

Metro Vancouver Electoral Area A OCP: Round 3 consultation Summary

December 2016



December 5, 2016

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1.0 INTRODUCTION

Metro Vancouver, with the assistance of Stantec Consulting Ltd., is undertaking the development of an Official Community Plan (OCP) for Electoral Area A (excluding the University of British Columbia, University Endowment Lands, Passage Island, and Bowyer Island).

A third round of community consultations with Metro Vancouver Electoral Area A residents within the OCP's coverage area was held in November 2016. A public draft version of the OCP (dated November 7th) was posted to the Metro Vancouver Electoral Area A web page prior to the workshops and copies of the OCP draft were distributed to each attendee. Community members who were unable to attend the workshops in person were encouraged to review the draft OCP online and submit comments through an online feedback form posted to the Metro Vancouver Electoral Area A web page.

The objective of this third round of engagement was to present the draft OCP (November 7th version) and highlight the key policies that reflected the major issues identified by the communities through the first and second consultation rounds (held in June and July 2016). Community members were given an opportunity to provide feedback on the written policies and to confirm the policy directions of the OCP. This summary report notes the major discussion items raised at each community workshop, as well as feedback received through email.

Notification of the third round of community engagement workshops was sent via email to residents subscribed to Metro Vancouver's Electoral Area e-mail list and a postcard was sent via letter mail to all residents and property owners in the OCP Area. Metro Vancouver staff also distributed notices of the community engagement workshops to neighbouring municipal councils inviting their participation in the OCP process. Representatives from several agencies, including Port of Vancouver and the Ministry of Transportation and Infrastructure, were also invited to attend the workshops.

Table 1 below lists the details of the three engagement workshops held in November.

Table 1: Community engagement workshop details and attendance

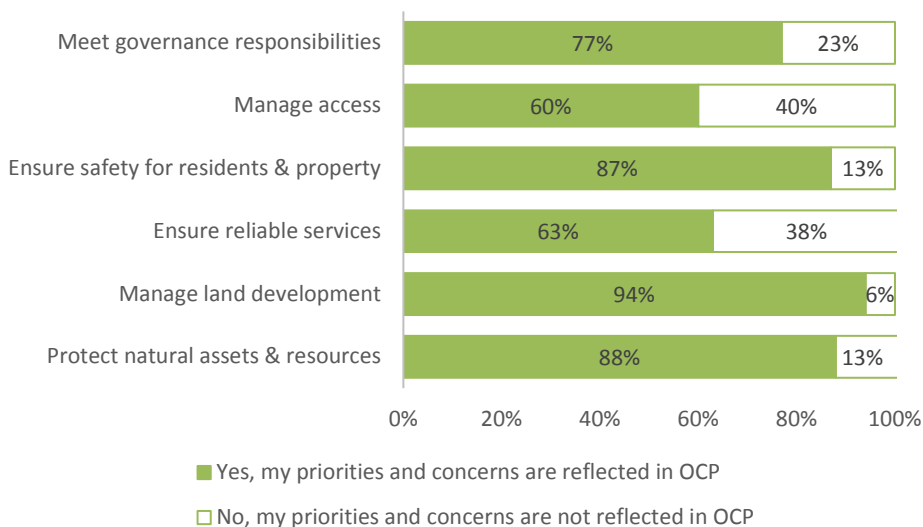
Community	Workshop details	# attendees	# of feedback forms received (hardcopy and online)
Indian Arm, Pitt Lake (west), Boulder Island, Carraholly Point *	Monday November 14, 2016, 6:30 – 8:30PM, Port Moody Arts Centre Appleyard Room, Port Moody	44	14
Howe Sound communities (includes Ocean Point, Strachan Point, Montizambert Wynd) *	Tuesday November 15, 2016, 6:30 – 8:30PM, Gleneagles Community Centre, West Vancouver	11	3
Barnston Island	Wednesday November 16, 2016, 6:30 – 8:30PM, Tetoten Community Centre, Barnston Island	10	0

*although these areas are geographically diverse, workshops have been grouped together for logistical purposes. Residents from each area were not only encouraged to think about issues facing their immediate surroundings but also to consider the larger area.

Residents who were unable to attend the workshops were invited to provide feedback by email or through the online comment forms. In total, 6 residents provided email comments and no residents provided comments via the online feedback form. Compiled comments can be seen in Appendix A.

From the feedback form responses, Table 2 shows the proportion of respondents who feel their top priorities and concerns were reflected in each of the 6 Core Themes of the draft OCP.

Table 2: Consent of 6 Core Themes in the draft OCP



1.1 WORKSHOP FORMAT

The format for each workshop was consistent. In general, Metro Vancouver and Stantec staff took 20-40 minutes to briefly discuss the role of OCP for the Area and the community consultation process that has steered the policy directions in the draft public version of the OCP and highlighted the key policies and land use designations for the Northern Wilderness areas and for each sub-area community. Various maps of each sub-area were made available at each table: land use designations, hazardous lands and ecologically sensitive areas.

An open plenary discussion was held for 60-80 minutes to allow residents to build on any issues they heard about, to voice any last thoughts, and provide feedback on the drafted policies and the draft OCP maps.

Optional feedback forms were handed out to each resident to fill in and return.

2.0 INDIAN ARM/PITT LAKE/BOULDER ISLAND/CARRAHOLLY POINT

Staff/consultants in attendance: John Steil (Stantec), Charling Li (Stantec), Tom Pearce (Metro Vancouver), Marcin Pachcinski (Metro Vancouver), Maria Harris (Electoral Area A Director).

Meeting attendees: 44 attendees counted, with 27 signed in.

No residents from Boulder Island or Carraholly Point attended the workshop. Several residents from Pitt Lake East (outside of the OCP area) also attended the workshop.

2.1 WORKSHOP DISCUSSION

Trees

Community members wished to clarify whether the general policy on trees (Policy 5.1.4) applied to hazard trees located on private properties and whether this was a new regulation being added through the OCP. The planning team clarified that this is not new regulation, the Province has guidelines on how to manage hazardous trees on private property and the intent of the policy was to protect the overall forested character of the OCP area. The planning team will clarify this policy in the next draft.

In relation to tree removal for 'viewscape' protection, the community would like to see more clarity in the policy about whose viewscape is being protected and for what reason. For example, clarity is needed to describe whether the viewscape from the water to the forest and cabins or the viewscape from private properties is driving the direction of this policy.

'Commercial' land use designation

Community members affiliated with properties that have been designated as 'Commercial' on the land-use maps in Pitt Lake and Indian Arm were concerned that this would impact their future property tax assessments. The planning team explained that this designation was meant to reflect the existing uses on the land and it is not expected to impact future property tax assessments. The planning team will review the definition of the 'commercial' land use designation for this sub-area.

Land-to-water access

Community members from Pitt Lake remain concerned over the condition of the docks at Grant Narrows park as it is their only land-to-water access point (Policy 5.5.7) They are concerned about dock safety, poor lighting and parking conditions and would like to see more clarity in the OCP about how Metro Vancouver can help facilitate improvements here.

Environmental assessments

Community members questioned what general policy on environmental assessments (Policy 5.1.2) entailed and when they would be triggered as the language in the policy seemed to imply that all building permits would require environmental assessments. Community members interpreted environmental assessments to mean anything from geotechnical, stormwater, septic, water access, wildlife impacts, etc., and requested more specificity.

