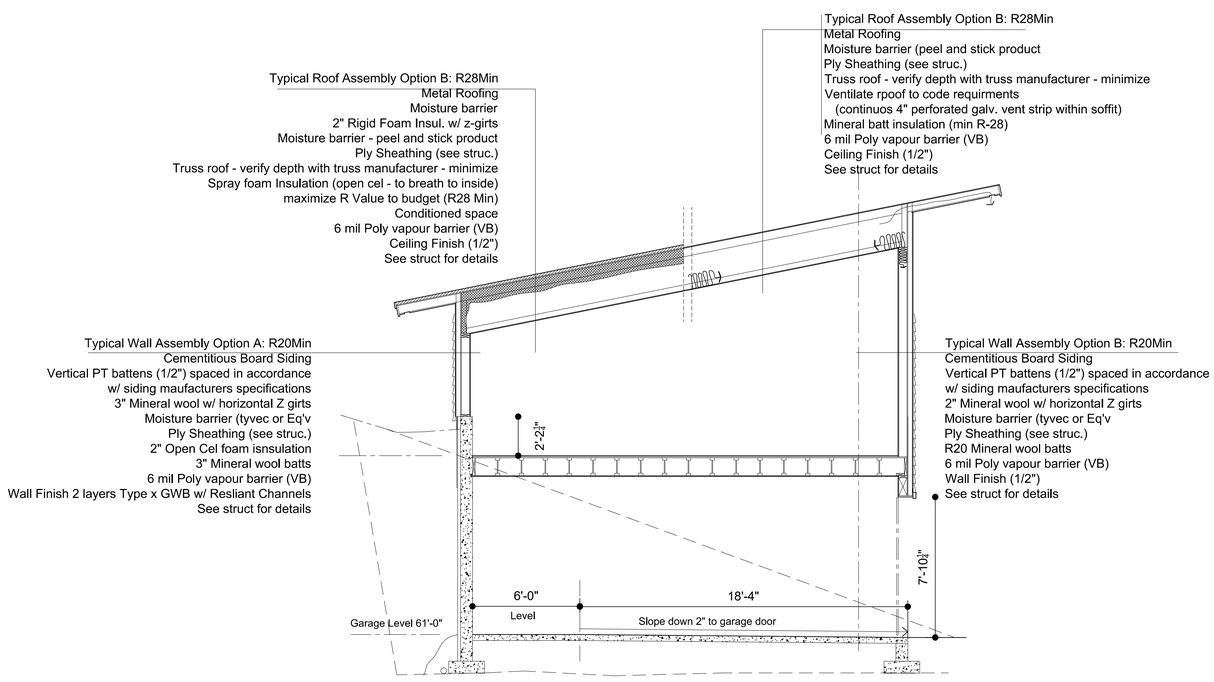
A.1



Garage Plan
670sf



Studio Plan
670sf



Date: Sept 27, 2021
Scale: 1/4"=1'-0"

Revisions/ Issued
Issued For Window Tender August
Issued For Bld Permit Jan 4, 2021

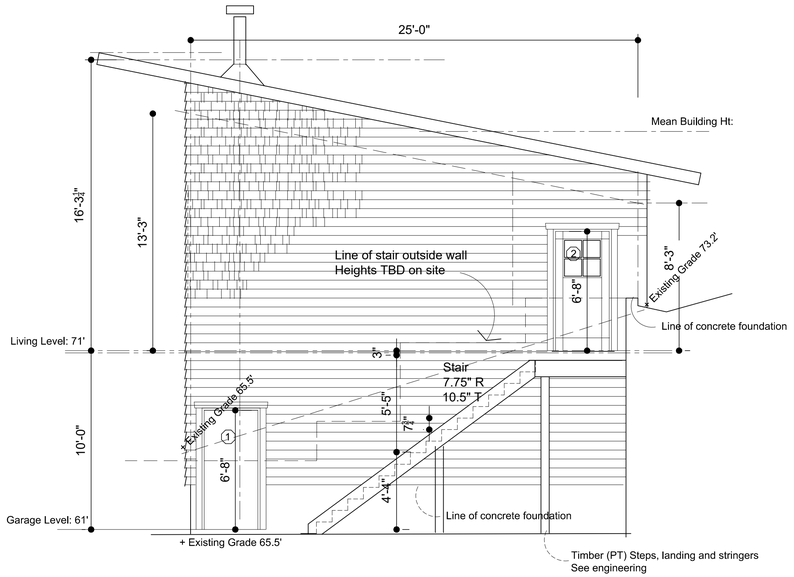
JWT Architecture and Planning
Suite 1 - 342 Esplande East
North Vancouver
Tel: 604 999 7110

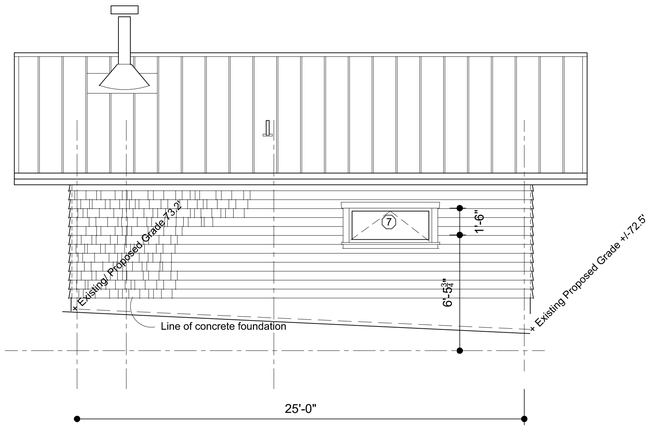
Foundation/ Floor Plans/ Section

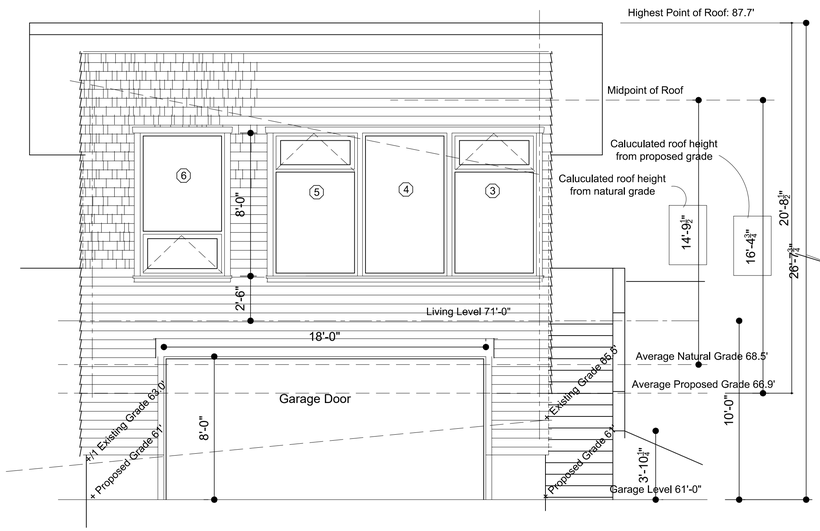
Steverlynck/ Wilson
Accessory Building
Lot 6 Strachan Point
Greater Vancouver, BC

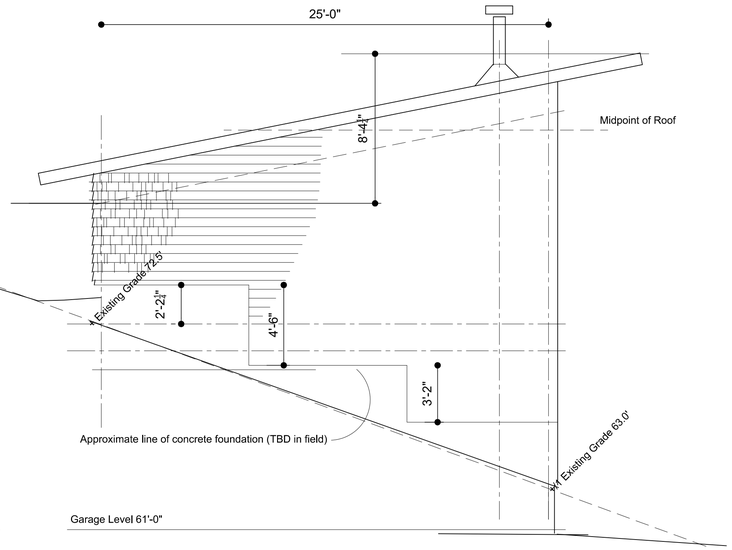
Drawing Number

A.2









Note: All window sizes are preliminary and subject to review by Bone Structure

JWT Architecture and Planning
Suite 1 - 342 Esplande East
North Vancouver
Tel: 604 999 7110

Date: Sept 27, 2021
Scale: 1/4"=1'-0"

Revisions/ Issued

Issued For Window Tender August
Issued For Bld Permit Jan 4, 2021

Elevations

Steverlynck/ Wilson
Accessory Building
Lot 6 Strachan Point
Greater Vancouver, BC

Drawing Number

A.3

Feedback Received on 6 Strachan Point Development Variance Permit Application

1. **From: Strachan Point Estates Ltd.**
   Date: December 21, 2021

Strachan Point Estates Ltd.

To: Erik Maria Steverlynck and
Adrienne Phyllis Wilson

Re: PID: 008-667-217
6 Strachan Point Road, Metro Vancouver Regional District Electoral Area (the 'Lot')

The letterhead company (the 'Company') have received, under cover of your December 9, 2021 e-mail, a "Site Plan" and 2 "Accessory Building" plans (collectively, the 'Plans'), as prepared by JWT Architecture and Planning dated September 27, 2021 for the construction of improvements on the Lot. We note that the Plans memorialize Restrictive Covenant 496930M (the 'Covenant') and that the Plans require 2 Zoning Bylaw variances from Metro Vancouver Regional District ('MVRD'). We are informed by MVRD that you have made application for those variances. We further note that the Covenant requires completion, to the exterior, within a year of commencement of construction. The Company is successor to the Grantor of the Covenant. The Company acts in the best interests of the 15 shareholders who are the owners of real property on Strachan Pt. Rd., MVRD Electoral Area.

The Approving Committee, as provided by the Covenant conditionally consent and agree with the construction of improvements, pursuant to the Plans, on the Lot subject to the following conditions:

1. An occupancy permit being issued by MVRD within 2 years of the commencement of construction; and
2. Your adhering to the unanimous resolution of the Company's owners respecting noise which provides for on-site construction work to only be conducted between 07:30 hrs and 17:30 hrs, Monday to Saturday, with no construction on Sundays and statutory holidays.

C M Cully

Christina Cully,
Corporate Secretary of the Company,

2. **From: Brenda Ouimet, 5 Strachan Point**
   Date: October 7, 2021

   l am writing this letter in support of my neighbours, Adrienne Wilson and Erik Steverlynck, building a garage with a suite above, in excess of the 4.5 metre height restriction, on their property at 6 Strachan Point Road. Please feel free to contact me if you have any further questions.

3. **From: George Haddow, 4 Strachan Point Rd**
   Date: December 18, 2021

   I have spoken to the new owner and all is fine. Thx for sending plans

4. **From: Ken James, 10 Strachan Point Road**
   Date: December 21, 2021

   My wife Kathy and I are one of the three couples who originally purchased and developed the Strachan Point properties. We have met with the new owners of lot no 6 on two occasions and discussed the Development Variance Permit Application you refer to. We fully support every request that they have made as listed in your notice.

5. **From: Saadia Jamil on behalf of CN Rail Proximity Team**
   Date: January 4, 2022

   For a residential property, CN typically seeks a 15 metre setback from the railway right-of-way in conjunction with a safety berm. Given that the proposed variance is for an accessory garage/studio, CN has no concerns. This is subject to the proposed accessory use to remain non-sensitive/non-habitable.

6. **From: Peter Spears, 7 Strachan Point Road**
   Date: January 21, 2022

   My name is Peter Spears and I am the owner of 7 Strachan Point Road, adjacent to the currently vacant Lot 6 which is, I understand, the subject of a Building Permit Variance Application by Eric Steverlynk and Adrienne Wilson.

   I have reviewed the proposed variance to the building height of the garage and upper suite accommodation and the variance from the designated setback from the CN Right of Way at the rear of Lot 6 and I have no objections.

   Having not seen a site location plan for the main residence on the lower portion of Lot 6, I am concerned that the appropriate setbacks from my private road easement which crosses through the middle of Lot 6, be maintained according to surveyed parameters.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Electoral Area Committee

From: Marcin Pachcinski, Division Manager, Electoral Area and Implementation Services, Regional Planning and Housing Services

Date: January 17, 2022 Meeting Date: February 4, 2022

Subject: **Barnston Island Dike Upgrades – Request to Province**

RECOMMENDATION

That the MVRD Board write a letter to the BC Minister of Public Safety requesting that the Province assess, fund, and coordinate upgrades to Barnston Island dike infrastructure as soon as feasible given the increasing risks and impacts of climate change.

EXECUTIVE SUMMARY

In June 2021, the Electoral Area Committee supported, and the MVRD Board approved, the use of Electoral Area A Community Work Funds to enable the Barnston Island Diking District to make electrical upgrades to the pump house, which is a key part of the 10-km ring dike that protects the Island from flooding. The electrical upgrades were largely completed by early November 2021, and later that month, BC experienced an extreme weather event that included flooding in the Lower Mainland. While Barnston Island was not severely impacted, the event reinforced the need to address long-standing deficiencies in the dike, first identified in a 2013 technical assessment report. The volunteer Barnston Island Diking District does not have the funding or capacity to undertake such upgrades. Metro Vancouver has an interest in ensuring the dike is maintained and upgraded because it is responsible for emergency planning and management for Barnston Island, but it is not responsible for the dike. Therefore, the Province, which has oversight of the dike and Diking District, is requested to lead efforts to assess, fund, and coordinate upgrades to Barnston Island dike infrastructure as soon as feasible given the increasing risks and impacts of climate change.

PURPOSE

This report provides the Electoral Area Committee and MVRD Board with information related to recent electrical upgrades to the Barnston Island pump house and the opportunity to consider sending a letter to the Province requesting they lead efforts to upgrade Barnston Island dike infrastructure.

BACKGROUND

In June 2021, the Electoral Area Committee supported, and the MVRD Board approved, the use of Electoral Area A Community Work Funds apportioned for Barnston Island to pay for electrical upgrades to the pump house that forms part of Barnston Island dike infrastructure. The electrical upgrades were largely completed by early November 2021, and later that month, BC experienced an extreme weather event that included flooding in the Lower Mainland. While the Barnston Island dike was not breeched and the pump house did not lose power, this year's extreme event reinforced the need to address long-standing deficiencies in the dike.

BARNSTON ISLAND DIKE

Barnston Island is protected by a 10-km ring dike, on top of which there is a Ministry of Transportation and Infrastructure-maintained road. A portion of the dike and road run across Katzie First Nation IR#3. The dike does not meet current standards, and a 2013 report by Northwest Hydraulic Consultants noted it is rated to be in less than fair condition; may fail from seepage, piping or erosion prior to overtopping; and that the internal drainage network is in poor condition. The report found that upgrading the dike to the 100- or 500-year flood standard was not considered achievable and instead recommended a number of upgrades intended to bring it to a 50-year standard. The recommended upgrades were estimated to be $4.1 million in 2013. See Reference 1 for a summary of the 2013 technical report, including recommended upgrades.