Solid waste

Community members discussed garbage collection services for the sub-area and questioned why the policy was not specific about Metro Vancouver's role in providing this service (Policy 5.3.8 and 5.3.10). The planning team explained that if residents desired garbage collection a service area agreement would need to be drawn up and voted on by residents, and be paid through a user-pay system. The planning team noted that Metro Vancouver is currently in the process of facilitating a one-time garbage clean-up for the sub-area.

General comments

Community members were in general concerned that this OCP was adding new regulation, for example, for docks (Policy 5.2.4), archeological assessments (Policy 5.2.3), septic safety (Policy 5.4.17), water monitoring (Policy 5.3.2) or greenhouse gas management (Policy 5.1.3). The planning team clarified that no new rules were being added through this OCP for existing residents. Where some policies may appear to be new to residents, they are existing rules and regulations set by other agencies and authorities having jurisdiction. The OCP points out where these policies are in the OCP they are intended to raise awareness among residents. In most cases, these regulations would only apply if a residents seek a change to their properties through redevelopment. In such situations, residents are encouraged to contact Metro Vancouver for assistance to get information about applicable regulations.

Specifically, the general policy for greenhouse gas management (Policy 5.1.3) is meant to demonstrate alignment with other governing policies and legislation; Metro Vancouver has incentive programs to support greenhouse gas reductions consistent with regional and provincial targets but are not introducing new regulations for the OCP area.

Following the meeting, several residents requested (via email) that Metro Vancouver schedule an additional public meeting for issues raised in the Nov 14 meeting. Residents encouraged representatives from the Province, Katzie Band, and the Pitt River Boat Club to attend such future meeting. Another email respondent welcomed tighter regulation and enforcement.

3.0 HOWE SOUND COMMUNITIES

Staff/consultants in attendance: Lourette Swanepoel (Stantec), Charling Li (Stantec), Tom Pearce (Metro Vancouver), Marcin Pachcinski (Metro Vancouver), Maria Harris (Electoral Area A Director).

Meeting attendees: 11 attendees counted, with 8 signed in. No residents from Ocean Point were present.

3.1 WORKSHOP DISCUSSION

Future land use and development

Community members discussed whether there are any development plans along the Howe Sound area that might make additional basic services (drinking water, fire protection) available to existing residents. The OCP currently reflects non-support for further development and densification along the area through subdivision (Policy 5.2.10), based on the inability of Metro Vancouver to provide basic services for any new residents. However, should a change of governance occur (Policy 5.6.8) where some communities incorporate with adjacent municipalities who can provide for basic services, the OCP would no longer apply. However, the planning team noted that additional policies such as the Metro Vancouver Regional Growth Strategy (RGS) applies to the Howe Sound sub-area and the current RGS does not expect growth in this area.

In general, feedback from residents from previous consultation rounds indicated that development is only desired if it can sustain new basic services for existing communities. Otherwise, residents did not want to see additional development given the existing constraints with drinking water access, traffic impacts, geotechnical challenges, etc., and a desire to preserve the remote character of the area. The OCP policies may need to be clarified further to underline the reasons for non-support of future development.

Future plans for Howe Sound

One community member inquired about Metro Vancouver's position on the Woodfibre LNG project being planned near Squamish and was concerned about the environmental impacts on Howe Sound as a whole. Another community member had a similar inquiry about the current discussion for a Sunshine Coast-Lower Mainland Highway connector being proposed and was concerned about the potential impacts of traffic for those living within the Howe Sound sub-area of Metro Vancouver's jurisdiction. For both projects, Metro Vancouver staff are working with the relevant agencies to provide feedback but currently the Metro Vancouver Board of Directors do not have an official position on either project at this time. Metro Vancouver will remain involved in these discussions to represent resident interests.

Trees

Based on feedback received from the Indian Arm/Pitt Lake meeting, the Howe Sound community was asked to provide input on the general policy on trees (Policy 5.1.4). Community members indicated that in their context, tree protection is important for the preservation of views, such as in the case of logging or forestry that would remove significant forests. More relevant for this community is the role of trees in maintaining soil stability. As this community is built on challenging slopes, tree removal may destabilize soil, leading to slope erosion which can become safety hazards and cause property damage; the OCP policy should reflect these concerns.

4.0 BARNSTON ISLAND

Staff/consultants in attendance: John Steil (Stantec), Laura Trudell (Stantec), Tom Pearce (Metro Vancouver), Marcin Pachcinski (Metro Vancouver), Maria Harris (Electoral Area A Director).

Meeting attendees: 10 attendees counted, with 10 signed in.

One member of Katzie First Nation attended.

4.1 WORKSHOP DISCUSSION

Access

Community members are clearly exasperated about ferry access. A main issue is the size-limit for vehicles on the ferry deck. Firstly, this prohibits Surrey fire department pump trucks accessing the island, thereby restricting the potential for fire-protection to the island and reinforcing the need to review emergency protocols (Policy 5.4.3). Secondly, it prohibits bulky farm equipment (e.g. manure spreaders, well drillers) from fitting on the ferry and backing off the ferry. Generally, residents want improved safety around ferry activities. Another main issue is the number of vehicles fitting on the ferry deck which causes consistent and frequent long waits. Further issues include limited delivery services; unreliable access for crucial products for agriculture; deterring potential customers. Residents voiced several potential solutions to remedy the current ferry access, and although the OCP does not govern ferry access, Metro Vancouver provided residents with relevant MOTI contact, encouraged residents to voice their concerns with MOTI representatives, and offered to be a coordinator for meetings between MOTI and residents.

Shoreline Erosion

Community members were concerned about controlling the continuous shoreline erosion that threatens flooding of their property and working farms. Erosion is considered to be accelerating due to increased boat traffic, larger and faster vessels causing larger wakes, and fewer log-booms to protect the shore.

Support for armouring the shoreline with riprap (Policy 5.4.22) was a common conclusion. Even though it is unlikely that the Dyke commission would fund for riprap supply, it would be beneficial to follow up with the Province to implement the solutions stated in their 2012 (Policy 5.4.19). Although the ALC is opposed to stockpiling, the OCP has a policy (Policy #5.4.19) to allow for it. The planning team mentioned that generally the OCP ought to follow the ALC regulations, this

issue may need to be recognized and considered by the ALC for circumstances such as this when stockpiling (riprap) is required to protect the agricultural land.

Farming Viability

Resident farmers advocate the importance to maintain farming viability on Barnston Island and are in support of the established OCP Policy 5.2.43. It is understood that operating a profitable farm on a ferry-accessible island is more expensive due to increased transportation costs, and that it is harder to attract workers who are discouraged by ferry wait times. Metro Vancouver will pursue the possibility of starting a joint study with the ALC and Ministry of Agriculture to examine the vision and viability of farming on Barnston Island.

Subdivisions within the ALC framework

A few residents at the meeting inquired about subdivision within the ALR and the OCP policy limiting subdivision (5.2.44). It was explained that this OCP policy is in line with ALC regulations, to encourage the agricultural land-use because larger lots are more conducive for these activities and smaller lots are more likely to be taken out of productive agriculture. The planning team will follow up with residents after they research the ALC framework regarding subdivision.

Biking and Tourism

Barnston Island is advertised as a biking destination. Community members recognize the draw but have safety concerns around the shared-use of the Dyke Road wherein a separate bike lane (Policy #5.5.13) would be welcomed. While specific details about funding (e.g. Provincial infrastructure funding), land expropriation, specifications (off-road, additional lane) are yet to be finalized, concerns for safety for pedestrians, drivers and bikers were universally acknowledged. Similarly, leisurely tourists visiting the island also pose safety concerns.

Residents are anxious about the mix of agriculture and tourism activities. Nevertheless, agri-tourism presents an economic opportunity for residents and farmers to sell products (e.g. honey, eggs, meat) and tourism might be a potential funding source for dyke reinforcement. Increased traffic is generally unwelcomed and MOTI should be required to enforce parking restrictions along Dyke Road (Policy 5.5.12).

APPENDIX A **COMPILED FEEDBACK RECEIVED**

Appendix A – COMPILED FEEDBACK RECEIVED
Feedback from Transcribed Workshop Notes and Emails

Policy # or Map #	Community	Relevant pages	Comment
Map A2	Howe Sound Strachan Point		Map A2 provides for identification of Community Watersheds. Strachan Pt. residents obtain domestic water, under Provincial licence, on a community basis, from a well North of Charles Creek and East of the rail line.
Map A3, B3, C3	Indian Arm	N/a	Director Drew from Belcarra who has written a book on Indian Arm noted the placement of "Helga Bay" – he thinks maybe it should be the next bay south (there are two bays very close to each other but both go by "Helga Bay"). So we will probably switch the order of where, "East of Croker island" and "Helga Bay" appear on the Indian Arm map
Pitt Lake vision Haiku	Pitt Lake	11	I propose: The region's border gives way to nature's frontier. Pristine and unforgiving - our playground.
5.1.2 - environmental assessment	Pitt Lake	16	This must be clearly defined or removed. What is the scope of the assessment? What is the goal? If items are not to current building codes who would pay for upgrades?
5.1.3 - GHG management	Pitt Lake	16	If my property is boat access only and I use wood and propane for heat and cooking, how does this impact me? If it is generic then why put it in?
5.1.4 - trees	Pitt Lake	16	Many trees must be removed for safety especially hemlocks. MV cannot regulate this unless they want to be responsible for trees and branches damaging property or harm to humans.
5.2.3 Archeological assessment	Pitt Lake	18	Many properties are on an alluvial fan so they have layers of gravel deposited recently by hydraulic action. This general statement must be specific because why would it apply to these types of areas?
5.2.4 Docks	Pitt Lake	18	Define "Support access to private docks...". Any regulation of docks MUST be discussed directly with the cabin owners. This is a critical point that may require financial assistance between MV and the cabin owners should regulations be proposed.
5.2.32 Land use	Pitt Lake	20	Schedule C-4 showing steep slopes is wrong. Flat areas have been highlighted and the steep slopes were not. Please revise to show actual geographical features.
5.2.37 housing size	Pitt Lake	21	What size is acceptable?
5.2.37 housing character	Pitt Lake	21	Define small scale and character with respect to each area.
5.2.40 tourism/visitors	Pitt Lake	21	Please define how this will be managed?
5.3.1 - onsite wastewater	Pitt Lake	22	This was not regulated before and requires direct discussions with all cabin owners. Please see my previous comments.
5.3.2 water monitoring	Pitt Lake	22	The Debeck drinking water system is private. What does this mean to private systems? Who will pay for changes? MV does not own the infrastructure.
5.3.10 solid waste	Pitt Lake	23	Please define and expand on this idea.
5.4.4 flooding	Pitt Lake	23	Please explicitly define how this affect Pitt Lake residences? Is diking the foreshore or raising building elevations required? How will this impact cabin renos? Has MV undertaken a flood management study to model impacts and predict flood levels?
5.4.17 - septic safety	Pitt Lake	24	This is not feasible due to the remoteness and cost. Most cabins are single family and seasonal usage. Simple outhouse facilities are ideal. Please remove comment or provide owners with a MV sponsored alternative.
5.5.7 land-to-water access	Pitt Lake	26	Years ago MV sold Grant Narrows to the Kaztie. Service has reduced and crime has increased. Will MV repurchase and operate the boat launch?
5.6.3 communications	Pitt Lake	27	Use all medias: mail, info workshops, etc. The Pitt River Boat Club may also be used as a distribution engine.
General	General		How are existing properties affected by the OCP document? Marcin explains grandfathering process and that the OCP is not applicable unless existing property owners are looking to redevelop on their property or subdivide, in which case the laws and policies in effect at the time would take place.
General	General		Port Metro Vancouver has changed its name to Port of Vancouver? OCP to reflect this change to be consistent.
General	General		Indian Arm Park has a FN name which should be reflected in the OCP: Say Nuth Khaw Yum Provincial Park
General	Pitt Lake	N/a	Is the 8 ha lot limit for Pitt Lake (W) consistent with the rules on the East side of Pitt Lake? Marcin responded he didn't know.
General	Indian Arm	N/a	Resident asked about 'no trespassing' signs by the IR at the north of Indian Arm where IR #4 and #4A are, and beyond. Resident questioned whether these signs are legitimate and whether the dock there is public or not. It has been used as a public dock for many years but now there are 'no trespassing' signs on it. Marcin is not sure but explained that lots on Indian River are owned by First Nations and there was a history of forestry and an old forestry service road there.
5.1.3	Pitt Lake		why does this policy exist re: GHG management and how does it affect residents who boat up to their properties and burn wood and natural gas, if carpool/boatpool and other strategies are not an option. Planning team explained that this is to demonstrate compliance with the RGS and provincial legislation, that this policy does not introduce new regulation for the area, and that MV has programs to support/encourage/incentivize lower GHG emissions like the wood stove exchange program. But this does not mean MV will be introducing new requirements for GHG reductions, only from a supporting role.
Land use maps	Indian Arm		What are the implications of the Land Use maps designating some areas like Clementine Creek as commercial use, would this impact how BC Assessments would view the property value of the land and lead to an increase in property tax for owners? Planning team explained that the intent of this policy is to recognize existing uses of the area and do not expect the land use designations to impact tax assessments. Residents thought the objection is with the term 'commercial' and 'marina' which might imply higher value potential uses of the land which might impact tax assessments and lead to property tax increase. Some thought the existing yacht clubs there aren't really to be considered commercial but more like communally owned properties because of the membership requirement?
5.5.7 - land to water access	Pitt Lake		Resident emphasized the importance of Grant Narrows Park as their only access to their water properties and that dock decay/rotting keeps getting worse, what is MV going to do about it. Marcin explains that MV's role is to advocate and work with FN. Maria Harris pointed out that the wording 'work with appropriate agencies' might need to be tightened so as to not raise expectations as to what MV can actually do. Resident wanted to get assistance from someone (MV?) re: the Grant Narrows dock issue but not sure who Kaztie FN would be accountable to for doing anything to improve the docking situation. Marcin pointed out that MV would need to work with Feds or Provinces (forestry or Parks?) to sort this out and this will be an on-going working issue.
5.1.2 Environmental assessment	General	16	Resident questioned what 'environmental assessment' meant, whether it was specific to stormwater management. From the Pitt Lake context, the wording makes it seem like any changes to building footprint, however minor, would trigger stormwater management review which in their opinion is not appropriate or feasible. Resident wants more specificity about what environmental assessments are being referred to and when it would be necessary. Marcin clarified that this would be in the case of subdivision or rezoning, not building permit stage. The key intent for this policy is for responsible development to take place. Resident pointed out that in general their community is using low-impact development strategies already anyway. Another resident wanted to know whether geotechnical assessment meant the same as environmental assessment. Planning team responded no, they are separate issues.