RECENT PUMP HOUSE ELECTRICAL UPGRADES

Pump house deficiencies had been identified in the 2013 technical assessment report, and the pump house's past-end-of-life age was highlighted in the February 2021 Barnston Island flood construction level study. The pump house is supplied by electricity from BC Hydro and during a major flooding event, the pump house could be left without power, and the 20-year-old electrical system was not adequate for a potential hookup to an emergency generator. Discussions between the Barnston Island Diking District volunteers and Metro Vancouver Emergency Management and Electoral Services staff identified the pump house electrical upgrades as a priority project for funding through Barnston Island's portion of the Community Works Fund. Metro Vancouver has an interest in ensuring the dike is maintained and upgraded because it is responsible for emergency planning and management for Barnston Island.

The Community Works Fund is delivered to all local governments in British Columbia through a direct annual allocation to support local priorities, and the Board directed that it be distributed to Electoral Area A communities based on population. Barnston Island represents 1.1% of the total population of Electoral Area A, which equates to $12,100 of the Electoral Area A Community Works Fund.

In June 2021, the Electoral Area Committee supported, and the MVRD Board approved, the use of the Electoral Area A Community Works Funds towards upgrading the Barnston Island pump house and flood gates. The work was coordinated by the Barnston Island Drainage District, as they are responsible for dike maintenance. The pump house electrical system required extensive work, and BC Hydro also required a step down transformer because of a difference in voltage. The work was largely completed by early November 2021 (see Attachment 1 for pictures of the pump house and electrical upgrades). There was not enough funding to undertake any flood gate improvements.

The above is an example of small-scale improvements that Metro Vancouver, as the local government, can assist the Barnston Island Diking District in completing. However, such small-scale improvements will not achieve the recommendations laid out in the 2013 technical assessment report, and oversight of the dike and the Barnston Island Diking District remains with the Province.

BARNSTON ISLAND DIKING DISTRICT AND PROPOSED TRANSFER TO METRO VANCOUVER

The *Drainage, Ditch and Dike Act*, enacted in 1907, enabled five autonomous diking districts, including the Barnston Island Diking District, to collect taxes to construct and maintain works for diking and drainage. The Barnston Island Diking District is comprised of a few local resident volunteers, who collect approximately $15,000 annually from Barnston Island property owners. The annual amount typically covers basic maintenance, such as mowing and drainage channel clearing.

While the local resident volunteers are committed to doing what they can to maintain the dike, the very limited tax base of Barnston Island coupled with the scale and complexity of the upgrades identified in the 2013 technical assessment report mean the upgrades cannot be properly assessed (e.g. engineering studies), funded and coordinated by relying on the Barnston Island Drainage District. Of note, the grant programs previously identified by provincial staff as potential sources of funding for dike infrastructure are only made available to local governments, so the Drainage District would not be able to apply directly. Metro Vancouver is the local government for Barnston Island and responsible for local land use planning (e.g. zoning, building permits, etc.) and emergency planning and management, but it is not responsible for the dike and has expressed concerns regarding the proposed transfer of diking district responsibilities to Metro Vancouver (see below). Oversight of the dike and the Barnston Island Diking District remains with the Province.

In 2003, the *Flood Hazard Statutes Amendment Act* (Bill 56) shifted the provincial role from providing prescriptive requirements to setting performance standards and compliance measures, and the *Drainage, Ditch and Dike Act* was amended to allow for the drainage districts to be transferred to their respective local governments. A provision was also made for the statute's repeal by December 31, 2010, but the repeal date has been extended several times since then, most recently until December 31, 2025.

In 2011, the MVRD Board did not support the repeal of the *Act,* and the following year the Province hired Northwest Hydraulic Consultants to prepare a technical assessment report of the dike, to which Metro Vancouver contributed $30,000. The report was completed in August 2013 (see Reference for a summary of the report), and in October 2013 the MVRD Board adopted the following resolution:

> *That the Board reiterate to the Province opposition to the proposed transfer of the Barnston Island Diking District to Metro Vancouver until the Province has fully addressed all the physical and legal issues associated with the diking facility.*

In July 2017, the MVRD Board adopted the following resolution:

> *That the MVRD Board write a letter to the appropriate federal and provincial government ministries, outlining Metro Vancouver's concerns regarding the ongoing maintenance of the Barnston Island Dike, with particular emphasis on anticipated impacts as a result of climate change.*

A letter requesting an update on this issue that included previous correspondence outlining concerns was sent to the Inspector of Dikes / Head Flood Safety Section on August 3, 2017. To date, the physical and legal issues originally identified by the 2013 report remain outstanding.

ALTERNATIVES

1. That the MVRD Board write a letter to the BC Minister of Public Safety requesting that the Province assess, fund, and coordinate upgrades to Barnston Island dike infrastructure as soon as feasible given the increasing risks and impacts of climate change.

2. That the Electoral Area Committee receive the report dated January 17, 2022, titled "Barnston Island Dike Upgrades – Request to Province" and provide alternative direction to staff.

FINANCIAL IMPLICATIONS

For the pump house electrical upgrades, the total costs were $17,859, which were covered by Barnston Island's portion of the Community Works Fund ($12,100) and the Board-approved 2021 Electoral Area A Emergency Planning and Management budget ($5,759).

Potential financial implications to Metro Vancouver if the Province were to assess, fund and coordinate upgrades to the Barnston Island dike are unknown at this time and would be subject to future discussions regarding potential cost-sharing. The 2013 technical assessment report (see Attachment 2 for summary), to which Metro Vancouver contributed $30,000, estimated the recommended upgrades would cost $4.1 million in 2013.

CONCLUSION

The November 2021 extreme weather event that affected BC, and the increased potential for such extreme events to become more common as a result of climate change, highlight the need to act on the recommendations first identified in the 2013 Barnston Island dike technical assessment report. The small number of volunteers (3-4) who make up the Barnston Island Diking District have limited funding and capacity, making it is unfeasible to rely on them to implement the recommendations. And while Metro Vancouver has a role to play as the local government responsible for emergency planning and management, it is the Province that is responsible for overseeing the dike and the Diking District and has the capacity to assess, fund, and coordinate the necessary upgrades. The request is for the Province to lead these efforts (Alternative 1).

Attachment *(49990298)*

1. Pictures of Barnston Island Pump House and Electrical Upgrades
2. Committee Report titled "Barnston Island Dike Technical Assessment Report", dated September 16, 2013

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Parks, Planning and Environment Department
Tel. 604 432-6350 Fax 604 432-6296

AUG 0 3 2017

File: CR-12-01
Ref: RD 2017 Jul 28

Mr. Mitchell Hahn, Inspector of Dikes / Head Flood Safety Section (BC)
Ministry of Forests, Lands and Natural Resource Operations
PO Box 9340 Stn Prov Govt
Victoria BC V8W 9M1
VIA EMAIL: Mitchell.Hahn@gov.bc.ca

Dear Mr Hahn:

Re: Request for an Update on the Barnston Island Dike Transfer and Maintenance

At its June 5, 2017 meeting, the Metro Vancouver Regional District (MVRD) Electoral Area Committee discussed the Metro Vancouver Board's 2013 request to the Province to address issues associated with the Barnston Island diking facility prior to transferring it to Metro Vancouver (Attachment 1). In early 2015, the Province extended the repeal date of the *Drainage, Ditch and Dike Act,* and therefore the date of transfer of authority, to December 31, 2020 after seeking comment from Metro Vancouver (Attachment 2 and 3).

The Committee expressed concern that while the Province has been recently contacted for an update on the dike transfer and the status of provincial dike maintenance efforts, to date Metro Vancouver has not received a response. In addition, the Committee discussed the desire to explore potential federal funding for dike maintenance given that part of the dike lies within Katzie First Nation's Reserve No. 3.

At its July 28, 2017 regular meeting, the Board of Directors of the Metro Vancouver Regional District ('Metro Vancouver') adopted the following resolution:

> *That the MVRD Board write a letter to the appropriate federal and provincial government ministries, outlining Metro Vancouver's concerns regarding the ongoing maintenance of the Barnston Island Dike, with particular emphasis on anticipated impacts as a result of climate change.*

As a result, staff prepared correspondence to both you and staff from Indigenous and Northern Affairs Canada (INAC) seeking an update and dialogue regarding dike maintenance and funding. We look forward to receiving an update.

Please contact Marcin Pachcinski, Division Manager of Electoral Area, Planning Analytics and Environment by phone at 604.451.6562 or by email at marcin.pachcinski@metrovancouver.org if you have any questions.

Yours Truly,

Heather McNell
Director (Acting),
Regional Planning and Electoral Area Services

HM/MP/tp

Attachments:
1. 2013 Board Report titled "Barnston Island Dike Technical Assessment Report
2. February 10, 2015 letter from the Province
3. March 6, 2016 response from Metro Vancouver

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Intergovernmental and Administration – Electoral Area Sub-Committee

From: Eric Aderneck, Senior Regional Planner
Planning, Policy and Environment Department

Date: September 16, 2013 Meeting Date: September 23, 2013

Subject: **Barnston Island Dike Technical Assessment Report**

RECOMMENDATION

That the Board reiterate to the Province opposition to the proposed transfer of the Barnston Island Diking District to Metro Vancouver until the Province has fully addressed all the physical and legal issues associated with the diking facility.

PURPOSE

The purpose of this report is to present the technical work recently completed on the assessment of the physical condition of the Barnston Island dike and reiterate concerns and opposition relating to the proposed transfer of the dike from the Province to Metro Vancouver.

BACKGROUND

In December 2008, the Province announced that the *Drainage, Ditch, and Dike Act* would be repealed as of December 31, 2010 (since extended to December 31, 2015). This would dissolve the Barnston Island Diking District and transfer responsibility (assets, rights, claims, obligations, and liabilities) from the Province to Metro Vancouver.

In June of 2011 the following motion was passed by the Metro Board:
That the Board request the Minister of Forests, Lands and Natural Resource Operations to:

a) not repeal the Drainage, Ditch and Dike Act due to the valuable and cost effective service that Diking Districts are able to provide;
b) meet with a delegation from the Metro Vancouver Board to hear arguments as to why the transfer of responsibility for the Barnston Island Diking District to Metro Vancouver should not proceed as currently proposed; and
c) meet jointly with representatives of the Metro Vancouver Board, the City of Surrey, the City of Coquitlam, and the Township of Spallumcheen to reiterate opposition to the proposed transfer of Diking Districts from provincial to local jurisdictions.

Repealing the *Act* will also affect dikes in Coquitlam, Surrey, and Spallumcheen - these municipalities also have concerns regarding the transfer of these facilities and associated costs and liabilities. They point out the efficient nature of the Diking Districts in providing service and they support continued provincial responsibility for the dikes.

In February 2012, Emergency Management BC (EMBC) committed to the Ministry of Forests, Lands and Natural Resource Operations to provide funds in fiscal year 2012 and beyond to assist with diking

district assessments and transfers. In late 2012, the Ministry initiated a technical report on the condition of the Barnston Island dike. The Ministry led the assessment by retaining a consultant, with Metro Vancouver contributing $30,000 towards the $130,000 report and Metro Vancouver staff participating on a steering committee with the Barnston Island Diking District, the Ministry of Forests, Lands and Natural Resource Operations, and the Katzie First Nation to review the project terms of reference and comment on draft documents. The report was completed in August 2013.

Metro Vancouver's participation was as an interested party with no commitment to accept responsibility for the dike. Further, legal questions related to the dike right-of-way on Katzie First Nation and private lands, where the road and dike do not align, maintenance funding, and liability issues from flood damages still need to be addressed beyond from the technical assessment report.

DISCUSSION

Barnston Island Dike Assessment Technical Report Findings

The following text excerpts are taken from the attached Barnston Island Dike Assessment Report:

> *"Located in the middle of the Fraser River, Barnston Island is clearly in the path of floodwaters. Elevations on the island lie between 1 m and 4 m and without flood structures much of the island would be routinely inundated. The existing dike system mitigates flood losses up to about the 40-year Fraser River flood.*
>
> *The dike is rated to be in less than fair condition and may fail from seepage, piping or erosion prior to overtopping. The side slopes are overly steep (1.5H: 1V) but vegetated and the crest is paved, with the pavement in poor condition.*
>
> *Bank erosion is taking place in several locations but erosion rates appear to be relatively low. Erosion is largely due to wave action from boat traffic. The dike is generally set back from the river bank by 20 m or more, but the setback is less in a few areas. Relocating the dike may be a less costly solution, should it become necessary over time.*
>
> *The internal drainage network is in poor condition. Ditches on private land are not maintained, several culverts are under-sized or plugged and there are no ditches draining the Katzie First Nation. The pump station has several safety deficiencies and will reach the end of its useful life in about 5 years.*
>
> *The regular ferry stops running at about the 25-year Fraser River flood level due to inundation of the access road on the Surrey side. Raising the road is not feasible due to a nearby railroad crossing. Metro Vancouver has developed a flood emergency management plan for the island. The entire population can be evacuated in less than 4 hours. According to the farmers, past livestock evacuation notices have been issued prematurely, causing unnecessary stress to the animals and loss of milk production.*
>
> *Upgrading the dike to the 100- or 500-year flood standard is not considered achievable. None of the options looked at appeared to be superior and instead a series of individual upgrade components were identified as:*
>
> - *Develop a formal bank erosion monitoring program to identify key areas of bank retreat. Maintain trees in the strip of land between the dike and the river bank. Trap and relocate beavers as feasible. Tie up permanent double or triple sets of logs along the bank in potential high erosion areas and encourage tugging companies to tie-up booms in erosion prone areas during the*

freshet. Inform operators regarding erosion concerns and enforce speed limits for boat traffic. Stockpile riprap on the island for emergency use.

- *Address pump station safety concerns immediately. Replace the pump station within the next five years. Carry out minor repairs on the flood-box and replace it when the new pump station is built. Install water level monitoring equipment inside and outside the dike at the pump station to provide design input for the upgrades.*
- *Establish right-of-way agreements for ditch clearing on private lands and regularly maintain all ditches. Replace a minimum of three culverts and clear the rest. Install one or more eastwest ditches at Katzie IR 3 and tie into the main ditch (with potential funding from AANDC).*
- *Revise livestock evacuation procedures by involving farmers, sourcing a stand-by barge supplier and identifying suitable landing ramps. Monitor the road trafficability and minimum freeboard during freshets.*
- *Prepare a formal Operation and Maintenance Manual following MFLNRO's format. Formalize mowing agreement with MOTI.*
- *As funding becomes available, raise the dike to the 50-year flood level plus freeboard, repave the road and install seepage prevention barriers as determined by a geotechnical engineer."*

Conceptual designs were prepared for eight dike upgrade options. Cost estimates ranged from $0.08 million to $76.0 million for construction, land acquisition, and compensation. All options had a benefit-cost analysis score of less than 1.0. The cost of the recommended upgrades is estimated at $4.1 million, to address critical items and upgrade the dike from an approximately 40-year floor standard to a 50-year standard. The Province has not indicated any means to fund these upgrade works or further studies. Further, transferring maintenance responsibility from the Barnston Island Diking District's volunteer workers to Metro Vancouver operations staff would increase estimated annual maintenance / operating costs from $15,000 to $65,000.