5.1.6 trees	General	16	Resident from Pitt Lake asked about his specific context where the area is mostly a 2nd growth hemlock forest which present hazards in windstorms and wanted to know whether this policy meant new regulation is being introduced and that residents would need to apply to some authority (MV or Province or other) in order to remove what they consider hazard trees from their property. How are hazard trees defined in this case? Marcin explained that this policy does not apply to hazard trees and that Province has guidelines on how to determine hazard trees and that future EAA email bulletins or newsletter could include information on these guidelines for residents' information. Marcin again emphasized how this OCP differs from typical OCPs in that new development permit areas are being introduced which would typically add regulations. Another resident also pointed out trees as fire hazards as part of the need to self-manage interface wildfires and asked how this policy applied to fire hazard trees. Maria Harris pointed out that rewording the policy as to 'encourage forested character of the area' might be better suited to convey the meaning of the policy, and to point out the difference between hazard trees and trees that are being cut down for 'viewscape' only. Maria also pointed out how 'viewscape' can be interpreted differently, whether it refers to the view from the water or some resident's private view from their dwellings - this is to be clarified.
5.2.3 Archeological assessment	General	18	Resident wanted to know whether this policy applied to Pitt Lake, specifically their area which is an alluvial fan where it does not seem likely there would be anything of archaeological value because it is constantly being washed out by hydrogeologic action. Resident asking for more clarity about whether this policy should apply to Pitt Lake. Another resident pointed out the high cost of archeological assessments and when that would be required. Marcin pointed out that this was added in to comply with Provincial regulations that are already existing (not new regulation), that local governments are required to check new building/development applications against the Provincial database of possible archeological sites that would trigger an archeological assessment. Another resident inquired whether this database/map was publicly available and Marcin explained it is not because the Province does not want people to know where these potential sites are and dig them up and do damage. Some residents expressed annoyance that information is not being made public by the Province. Marcin emphasized again that this is not a new requirement and that the OCP just needed to mirror Provincial regulation in this regard. One resident asked about the arch assessments that were already done in Indian Arm when the Province was considering leasehold agreements and whether leaseholders would need to do them again if nothing is changing, and whether that information is available. Tom responded that MV has those arch assessments on file and can provide information on specific lots if residents inquired and there would not be a requirement to assess again. Marcin/Tom emphasized open lines of communications to the residents that if they wanted to know about their property, whether they are redeveloping or not, they can contact MV and inquire about archeological information or other information.
General	General	N/a	Resident wanted to know why they have to pay school taxes when there are obviously no school services for this OCP area, and if they are already paying these taxes through their primary residence municipalities within Metro Vancouver. Another resident commented that it's not only school tax, but also garbage, roads, policing taxes too which they feel they are not getting the services for. Planning team and Maria explained how taxation is being handled differently for Electoral Areas, and that school taxes are paid into the Province and all properties must pay into it, even if it seems like some have to pay twice (because they have more than one property). Residents of Pitt Lake in particular pointed out there used to be an annual garbage collection for Pitt Lake that residents paid for separately and why that was cancelled, and why they are still paying taxes for garbage if they are not getting service. Planning team explained that garbage taxes are for Metro Van's garbage handling facilities in MV such as landfills, transfer stations, recycling/compost plants, and not for garbage removal. If residents wanted garbage pick up they would need to set up a service area for pick up which would be a user-pay service that would need to be voted on and in past examples (such as Barnston for fire service) would prove expensive. Maria explained that MV staff are working to do a one-time garbage clean up for Pitt Lake.
General	Indian Arm	N/a	Resident of Indian Arm asked whether there would be any public access to the water such as a canoe launch made available in the future, for example like what is available at Buntzen Bay. A Buntzen Bay resident pointed out that there is a road access to the water near Buntzen Bay but ownership is convoluted and access is complicated.
5.5.7 land-to-water access	Pitt Lake	26	Residents pointed out access issues at Grant Narrows Park re: lighting and safety and lack of garbage service. Discussion about whether it is the responsibility of Katzie to provide this. Residents wanted more specificity about safe access to boat launching facilities at Grant Narrows Park and who MV would work with.
5.2.4 Docks	General	18	Resident from Pitt Lake asked about what this policy on docks mean for Pitt Lake residents because their docks are on tidal waters and frequently need to be rebuilt due to weather/storm damage. Does this mean that every time docks are rebuilt they would need to meet new regulations. Marcin explained that this policy to meant to make residents aware of the Provincial private moorage guidelines and is an existing regulation already. MV is not the authority having jurisdiction over docks, it is either Port Vancouver (for Indian Arm) or Province (for Pitt Lake) and residents would need to follow appropriate regulations.
General	General	N/a	Resident wanted to know when they can see the next version of the OCP and how changes will be documented. Marcin noted that the next draft will be posted and residents alerted and there will be some way to track changes.
5.4.17 - septic safety	Pitt Lake	24	Resident from Pitt Lake pointed out the challenges related to installing/maintaining septic fields as they would be designed based on urban design guidelines that are not appropriate for rural context. Does this policy mean that existing residents and systems would need to be upgraded, and pointed out how septic fields meant more extensive power requirements to operate pumps and accessory equipment and that residents do not have access to hydroelectricity. Marcin asked what septic systems residents have and most residents present have pit toilets, not even a drywell (concrete pit), just a hole in the ground for wastes.
5.2.2 - derelict properties	General	18	Resident wanted to know if there were existing policy and enforcement of derelict properties and whether they can be even enforced. Tom/Marcin pointed out there is a EAA Unsightly Premises & Nuisance Bylaw (1198, 2014) already.
General	General	N/a	Resident wanted to know why an OCP is needed. Marcin explained the driver of the OCP came from Barnston Island, and how EAA is the only jurisdiction within MV that does not have any basic planning policy. Maria explained the importance of the OCP consultation process and to document the issues/character of the area, and how residents desire to keep the low-impact development of the area and support for simple regulations
General	Pitt Lake	N/a	Resident from Pitt Lake think there is more environmental damage from visitors/tourists/recreationist to Pitt Lake than from existing residents. Another resident observed that Widgeon Marsh is being treated as a garbage dump.
5.3.2 - water monitoring	General	22	Resident from Pitt Lake inquired how this policy factors into existing owners' water infrastructure, if this meant additional water monitoring efforts are needed. Marcin explained this policy is also meant to reflect overall land stewardship and not to add new regulations
General	General	N/a	Observation from resident that he has seen MV staff and Maria go through a learning curve in the last 6 years or so and is happy with how staff have progressed but warned against how the OCP will ultimately be voted on by the MV board which may not understand the rural character of the area and have not gone through the learning that MV staff and Maria have gone through. This resident cautions that the MV Board is very political and hopes for the best outcome. Maria indicated that this OCP will go a long way to helping the directors understand the area better.
General	Howe Sound	N/a	One resident pointed out that there is low turn out from Montizambert Wynd because many have gone south as of Nov 1st, timing could've been better for this final round of engagement.
General	Howe Sound	N/a	How are sizes for rural lots defined? Marcin answered - this is specified in the zoning bylaw, which is currently set at 8 ha
Water - land use designation	Howe Sound	14	How is the water zone defined and what does it mean for Howe Sound? Answer: because Howe Sound (all ocean water portion) is part of Islands Trust jurisdiction so is part of their planning, not Metro Vancouver's. This designation doesn't deal with drinking water.
General	Howe Sound	N/a	Does Metro Vancouver have a position on the Woodfibre LNG project, resident feels this project is being forced onto residents without adequate input and consultation. Marcin and Maria indicated that Metro Vancouver's board hasn't issued an official statement or position on the project but that staff have provided feedback and comments on the environment concerns regarding this project.
General	Howe Sound	N/a	Does MV have a position on the proposed bridge to the Sunshine Coast. Marcin responded that this is a provincial MOTI endeavour and Province has held some information and consultation meetings in which MV staff (environmental department) have taken part in, current status is that the MLA for the area has initiated preliminary feasibility studies to look at costing and feasible options and will have costs attached to options by the end of the year. MV staff are participating in the process only. Maria added that the Mayor's Council at Translink is also aware of this issue and are discussing this; also the MV Board of directors have not taken a position on this issue but MV staff have voiced their opinions on the process. The Howe Sound Community Forum is also aware of this issue and are considering what this might mean for increased traffic along this coast given the projected growth in Squamish and Britannia Beach.
Emergency Planning	Howe Sound	N/a	What is Metro Vancouver's environmental disaster response and recovery plan as there seems to be a lack of close coordination with others, for example on potential oil spills. Marcin answered that MV has emergency plans and they are part of oil spill response consultation efforts.
5.2.10 subdivision	Montizambert Wynd	N/a	Question from Strachan Point resident about whether water for Montizambert Wynd comes from West Vancouver and whether anyone has expressed interest in high density development in the area between MW and SP and whether that would be sufficient to bring a water system for both communities. MW resident responded that their drinking water comes from Montizambert Creek at a point before the West Vancouver system treatment. Marcin responded that no development application has been made to MV yet, but they don't expect MV to be able to provide services even if that development in that area is proposed. Perhaps amalgamation with a municipality would be entertained if development was the driver in those lots. Marcin explained that the subdivision process is not public and is only subject to adequate access and services; the current OCP as written does not support subdivision and development in the area as long as governance structure remains the same (ie MV is responsible for the area instead of another municipality. Maria questioned whether the ability to provide for services is the only limiting factor to development. Marcin raised the issue of whether growth along the Howe Sound corridor is consistent with the Regional Growth Strategy too which is another level of policy that the OCP should be in line with. A general discussion ensued as to what level of density would make service provision sustainable and Lourette suggested looking at Lions Bay as a case study because they are having challenges maintaining their fire protection services with their level of density. Maria suggested that perhaps a separate conversation needed to happen at the MV Board level on densification of the Howe Sound corridor and thought that the OCP should be clearer about where residents stand on future development, and also what is underlying the OCP's non-support of development, is it steep slopes or water access or service provide. Maria suggested that MV should be 'raising the bar' on what limits development above what other neighbouring municipalities like West Van and Squamish might consider. Lourette reflected that from the previous two rounds of community meetings it sounded like the majority of resident feedback was that the long term vision was to maintain the current character of the area, where they live by the city but are not part of the city, and that the only reason given for supporting development was if it made additional services available to residents.