Proposed Transfer of Barnston Island Dike Concerns

Metro Vancouver has repeatedly stated concern and opposition to the proposed transfer of the Barnston Island dike from the Province to Metro Vancouver. The following summarizes the reasons why the Barnston Island Diking District should not be transferred to Metro Vancouver is from a report to the Committee and Board in June 2011:

1. *The current Barnston Island Diking District arrangement provides a cost effective maintenance service for residents and landowners of Barnston Island.*
2. *The Barnston Island Diking District, mostly through volunteer efforts, effectively maintains the facilities at a lower cost than may be possible by a local government. If these facilities were transferred to Metro Vancouver, a higher standard of operation may be expected at a higher cost.*
3. *The Barnston Island diking facility is older and in need of physical repairs and upgrades, which should remain the responsibility of the province.*
4. *Barnston Island has a limited property tax base and population and does not have the ability to fund substantial upgrades to the diking facilities.*
5. *The Diking District was created by the Province and responsibilities and liability should remain with the province rather than be transferred to the local government.*

6. *The responsibility for such diking and flooding issues should remain with the province.*
7. *The dike is located largely on a road which is owned and maintained by the province.*
8. *The Diking District facilities and drainage ditches are partially located on private lands which are not secured by registered right-of-ways.*
9. *A portion of the dike runs through the Katzie First Nation Reserve. A search of the Indian Land Registry indicates that there was no legal authority granted to the Province or anyone else for construction of the dike across the Reserve. In addition, a search of the Specific Claims Branch Public Information Status Report maintained by Indian and Northern Affairs Canada indicates that the Katzie First Nation filed a specific claim in 1993 with respect to "alleged unlawful dykes on Katzie I.R. No. 1 and Katzie I.R. No. 3, resulting in an illegal trespass and damages". Staff are unsure of the status of the Katzie's claim or the Department of Justice assessment.*
10. *The dike structure includes water utilities which serve the Katzie First Nation Reserve.*

Outstanding Issues

The technical assessment of the Barnston Island Diking District has now been completed, and has identified a number of serious and costly required physical upgrades as well as associated risks and operating costs. Legal questions related to the dike right-of-way on Katzie First Nation lands and private lands as well as liability issues still remain outstanding. Accordingly, Metro Vancouver remains opposed to the proposed transfer of the Barnston Island dike from the Province to Metro Vancouver until all the physical and legal issues have been fully resolved by the Province.

ALTERNATIVES

That the Board:

1. Receive for information the attached Barnston Island Dike Assessment Report; and reiterate to the Province opposition to the proposed transfer of the Barnston Island Diking District to Metro Vancouver until the Province has fully addressed all the physical and legal issues associated with the diking facility.
2. Provide alternative direction.

FINANCIAL IMPLICATIONS

Transferring to Metro Vancouver responsibility for upgrading and maintaining the Barnston Island diking facility comes at great cost and risk. The technical assessment report recommended a physical upgrade of $4.1 million, and estimated annual operating costs of $65,000; the current funding of this effort by the residents is $15,000 per year. This level of funding cannot be raised from the limited tax base (mostly agricultural) and population (approximately 110 residents) on Barnston Island. Under current legislation a Service Area would need to be created to support this function, both in terms of capital upgrades and operating funds. It is not clear how this would be created, and how this can be funded; discussions are underway with the Province.

OTHER IMPLICATIONS

Also associated with the proposed Barnston Island dike transfer are significant unknown risks in terms of the physical upkeep of the dike facility, as well as dike right-of-ways on Katzie First Nation and private lands, First Nations land claims, and liabilities in the event of a dike failure and flooding.

SUMMARY / CONCLUSION

This report presents the findings from a technical assessment report of the Barnston Island dike and identifies and recommends significant and costly physical upgrades, yet no funding sources have been identified. The report also outlines concerns arising as a result of the Province's proposed transfer of responsibility for the Barnston Island Diking District to Metro Vancouver. Given the significant issues identified in the report regarding the current state of the Barnston Island dike facility, transfer of these responsibilities to Metro Vancouver is not appropriate and should not be considered until the Province has fully addressed all the physical and legal issues associated with the diking facility. Metro Vancouver should continue to reiterate these concerns and opposition, and encourage the Province to address these issues through an agreeable resolution. In addition, it is important to also note that neither Metro Vancouver, nor the Island residents have the financial capacity to take responsibility and management of the dyke under current legislation.

Attachment:
~~Barnston Island Dike Assessment 2012 Final Report, GS13LMN-036, prepared for: Ministry of Forests, Lands and Natural Resource Operations, prepared by Northwest Hydraulic Consultants, dated August 2013 (Doc. #7709378).~~

7710624

BRITISH COLUMBIA

February 10, 2015

File #: 35050-01/IOD/DDD Act
35050-20/DIOD/DDD Act

Eric Aderneck, MCIP, RPP
Senior Regional Planner
Metro Vancouver Regional District
4330 Kingsway
Burnaby BC V5H 2A5

Dear Eric Aderneck:

RE: Request for Input – Extension of Repeal Date of the *Drainage, Ditch and Dike Act*

The *Drainage, Ditch and Dike Act* (DDDA), enacted in 1907, enabled five (5) autonomous diking districts (DDs) to collect taxes to construct and maintain works for diking and drainage. In 2003, the *Flood Hazard Statutes Amendment Act* (Bill 56) shifted the provincial role from providing prescriptive requirements to setting performance standards and compliance measures. In the same year, the DDDA was amended to allow for the five DDs to be transferred to their respective local governments (LGs) and provision was made for the statute's repeal by December 31, 2010. The repeal was subsequently extended and is currently scheduled to expire on December 31, 2015. The five DDs are; Surrey, Colebrook, Coquitlam, Barnston Island and Fortune Creek.

When the legislation passed, the Province made a commitment to work with the affected LGs on addressing issues and costs brought about by these transfers. To assist the parties in those discussions, the Ministry of Forests, Lands and Natural Resource Operations (FLNR) secured $350,000 for dike assessment studies. Through this funding as well as support from LGs (contributions of funds and in-kind services), three dike assessment studies were completed.

Based on the information to date, the total estimated costs to address the dike upgrades and transfers for the five DDs is in the order of tens of millions of dollars. Over the last few years FLNR has been working on securing a source of funding to carry out the dike upgrades based on a deferred multi-year capital works program and in consideration of the government's fiscal constraint measures.

In order to provide additional time to secure funding, undertake dike upgrades and facilitate orderly transfer of the responsibility of the DDs and their related infrastructure to the LGs,

.../2

Ministry of Forests, Lands and Natural Resource Operations
South Coast Natural Resource Region
Suite 200, 10428 - 153 St
Surrey BC V3R 1E1
Phone: (604) 586-4400
Fax: (604) 586-4434

FLNR staff will be recommending that the repeal date of the DDDA be extended to December 31, 2020. I am writing to request comments on this proposed extension from your LG. I would appreciate receiving your comments regarding the proposed extension by Friday, March 6, 2015.

Should you have any questions, please contact me at Heather.MacKnight@gov.bc.ca or by phone at 604-586-2892.

Sincerely,

Heather MacKnight
Regional Executive Director
South Coast Natural Resource Region

pc: Maria Harris, Electoral Area A Metro Vancouver Board Member
John Russell, Commissioner, Barnston Island Diking District

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Planning, Policy and Environment Department
Tel. 604.432-6350 Fax 604.432-6296

March 6, 2015

File: CR-06-01-736

Ms. Heather MacKnight
Regional Executive Director - South Coast Natural Resource Region
Ministry of Forests, Lands and Natural Resource Operations
Suite 200, 10428 – 153 Street
Surrey, BC V3R 1E1

Dear Ms. MacKnight:

Re: Request for Input - Extension of Repeal Date of *Drainage, Ditch and Dike Act*

Thank you for your letter of February 10, 2015, requesting comments from Metro Vancouver on the proposed extension to December 31, 2020 of the repeal date of the *Drainage, Ditch and Dike Act*.