5.4.7 and 5.4.3 Fire Protection	Strachan Point	N/a	one resident pointed out that it would be nice to have fire service without having more neighbours and reflected that Strachan Point had been trying for a long time without success, and inquired whether ocean water could be used for fire protection and how that might weigh against residents' insurance premiums. For example would paying the cost of fire service balance against the additional insurance premiums residents pay and increase the value of their properties.
5.6.5 - Residents's Association	Montizambert Wynd	N/a	One resident of Montizambert reflected that in the past the polarization of views made it difficult/impossible for their community to get anything done, for example even in their past discussions with West Vancouver regarding amalgamation and the history of residents trying to get fire and water service.
5.6.5 - Residents's Association	General	N/a	Resident of Strachan Point suggested that the self-governance of Strachan Point has been crucial to getting things done for their community. For example Ocean Point has a strata council and Strachan has an elected governing body which turns over every year, but Montizambert doesn't have anything similar and perhaps that is why they have difficulty achieving community objectives
5.4.7 and 5.4.3 Fire Protection	Montizambert Wynd	N/a	Montizambert Wynd resident pointed out the issue with fire protection for their community also has to do with the fact that West Vancouver did not want their fire trucks to have to back out over the bridge and that no price tag was discussed with West Vancouver because discussions stopped at that issue.
5.4.7 and 5.4.3 Fire Protection	Strachan Point	N/a	Strachan point residents are still interested in having some type of self-managed fire protection system
General	General	N/a	Maria suggested that the policy should be clearer about whether something is within the control of MV in order to manage expectations, for example policy language re: 'facilitation' should be clearer.
5.1.6 trees	Howe Sound	16	Marcin suggested that Howe Sound residents consider the 'trees' policy as many concerns were raised at the Indian Arm/Pitt Lake meeting, about how the policy should be clearer in defining hazard tree vs forest character. Montizambert resident suggested that trees in their community context is about maintaining slope stability. If trees are removed then soil erosion may occur and impact soil stability which is especially important since Montizambert Wynd lots are very steep in some cases 45%. Suggest that policy also include language explaining why trees are important to soil retention and erosion control which are the high priorities for this community. Potential for unintended damage if trees are removed and causes damage to own or neighbouring house stability.
General	Howe Sound	N/a	One resident thanked the planning team for liaising with residents.
5.4.22 Flooding	Barnston Island		<p>Shoreline Erosion: One resident brought up concerns for erosion of the island, stating that it has eroded 4-50' in their lifetime; up to 8'per year with slumps and holes. It was a consensus among the group that protection against erosion was needed. The North/River side of the island is eroding faster. Erosion is speculated to accelerate due to 1) increased boat traffic, faster boat traffic causing bigger waves/wakes; 2) Less log-booming to protect the shoreline. A solution brought up would be to enforce lower speed limits. The other solution would be to add rocks (armouring) along the coastline. However, the North side of the island is too deep for armouring. A representative from the FN mentioned it would cost ~1.4mil dollars to armour the reserve itself. Another source of income would be from the dyke commission who could look for grants. The cost would be split 1:1:1 province:federal:community. the dyke commission could help fund engineering report and riprap supply. It was mentioned that the Province would pay them out before funding armouring costs. one resident suggests a depot is available for riprap on the island. John says the OCP states there is a stockpile policy. However, one resident mentioned that the ALC is against stockpiling and that the ALC should be updated. Marcin said the ALC needs to sign off on the OCP and that the OCP needs to work out language with the ALC. This issues needs to be recognized for circumstances as this where riprap supply is needed to protect agricultural land area. Yes, a policy to stockpile is needed. Riprap supply could also come from barge loads, anytime, while truckloads could only arrive at night. The general consensus is that dyke stability is a priority, and flooding would be detrimental. A solution is paramount.</p> <p>Listen up! Several residents stated that they feel their concerns are not being heard - "fall on deaf ears". This (community engagement sessions) are just a social, and nothing gets done. When problems occur, they governance panic, when the residents have foreseen issues and would be better off to be prepared. John: "This is the definition of planning!" It's good to state your opinions res: re-affirmed that this is the first OCP, so everyone should get their opinions written down. We shouldn't be too focused on the by-law. The resident questioned whether is is a platform to state problems or discussions for the future. It is known that if there is no money, then there will be no fix. Another resident was concerned what the OCP was for because they say Metrovancouver governs the zoning, then the OCP provides landuse within the already existing zoning boundaries. they didn't believe in the OCP process and feels its just a clean-up, not worried about future or alternatives. Another resident adds that the OCP could be anything and feel discouraged to plan whatever they want when it's just a "clean-up document" Marcin, like John, ensures that the OCP does carry weight. The words on paper help advocate to move forward. The OCP is a formal document to voice concerns. ...elapsed time... one resident voiced their opinion that the OCP is static and that nothing would be changed with implementing it. It would be more beneficial to look forward and imagine what agriculture would look like in the future and what infrastructure would be needed. ...elapsed time... One resident was concerned that not all the issues were worked out yet, and that the OCP shouldn't go to final draft before another draft was issued. More residents agreed that 3 meetings were not enough.</p> <p>Subdivision/ALC Regulations The issue of subdivisions was raised, and this brought up the issue that the island is within ALC. One resident adds that the OCP could be anything and feel discouraged to plan whatever they want when it's just a "clean-up document" John responded with yes - we have to live within the ALC restraints. Maria: reassures that the ALC is constraining but its necessary for the ALC to signoff. Yes, the island is within ALC so work within in. Marcin: Yes, the island is within ALC. The ALC is against smaller lots because larger lots are better for agriculture. long-time islander/resident: Asked what is the current ALC lot size for existing lands? Also asked if the lot size has to stay the same size or can it be reduced? Marcin agreed to get answers back to residents. Residents were pleased to get more clarification on the ALC regulations. ...elapsed time... One resident re-stated his interest in including some flexibility within the OCP for parcel sizes and subdivisions, Having it noted for the future in the OCP and not just what the ALC regulations permit at this time. John: It is important to find common community interest and to look into the ALC framework to see where it's flexible. Does it flexible for subdivision under certain circumstances? Will need to work with the ALC.</p>
5.2.44 Subdivision	Barnston Island		There are conflicting views from Island residents and property owners and who should have more say/influence. One resident proclaimed "I'm an Islander - you're just an owner!"
5.2.44 Subdivision for hooked lots; 5.5.12 'no parking' (no stopping?)	Barnston Island		<p>Biking One resident brought up the concern that gobikebc (everyone should go visit the website) promotes Barnston Island as a good place to bike, and teach your toddler to bike. On the same line, it would be a good place to teach your teenager to drive to. However, the resident is a farmer who operates heavy machinery (tractors, milk truck) on the main dyke road and is not expecting a leisurely slow biker who takes up the entire lane. Tractors can't stop quickly and there have been several close calls. Dyke road is a highway class road - and bikers don't realize that. ...elapsed time... A suggestion for a separate bike lane was brought up, something wider, maybe a trail or something similar to a seawall perhaps. This would separate the bikers from traffic, off-road, making it safer for everyone. It would be a nice amenity to have 10km+ stretch of trail to bike/run/walk along the prized waterfront, along a beautiful farm landscape. A wider road/bike lane would widen into the farming land which would not be ideal. Land expropriation may be needed for a fully separate bike lane. having a bike lane around the whole island would be a big project. One resident is adamant that they do not want to give up land (for farming or not) for a bike path. Another resident says that the road right of way is 30' but the road is only 10' wide ensuing that there's already room for the new bike lane. Tom: There is a policy in the OCP to have a separate bike lane, for safety concerns. It was suggested by residents that the Province should pay for the infrastructure, as they are already responsible for highways and access. They could get their capital money back from the attracted tourists. Perhaps by charging 50 cents/bike to cross on the ferry.</p>