Through past resolutions of the GVRD Board, as well as correspondence and meetings over the last few years, the Province is aware of Metro Vancouver's serious concerns about the proposed transfer of the Barnston Island Diking District responsibilities and liabilities to Metro Vancouver as the related local government. Specifically, a report considered by the GVRD Board on June 24, 2011, outlined the list of issues regarding the transfer from the Province to Metro Vancouver.

Since then, the Province, with support from Metro Vancouver, commissioned a technical assessment study of the dike. The study, completed in 2013, identified a number of issues regarding the physical condition of the dike facilities, and estimated costs to complete required upgrades. Funding sources for these upgrades have not been secured, and other issues remain outstanding. On October 11, 2013, the GVRD Board passed a resolution to *"reiterate to the Province opposition to the proposed transfer of the Barnston Island Diking District to Metro Vancouver until the Province has fully addressed all the physical and legal issues associated with the diking facility"*. Accordingly, Metro Vancouver supports an extension of the repeal date of the *Drainage, Ditch and Dike Act* until December 31, 2020.

Should you have any questions, please contact me at Elisa.Campbell@metrovancouver.org, or by phone at 604-451-6556.

Sincerely,

Elisa Campbell
Director, Regional Planning
Planning, Policy and Environment Department

AN/EC/EA

cc: Maria Harris, Electoral Area Director, Metro Vancouver
John Russell, Commissioner, Barnston Island Diking District

108800688

Park, Planning and Environment Department
Tel. 604 432-6350 Fax 604 432-6269

AUG 0 3 2017

File: CR-12-01
Ref: RD 2017 Jul 28

Mr. Len Block, Senior Engineer
Indigenous and Northern Affairs Canada
1138 Melville St, Suite 600
Vancouver, British Columbia V6E 4S3
VIA EMAIL: Len.Block@aandc-aadnc.gc.ca

Dear Mr.Block:

Re: Request for an Update on the Barnston Island Dike Transfer and Maintenance

At its June 5, 2017 meeting, the Metro Vancouver Regional District (MVRD) Electoral Area Committee discussed the Metro Vancouver Board's 2013 request to the Province to address issues associated with the Barnston Island diking facility prior to transferring it to Metro Vancouver (Attachment 1). In early 2015, the Province extended the repeal date of the *Drainage, Ditch and Dike Act,* and therefore the date of transfer of authority, to December 31, 2020 after seeking comment from Metro Vancouver (Attachment 2 and 3).

The Committee expressed concern that while the Province has been recently contacted for an update on the dike transfer and the status of provincial dike maintenance efforts, to date Metro Vancouver has not received a response. In addition, given that the Barnston Island Dike crosses Katzie First Nation's Indian Reserve No. 3, the Committee discussed the desire to explore potential federal funding for dike maintenance.

At its July 28, 2017 regular meeting, the Board of Directors of the Metro Vancouver Regional District ('Metro Vancouver') adopted the following resolution:

> *That the MVRD Board write a letter to the appropriate federal and provincial government ministries, outlining Metro Vancouver's concerns regarding the ongoing maintenance of the Barnston Island Dike, with particular emphasis on anticipated impacts as a result of climate change.*

As the balance of the dike facility is to be transferred to Metro Vancouver, and the Katzie First Nation works with Indigenous and Northern Affairs Canada (INAC) on the section of dike that crosses Indian Reserve No. 3, and following up on the Committee's discussion, Metro Vancouver staff respectfully request a meeting with representatives from Katzie First Nation and staff from INAC to discuss dike maintenance on Barnston Island. To arrange this meeting, please contact Marcin Pachcinski, Division Manager of Electoral Area, Planning Analytics and Environment by phone at 604.451.6562 or by email at marcin.pachcinski@metrovancouver.org.

Yours Truly,

Heather McNell
Acting Director,
Regional Planning and Electoral Area Services

HM/MP/tp

Attachments:
1. 2013 Board Report titled Barnston Island Dike Technical Assessment Report
2. February 10, 2015 letter from the Province
3. March 6, 2016 response from Metro Vancouver

23012192

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Intergovernmental and Administration – Electoral Area Sub-Committee

From: Eric Aderneck, Senior Regional Planner
Planning, Policy and Environment Department

Date: September 16, 2013 Meeting Date: September 23, 2013

Subject: **Barnston Island Dike Technical Assessment Report**

RECOMMENDATION

That the Board reiterate to the Province opposition to the proposed transfer of the Barnston Island Diking District to Metro Vancouver until the Province has fully addressed all the physical and legal issues associated with the diking facility.

PURPOSE

The purpose of this report is to present the technical work recently completed on the assessment of the physical condition of the Barnston Island dike and reiterate concerns and opposition relating to the proposed transfer of the dike from the Province to Metro Vancouver.

BACKGROUND

In December 2008, the Province announced that the *Drainage, Ditch, and Dike Act* would be repealed as of December 31, 2010 (since extended to December 31, 2015). This would dissolve the Barnston Island Diking District and transfer responsibility (assets, rights, claims, obligations, and liabilities) from the Province to Metro Vancouver.

In June of 2011 the following motion was passed by the Metro Board:
That the Board request the Minister of Forests, Lands and Natural Resource Operations to:

a) not repeal the Drainage, Ditch and Dike Act due to the valuable and cost effective service that Diking Districts are able to provide;
b) meet with a delegation from the Metro Vancouver Board to hear arguments as to why the transfer of responsibility for the Barnston Island Diking District to Metro Vancouver should not proceed as currently proposed; and
c) meet jointly with representatives of the Metro Vancouver Board, the City of Surrey, the City of Coquitlam, and the Township of Spallumcheen to reiterate opposition to the proposed transfer of Diking Districts from provincial to local jurisdictions.

Repealing the *Act* will also affect dikes in Coquitlam, Surrey, and Spallumcheen - these municipalities also have concerns regarding the transfer of these facilities and associated costs and liabilities. They point out the efficient nature of the Diking Districts in providing service and they support continued provincial responsibility for the dikes.

In February 2012, Emergency Management BC (EMBC) committed to the Ministry of Forests, Lands and Natural Resource Operations to provide funds in fiscal year 2012 and beyond to assist with diking

district assessments and transfers. In late 2012, the Ministry initiated a technical report on the condition of the Barnston Island dike. The Ministry led the assessment by retaining a consultant, with Metro Vancouver contributing $30,000 towards the $130,000 report and Metro Vancouver staff participating on a steering committee with the Barnston Island Diking District, the Ministry of Forests, Lands and Natural Resource Operations, and the Katzie First Nation to review the project terms of reference and comment on draft documents. The report was completed in August 2013.

Metro Vancouver's participation was as an interested party with no commitment to accept responsibility for the dike. Further, legal questions related to the dike right-of-way on Katzie First Nation and private lands, where the road and dike do not align, maintenance funding, and liability issues from flood damages still need to be addressed beyond from the technical assessment report.

DISCUSSION

Barnston Island Dike Assessment Technical Report Findings

The following text excerpts are taken from the attached Barnston Island Dike Assessment Report:

> *"Located in the middle of the Fraser River, Barnston Island is clearly in the path of floodwaters. Elevations on the island lie between 1 m and 4 m and without flood structures much of the island would be routinely inundated. The existing dike system mitigates flood losses up to about the 40-year Fraser River flood.*
>
> *The dike is rated to be in less than fair condition and may fail from seepage, piping or erosion prior to overtopping. The side slopes are overly steep (1.5H: 1V) but vegetated and the crest is paved, with the pavement in poor condition.*
>
> *Bank erosion is taking place in several locations but erosion rates appear to be relatively low. Erosion is largely due to wave action from boat traffic. The dike is generally set back from the river bank by 20 m or more, but the setback is less in a few areas. Relocating the dike may be a less costly solution, should it become necessary over time.*
>
> *The internal drainage network is in poor condition. Ditches on private land are not maintained, several culverts are under-sized or plugged and there are no ditches draining the Katzie First Nation. The pump station has several safety deficiencies and will reach the end of its useful life in about 5 years.*
>
> *The regular ferry stops running at about the 25-year Fraser River flood level due to inundation of the access road on the Surrey side. Raising the road is not feasible due to a nearby railroad crossing. Metro Vancouver has developed a flood emergency management plan for the island. The entire population can be evacuated in less than 4 hours. According to the farmers, past livestock evacuation notices have been issued prematurely, causing unnecessary stress to the animals and loss of milk production.*
>
> *Upgrading the dike to the 100- or 500-year flood standard is not considered achievable. None of the options looked at appeared to be superior and instead a series of individual upgrade components were identified as:*
>
> - *Develop a formal bank erosion monitoring program to identify key areas of bank retreat. Maintain trees in the strip of land between the dike and the river bank. Trap and relocate beavers as feasible. Tie up permanent double or triple sets of logs along the bank in potential high erosion areas and encourage tugging companies to tie-up booms in erosion prone areas during the*

freshet. Inform operators regarding erosion concerns and enforce speed limits for boat traffic. Stockpile riprap on the island for emergency use.

- *Address pump station safety concerns immediately. Replace the pump station within the next five years. Carry out minor repairs on the flood-box and replace it when the new pump station is built. Install water level monitoring equipment inside and outside the dike at the pump station to provide design input for the upgrades.*
- *Establish right-of-way agreements for ditch clearing on private lands and regularly maintain all ditches. Replace a minimum of three culverts and clear the rest. Install one or more eastwest ditches at Katzie IR 3 and tie into the main ditch (with potential funding from AANDC).*
- *Revise livestock evacuation procedures by involving farmers, sourcing a stand-by barge supplier and identifying suitable landing ramps. Monitor the road trafficability and minimum freeboard during freshets.*
- *Prepare a formal Operation and Maintenance Manual following MFLNRO's format. Formalize mowing agreement with MOTI.*
- *As funding becomes available, raise the dike to the 50-year flood level plus freeboard, repave the road and install seepage prevention barriers as determined by a geotechnical engineer."*

Conceptual designs were prepared for eight dike upgrade options. Cost estimates ranged from $0.08 million to $76.0 million for construction, land acquisition, and compensation. All options had a benefit-cost analysis score of less than 1.0. The cost of the recommended upgrades is estimated at $4.1 million, to address critical items and upgrade the dike from an approximately 40-year floor standard to a 50-year standard. The Province has not indicated any means to fund these upgrade works or further studies. Further, transferring maintenance responsibility from the Barnston Island Diking District's volunteer workers to Metro Vancouver operations staff would increase estimated annual maintenance / operating costs from $15,000 to $65,000.

Proposed Transfer of Barnston Island Dike Concerns

Metro Vancouver has repeatedly stated concern and opposition to the proposed transfer of the Barnston Island dike from the Province to Metro Vancouver. The following summarizes the reasons why the Barnston Island Diking District should not be transferred to Metro Vancouver is from a report to the Committee and Board in June 2011:

1. *The current Barnston Island Diking District arrangement provides a cost effective maintenance service for residents and landowners of Barnston Island.*
2. *The Barnston Island Diking District, mostly through volunteer efforts, effectively maintains the facilities at a lower cost than may be possible by a local government. If these facilities were transferred to Metro Vancouver, a higher standard of operation may be expected at a higher cost.*
3. *The Barnston Island diking facility is older and in need of physical repairs and upgrades, which should remain the responsibility of the province.*
4. *Barnston Island has a limited property tax base and population and does not have the ability to fund substantial upgrades to the diking facilities.*
5. *The Diking District was created by the Province and responsibilities and liability should remain with the province rather than be transferred to the local government.*

6. *The responsibility for such diking and flooding issues should remain with the province.*
7. *The dike is located largely on a road which is owned and maintained by the province.*
8. *The Diking District facilities and drainage ditches are partially located on private lands which are not secured by registered right-of-ways.*
9. *A portion of the dike runs through the Katzie First Nation Reserve. A search of the Indian Land Registry indicates that there was no legal authority granted to the Province or anyone else for construction of the dike across the Reserve. In addition, a search of the Specific Claims Branch Public Information Status Report maintained by Indian and Northern Affairs Canada indicates that the Katzie First Nation filed a specific claim in 1993 with respect to "alleged unlawful dykes on Katzie I.R. No. 1 and Katzie I.R. No. 3, resulting in an illegal trespass and damages". Staff are unsure of the status of the Katzie's claim or the Department of Justice assessment.*
10. *The dike structure includes water utilities which serve the Katzie First Nation Reserve.*

Outstanding Issues

The technical assessment of the Barnston Island Diking District has now been completed, and has identified a number of serious and costly required physical upgrades as well as associated risks and operating costs. Legal questions related to the dike right-of-way on Katzie First Nation lands and private lands as well as liability issues still remain outstanding. Accordingly, Metro Vancouver remains opposed to the proposed transfer of the Barnston Island dike from the Province to Metro Vancouver until all the physical and legal issues have been fully resolved by the Province.

ALTERNATIVES

That the Board:

1. Receive for information the attached Barnston Island Dike Assessment Report; and reiterate to the Province opposition to the proposed transfer of the Barnston Island Diking District to Metro Vancouver until the Province has fully addressed all the physical and legal issues associated with the diking facility.
2. Provide alternative direction.

FINANCIAL IMPLICATIONS

Transferring to Metro Vancouver responsibility for upgrading and maintaining the Barnston Island diking facility comes at great cost and risk. The technical assessment report recommended a physical upgrade of $4.1 million, and estimated annual operating costs of $65,000; the current funding of this effort by the residents is $15,000 per year. This level of funding cannot be raised from the limited tax base (mostly agricultural) and population (approximately 110 residents) on Barnston Island. Under current legislation a Service Area would need to be created to support this function, both in terms of capital upgrades and operating funds. It is not clear how this would be created, and how this can be funded; discussions are underway with the Province.

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Also associated with the proposed Barnston Island dike transfer are significant unknown risks in terms of the physical upkeep of the dike facility, as well as dike right-of-ways on Katzie First Nation and private lands, First Nations land claims, and liabilities in the event of a dike failure and flooding.

SUMMARY / CONCLUSION

BRITISH COLUMBIA

February 10, 2015

File #: 35050-01/IOD/DDD Act
35050-20/DIOD/DDD Act

Eric Aderneck, MCIP, RPP
Senior Regional Planner
Metro Vancouver Regional District
4330 Kingsway
Burnaby BC V5H 2A5

Dear Eric Aderneck:

RE: Request for Input – Extension of Repeal Date of the *Drainage, Ditch and Dike Act*

The *Drainage, Ditch and Dike Act* (DDDA), enacted in 1907, enabled five (5) autonomous diking districts (DDs) to collect taxes to construct and maintain works for diking and drainage. In 2003, the *Flood Hazard Statutes Amendment Act* (Bill 56) shifted the provincial role from providing prescriptive requirements to setting performance standards and compliance measures. In the same year, the DDDA was amended to allow for the five DDs to be transferred to their respective local governments (LGs) and provision was made for the statute's repeal by December 31, 2010. The repeal was subsequently extended and is currently scheduled to expire on December 31, 2015. The five DDs are; Surrey, Colebrook, Coquitlam, Barnston Island and Fortune Creek.

When the legislation passed, the Province made a commitment to work with the affected LGs on addressing issues and costs brought about by these transfers. To assist the parties in those discussions, the Ministry of Forests, Lands and Natural Resource Operations (FLNR) secured $350,000 for dike assessment studies. Through this funding as well as support from LGs (contributions of funds and in-kind services), three dike assessment studies were completed.