Tourists

Marcin: Tourists already visit the island. With more people visiting a better, more attractive ammentieies present the opportunity for the Province to rationalize paying more better access. Marcin reassured the general consensus that improved bike infrastructure improvement to avoid farmer interactions from farm vehicles, tractors.

John mentioned that tourists will come so residents could capitalize on the opportunity to sell (fram) products (honey, eggs, cheese, meat).

One resident (advocating for subdivisions) re-states that agro-tourism may be an incentive for smaller parcels, more buildings for botiques, selling goods, perhaps holiday accomadations. BI is in the heart of the 4 fastest growing communities, and BI has the opportunity to take advantage and bring in some extra income. (This caused a ruckus between residents of unwanted 'industrial'type vision for development).

One resident responded that bikers wouldn't purchase hay to bring home with them, but meat could be sold to tourists.

One resident grumbled that tourists are not welcomes, but its inevitable. Another chimed in saying tourists bring more garbage, and that's already noticeable. Not just at the parks, but along the roads aswell. The litter pick-up responsible is downloaded to the residents (while out walking their dogs with an extra garbage bag at hand).

There are concerns that fast-driving tourists are dangerous around (unleashed) dogs out for a walk.

Representative from the FN mentioned that with increased road traffic, the FN may consider not allowing them to drive through, but rather tourists will have to "drive around our FN".

One resident mentioned that if tourists are coming anyways - they could bring money (funding) for dyke reinforcement.

Maria(?) One solution for funding would be that the Regional Parks need to co-fund the bike greenway connecting the parks. Similar to 'experience the Fraser'.

Farming Viability

Resident farmers on the island expressed that they simply want to farm.

One resident stated that if areas in the Greater Vancouver Area metropolitan areas are deemed as 'urban agriculture' allowing rooftop gardens, backyard chicken coops, and being able to legally seel goods that BI is the real deal, a real agricultural community. tourism.agro-tourism could promote small hobby farms/farmers.

Farmers don't want to see the agricultural land go to waste just because of a unreliable and poor ferry access.

Some farms are more independant (such as greenhouses, eggs, milk, etc, while other farms are dependant on the ferry. Farmers at this time cannot get the same value as mainland farmers (up to an extra 5\$ per hay bail is absurd!). but they don't want to give up either. They are proud (up to 5th) generation farmers.

At this time, farm hands have a 30-45min wait to get on the island.

Farming is more expensive on the island, more challenging (due mainly to access) and this is less attractive for new people. Sure, the land may be cheap, but it's more expansive to manage. Transportation costs are higher. As it stands, farming won't be viable until the ferry is fixed.

It was attested to protect the farmer, that's how farming will be protected. Farmers on the island would like the backing and support of metrovancover, having someone advocate for them. Primarily for what they need: improved access.

Maria: Restates that being precise about what residents want and need, being specific in their comments. She posed the question 'if access was right, what would farming look like?'

Marcin re-questioned 'What would viable farming look like on BI?'. He restated that a study for farming viability would be appropriate, doable and beneficial. To get the facts about what specifically is needed, requires a cost estimate and need for ALC information. This study would need to be in collaboration with ALC and the Ministry of Agriculture so everyone is in agreement and know the current situation.

Access

Summary: Access onto Barnston Island is horrendous and is detrimental to sustained agribulture and the overal viability of Barnston Island.

Residents of 17,30, or 50 years haven't seen the ferry change.

Current ferry has weight and size (54' loong, or 63' with overhang) restrictions.

There are many issues around the current ferry access:

- 1) FedEx won't home deliver - residents need to pick up parcels on other side.
- 2) Farmers rely on reliable deliveries and shipments of products to keep farm productive and profitable. Farmers feel cut-off from product because trucks are delayed up to 2 hours at the ferry.
- 3) Customers are detered to visit the island for purchasing
- 4) Farm equipment (manour spreader, modern well driller) and trucks often do not fit on the ferry - and are very difficult to back off.
- 5) Emergency service vehicles (e.g. surrey pump truck) cannot fit on ferry, cutting it off from fire protection.
- 6) there are safety concerns for all vehicle types backing off the ferry, e.g. tourists are poor drivers and do not expect to have to back off/onto ferry.
- 7) cannot make a living as a farmer due to access -its not just from the farming nature that is a coltille industry.