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In order to provide additional time to secure funding, undertake dike upgrades and facilitate orderly transfer of the responsibility of the DDs and their related infrastructure to the LGs,

.../2

Ministry of Forests, Lands and Natural Resource Operations
South Coast Natural Resource Region
Suite 200, 10428 - 153 St
Surrey BC V3R 1E1
Phone: (604) 586-4400
Fax: (604) 586-4434

FLNR staff will be recommending that the repeal date of the DDDA be extended to December 31, 2020. I am writing to request comments on this proposed extension from your LG. I would appreciate receiving your comments regarding the proposed extension by Friday, March 6, 2015.

Should you have any questions, please contact me at Heather.MacKnight@gov.bc.ca or by phone at 604-586-2892.

Sincerely,

H MacKnight

Heather MacKnight
Regional Executive Director
South Coast Natural Resource Region

pc: Maria Harris, Electoral Area A Metro Vancouver Board Member
John Russell, Commissioner, Barnston Island Diking District

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Planning, Policy and Environment Department
Tel. 604.432-6350 Fax 604.432-6296

March 6, 2015

File: CR-06-01-736

Ms. Heather MacKnight
Regional Executive Director - South Coast Natural Resource Region
Ministry of Forests, Lands and Natural Resource Operations
Suite 200, 10428 – 153 Street
Surrey, BC V3R 1E1

Dear Ms. MacKnight:

Re: Request for Input - Extension of Repeal Date of *Drainage, Ditch and Dike Act*

Thank you for your letter of February 10, 2015, requesting comments from Metro Vancouver on the proposed extension to December 31, 2020 of the repeal date of the *Drainage, Ditch and Dike Act*.

Through past resolutions of the GVRD Board, as well as correspondence and meetings over the last few years, the Province is aware of Metro Vancouver's serious concerns about the proposed transfer of the Barnston Island Diking District responsibilities and liabilities to Metro Vancouver as the related local government. Specifically, a report considered by the GVRD Board on June 24, 2011, outlined the list of issues regarding the transfer from the Province to Metro Vancouver.

Since then, the Province, with support from Metro Vancouver, commissioned a technical assessment study of the dike. The study, completed in 2013, identified a number of issues regarding the physical condition of the dike facilities, and estimated costs to complete required upgrades. Funding sources for these upgrades have not been secured, and other issues remain outstanding. On October 11, 2013, the GVRD Board passed a resolution to *"reiterate to the Province opposition to the proposed transfer of the Barnston Island Diking District to Metro Vancouver until the Province has fully addressed all the physical and legal issues associated with the diking facility"*. Accordingly, Metro Vancouver supports an extension of the repeal date of the *Drainage, Ditch and Dike Act* until December 31, 2020.

Should you have any questions, please contact me at Elisa.Campbell@metrovancouver.org, or by phone at 604-451-6556.

Sincerely,

Elisa Campbell
Director, Regional Planning
Planning, Policy and Environment Department

AN/EC/EA

cc: Maria Harris, Electoral Area Director, Metro Vancouver
John Russell, Commissioner, Barnston Island Diking District

108800688

To: Electoral Area Committee

From: Sean Galloway, Director, Regional Planning and Electoral Area Services, Regional Planning and Housing Services

Date: January 17, 2022 Meeting Date: February 4, 2022

Subject: **Manager's Report – Electoral Area**

RECOMMENDATION

That the Electoral Area Committee receive for information the report dated January 17, 2022, titled "Manager's Report – Electoral Area".

VIRTUAL TOWN HALL MEETING FOR UNA/UBC AND UEL RESIDENTS

On December 13, 2021, the Electoral Area A Director invited Dr. Emily Huddart Kennedy (Sociology, UBC) and Metro Vancouver External Relations staff to present on the circular economy. Approximately 15 residents of the University Neighbourhoods (which are on UBC Lands) and the University Endowment Lands learned why a transition to a circular economy is essential if we are to create a more resilient, carbon-neutral future, and how we can accelerate the transition. Metro Vancouver's work on the Zero Waste Conference and the "Create Memories, Not Garbage" campaign were highlighted.

HOUSING NEEDS REPORT EXEMPTION

In May 2018, new provincial legislation amended the *Local Government Act* and the *Vancouver Charter* establishing a requirement for local governments to complete housing needs reports. In the case of regional districts, housing needs reports are required for any electoral area within a district (except for electoral areas with a population of less than 100). The housing needs reports are intended to strengthen the ability of local governments to understand and respond to the long-term, community-specific housing needs, and to ensure that local policies, plans, and development decisions are prepared based on recent documented data.

In Electoral Area A, UBC and UEL are each responsible for policies, plans, and development decisions to address housing needs in their jurisdictions. Metro Vancouver holds those responsibilities for the remaining rural and remote portions of the Electoral Area, which has a total population of approximately 250 residents. Recognizing this unique separation of responsibilities, the Province recently passed an Order in Council (Reference) exempting the Metro Vancouver Regional District from the requirement to undertake a report for Electoral Area A.

For the rural and remote portions of Electoral Area A, the Electoral Area A Official Community Plan (OCP) is the best vehicle to address housing needs policies. Housing-related policies were discussed as part of the development of the first ever Electoral Area A OCP, adopted in 2018 (affordability was not identified as being a high priority community issue through that process). Any future proposed

policies and bylaw amendments related to housing would be discussed with affected communities and presented to the Electoral Area Committee and the MVRD Board for consideration.

Reference:
Order in Council 38/2022 (gov.bc.ca)

49938983

United Nations Educational, Scientific and Cultural Organization

Canadian Commission for UNESCO

November 5, 2021

Sav Dhaliwal
Board Chair
Metro Vancouver
4730 Kingsway
Burnaby, BC V5H 4J5

Subject: New UNESCO Biosphere Region Designation in British Columbia

Dear Mr. Dhaliwal,

On behalf of the Canadian Commission for UNESCO I am proud to share the news the Áthl'ka7tsem/Howe Sound Biosphere Region received the prestigious UNESCO Biosphere Region designation.

Biosphere regions are sites of exceptional international significance recognized by UNESCO, the United Nations Educational, Scientific and Cultural Organization, as places that promote solutions reconciling the conservation of biodiversity with its sustainable use. Obtaining Biosphere Region status makes it possible to mobilize local stakeholders and rightsholders to develop a strong collective vision for the region that balance the conservation of biodiversity with sustainable development. You can find out more about Canada's 19 UNESCO Biosphere Regions by watching this short video.

Visitors to the Áthl'ka7tsem/Howe Sound Biosphere Region will experience a majestic fjord surrounded by scenic mountains and diverse habitats that support a variety of marine and terrestrial wildlife. They will also experience the rich culture of the Squamish Nation people and have the opportunity to take part in activities that enhance the economic, environmental, cultural, and social well-being of the Howe Sound for the benefit of present and future generations.

Becoming a UNESCO Biosphere Region is a tremendous achievement—a recognition that is very prestigious and difficult to obtain. We salute the efforts of those who have worked relentlessly at the grassroots level over the years to champion the nomination of the Áthl'ka7tsem/Howe Sound

Biosphere Region. There is no doubt that this new Biosphere Region will represent a key asset for biodiversity conservation, sustainable tourism, and economic development in British Columbia.

We are counting on your support to help create pride and excitement in this exceptional achievement. Please do not hesitate to contact Eleanor Haine, Program Officer for Natural Sciences (eleanor.haine@ccunesco.ca), should you have any questions.

Yours sincerely,

Roda Muse,

Secretary-General

cc. Ruth Simons, Howe Sound Biosphere Region Initiative Lead

Rebecca Hurwitz, Chair, Canadian Biosphere Reserves Association