There were several solutions raised for fixing the current access issue:

- 1) ferry policies could be adjusted for: avoid first come - first served practice by introducing a priority system catering to residents over tourists, and time-sensitive deliveries; consistant with ferry operators to keep a consistant # of vehicles allowed across all crossings; stop fueling mid-day (which delays crossings)
- 2) Marcin suggests waiting until after the 3(?) years left on the current ferry contract, and negotiating then.
- 3) 24-hour access, instead of the current restricting schedule.
- 4) Bigger ferry, with drive on/drive off capabilities.
- 5) Bridge, that would need to be negotiated with log-booming activity

Access (2)

One resident says a draw bridge design was proposed 20 years ago (in 1995?) and would operate around log-booming activities

One resident mentioned that Pros for better access would be access to police and fire protection while a Con for better access would be a potential increase in theft and vandalism. Another resident suggests that it may come to paying for increase security. For now, the ferry operators act as a type of security threshold for potential threats coming onto the island.

Marcin states that it is beneficial to state the desired access in the plan, just needs to be specific.

Maria also posed the question of 'what is the nature of good access?', 'what does it look like?' and 'what are characteristics of good access and level of service'. Maria said that these characteristics can be described in the OCP as a footnote or perhaps an accompanying document.

Marcin deferred the ferry access issue to MOTI suggesting that although Marzin (spelling?) is no longer avaiable, Cory can be involved.

Tom mentioned that this issue is in the OCP for when the ferry contract gets renewed.

Hunting

One resident raised concerns for firearm activity on a neighbouring property. Activities such as fowl hunting are disturbing to livestock and residents.

Tom remarked that as long as the acitivity is within the zoning by-law, not in a park, and further than 100m from a building then it is permitted.

One resident commented that the fowl being hunted were released grain-fed pheasants.

Another resident mentioned that the entire island is noted on a FLNRO map as 100% approved hunting, and had visitors ask them where to hunt.

Marcin directed the residents to file their complaints with their conservation officer FLNRO representative because this falls unfer the wildlife act. The local government doesn't have legislation to enforce such a thing.

Maria posed the question to the group whether the vision for the island was like "Westham Island East" with lots of farm stands, and a plesant farming atmosphere with reliable brige access. For now, best to voice concerns regarding most critical factors affecting viability of farming and living on the island, and make a wish list of hopes of what the island will be in years to come.

One resident mentioned needing a "fixed link" After access will be reliable power and water resources. For now, the island's water source (from ground water wells) is full of iron. But residents don't want the city's water either because of the high cholrine content.

I am a stakeholder in the OCP process for the Pitt Lake area and I wish to have an additional public meeting scheduled so that staff can clarify the comments that were raised in the November 14 meeting. Please ensure that representatives are in attendance from all other applicable governing organizations including the Province and the Katzie Band.

Marcin responded by telling the resident that the issues raised will be incorporated into the revised version, the second draft, and that additional feedback would be welcomed at the time.

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A number of my neighbours on Pitt Lake and other stakeholders are very concerned about how far reaching these clauses are and how MV will regulate and enforce them in the future. It's clear that more work must be done to educate the project staff on how our community works so that any governance model that comes into place can be reasonable, feasible and accepted. I kindly request another public meeting with all applicable third party governing bodies in attendance including the Province and Katzie. The goal of public consultations is to gather information for local residents and stakeholders and ultimately, gain their support. Much work and clarification still remains for the Pitt Lake community.

Marcin responded by telling the resident that the issues raised will be incorporated into the revised version, the second draft, and that additional feedback would be welcomed at the time.

5.2.45 Secondary dwellings; 5.2.44 Subdivison

Barnston Island

5.2.43 ALR

Barnston Island

5.4.21 Ferry Safety; 5.4.18 Emergency Access; 5.4.3 Fire Protection

Barnston Island

5.4.21 Ferry Safety

Barnston Island

Barnston Island

Barnston Island

Pitt Lake

Pitt Lake

Pitt Lake

Pitt Lake

An additional meeting with Pitt Lakers to review the revised draft would be great. Ideally, could you please invite the province and Katzie? We could have the meeting in Coquitlam in the clubhouse at the Pitt River Boat Club if you wish. Many Lakers, including myself, are members.

Pitt Lake

You have echoed my concerns as the OCP being a policy document. I'm concerned that if the broad statements are not sufficiently clarified, then other documents such as the zoning bylaw will directly reference the OCP and stakeholders will have to deal with governance that is not feasible or applicable. Its my understanding that third round of public consultation was the first to see the draft document. I'm not sure that stakeholders were aware of how soliciting their ideas for general themes of the Lake would impact them on hard line items such as drinking water, wastewater, trees and docks. Granted some of these are governed under other bodies but this document ties everything together. The OCP must show how MV plans on regulating these items because every cabin is not in compliance in one form or another. The OCP must be detailed so that when you move on and a cabin owner wishes to take out a building permit they are not burdened with unreasonable requirements to fulfill. Other cities in MV have had 125 years to develop from the pioneering equivalent that exists on Pitt Lake. What works in urban centres would be difficult to achieve on Pitt Lake. MV is our local government and all we want is our local government to take the time to understand us.

A number of my neighbours on Pitt Lake and other stakeholders are very concerned about how far reaching these clauses are and how MV will regulate and enforce them in the future. It's clear that more work must be done to educate the project staff on how our community works so that any governance model that comes into place can be reasonable, feasible and accepted. I kindly request another public meeting with all applicable third party governing bodies in attendance including the Province and Katzie. The goal of public consultations is to gather information for local residents and stakeholders and ultimately, gain their support. Much work and clarification still remains for the Pitt Lake community. Please carry out this request.

Marcin replied and explained that the OCP do provide general direction on a broad range of issues, but as a policy document it does not introduce new regulations or enforcement.

Marcin responded by telling the resident that additional feedback would be welcomed after the second draft is available.

Pitt Lake

Self regulation and enforcement within the camp, has never worked, in the last few years, some of the issues which you are addressing and others, including, docks, building, potable water, sewage, tree cutting, burning and refuse dumping on the MOT right of way, have resulted in physical confrontations. Therefor my wife and I welcome regulations and hopefully "enforcement".

Subject: pitt directory with details about 911 registration on west side of lake

1) 911 registration - west side of the lake is now registered with 911 MetroVancouver has numbered all the cabins on the west side of the lake so that if you follow their numbering system and you are able to use a cellphone, you will be able to call 911 and they will actually know where to send someone to help you... I know that is alot of ifs but it is a good start and I appreciate the effort that metrovancover went through to get that done (sorry east side of the lake - it doesn't apply to you) Here is a link to the map of the west side, <https://drive.google.com/file/d/0B7Dh7gPx4-XdXplUphR1VGejg/view> if your eyesight is good enough and you can make out your lot please have people from each bau on the west side let me know how the 911 assigned cabin number relates to our existing numbering system.

2) Official Community Plan meeting yesterday Several Pitt Lakers attended the 2 hour presentation regarding the OCP for the West Side of the Lake. It is essentially a community plan that can hopefully have some influence with respect to the zoning bylaws for the West Side of the lake. For example the OCP is proposing that we be allowed to add a guest cabin to our property (which I don't think is currently included in the existing zoning bylaws). Yesterday was already the 3rd meeting and I don't really know if there will be anymore after this. I expect not although the metrovancover electoral A folks at the meeting said it could certainly be possible if there was a need for one. I don't know if it is possible but in hindsight it might have been a good idea to have a meeting at the Pitt river boatclub to deal solely with Pitt Lake issues. Unfortunately I never thought of it til now.

Since things that happen at Electoral A can significantly impact your lake property I would recommend you get on their mailing list. But to do that you have to sign up yourself. If everyone agreed in theory I could just hand over all my emails to the Electoral A folks but since many people don't want their emails handed out I am not going to provide your email even if you ask me to. If you want to be on the electoral area A email list for information you need to take the time and effort to click on the link below and provide your information ...

<http://www.metrovancover.org/services/electoral-area-a/mailling-list/Pages/default.aspx>

Pitt Lake

The Pitt Lakers at the meeting asked a lot of questions (Rob R in particular) and asked to have a lot of things clarified. Metro Vancouver is going to incorporate everyone's comments to the best of their ability and then send out the changes. You still have time to look at the community plan that I sent out and send in email comments of your own- just don't take too long. If you don't have the email anymore here is the link to the report which you can download and read (remember that it is the 3rd draft and hasn't yet incorporated any comments from yesterday's meeting.).

<http://www.metrovancover.org/services/regionalplanning/PlanningPublications/MVElectoralAreaAOfficialCommunityPlan.pdf>

Some details from the meeting I am not going to talk about everything in the meeting but just touch on a few things. And if I forget some important things that were discussed, you will have to get that info when etrovacouver send out their comments /and edits to the Community Plan (hopefully in the near future). stuff that was discussed (that I remember) Concerns about being able to cut down trees. - suggested tossing out the item referring to discouraging people from cutting down trees (for pitt lake at least), The logic being that the west side of pitt lake is full of trees and there are only 75 or so 100 ft wide waterfront lots spread over about ten miles of lake shore. It is more important to ensure trees don't fall on our cabins now that the hemlocks are older and dropping all over the place, and to also provide proper fire guards since we have no fire protection, and we had a forest fire about a mile north of Debeck Creek this past summer. So summing all that up it is important to have the freedom to cut down trees on our property. Concerns about septic rules and possible future rules. Well if you aren't building anything new, you should be okay. If you build beyond your existing footprint you may have problems. But given that in general the cabins are used primarily in the summer which translates into a rather small environmental impact perhaps there is some wording that can be put in the OCP to reflect that the sanitation impacts are very low due to the low usage and small cabins.

Concerns about the structural condition of launch facilities at Grant Narrows, the condition of the road to Grant Narrows, security etc.... I have asked to see if we can sort out if it is still the province that is responsible for maintenance of the docks and providing funding for fixing the docks and how the Katzie management of Grant Narrows launching facilities ties in with the province's responsibilities. Metro vancouver doesn't have any say on this but they may be able to provide some contact information for us. Long ago I used to deal with someone in the province but that was long ago and I don't have a contact anymore. concerns about getting better or in many cases any cell service at all.. (at Debeck I bluetooth my phone to an inreach explorer <http://www.inreachcanada.com/inreach-explorer-the-satellite-communicator-with-navigation/?gclid=CN6_9YG-rNACFuBfgodBNAGgg> and am able to send texts and receive texts using the iridium satellite system. for around \$30/month plus about a buck to send or receive a text. And it works 24/7. It also has an emergency button that you can press and it will send your aps coordinate and all the relevant authorities will know where to go to rescue you and can even text you.). Concerns about dock regulations. Aaain metrovancover doesn't have any

Subject: pitt directory with details about 911 registration on west side of lake

In the past, I've done a number of public consultations in the late evenings for BC Hydro with respect to flood issues and water planning issues and remember that those activities made for long days after already spending a full day at work. So I really appreciate your efforts and have some idea of the efforts required, which often may not be fully appreciated. I sent an email out to everyone on the lake a few minutes ago (it is below) and also tossed up the electoral A info about the OCP on the pitt river boat club<<http://pittriverboatclub.blogspot.ca/>>.

My main interests in the short term are:

2) having our "marine watch - Pitt Lake Directory (enclosed) be in alignment with the 911 numbering system. I'll have a look at the map that I got yesterday and perhaps add a column to my pitt lake phone list so that the cabin owners know how to identify our pitt lake directory cabin designation with that of the 911 map. If there is anything regarding electoral area A that you would like me to add to the pitt lake directory (contacts, information, etc) please let me know.Added stuff about the 911 registration to page 7 of the enclosed directory.

3) If you have any descriptive information that is relevant to explaining anything about the 911 numbering system let me know and I can add a paragraph to my directory document. I have added a page to the directory (page 7) that discusses the 911 stuff and also encourages people to get their emails onto the electoral area A email list.

Pitt Lake

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4) If possible, I would appreciate a contact (provincial perhaps ?) so that we are able to raise our concerns regarding the state of the docks and road to the Grant Narrows boat launch. I have been assuming that the provincial government is responsible for the docks and that that the Katzie's are responsible for managing the boat launching/parking activities. Several years ago I believe I had a contact in the provincial government but I think they moved on to a different position and that was the end of it.5) There are often derelict vessels in pitt lake and in the pitt river and if you could provide any insights into who is actually responsible for dealing with these vessels that would be helpful. Currently there is a boat Mostly submerged in a channel of Pitt Lake (has been their for more than a year now) . This is not only a navigation hazard but also an environmental hazard and I am honestly astounded that there does not seem to be any government entity willing to take responsibility for dealing with this.The RCMP that patrol the lake advised me that they contacted the Coast guard but that the coast guard weren't willing to do anything about it. It is an obvious and very real hazard and actually is on the side of the channel (apparently fixed in the mud) but given that it is floating vertically, there are times during the tidal cycles that it is slightly protruding above the water and at other times completely submerged. If it is in the navigable portion of the channel and could easily be 'set free' by the winter storms. Cabin owners go up to their cabins all year long and although the traffic is much less in the winter months, the unfortunate fact is that if a boat struck this vessel it is not unlikely that the boat would sink and that their would be a fatality if anyone ended up in the water.

I will have another look at the OCP this week and think about the comments made by my Pitt Lake neighbors and hopefully talk to some of them and see if I can provide any useful comments by early next week. I added a post and a couple links to electoral area A on the pitt river boat club <<http://pittriverboatclub.blogspot.ca/>> website and will forward any comments or any correspondence you want to have distributed to the Pitt Lake folks. (I think I have 95% of the Pitt Lake and Pitt River folks in my email list).

One last thing. Is there anyway to get a large Pitt Lake reference map (giant size - so you can see the individual cabin numbers) so that we could put it up at the pittriver boat club. The RCMP launch from our boatclub and so do the search and rescue guys so if we had a huge map (that allowed you to read the informaton on it) it would be useful for the RCMP or search and rescue to be able to have a quick look at it before they headed out.

Appendix A – COMPILED FEEDBACK RECEIVED

Summary of Feedback Form Responses

Meeting Date	Community	3a) Protect natural assets & resources	3b) Manage land development	3c) Ensure reliable services	3d) Ensure safety for residents & property	3e) Manage access	3f) Meet governance responsibilities	4) Opportunity to adequately express opinions	5) Specific policy comments	6) Other issues/questions
Nov 14 2016	Indian Arm	y	y	n/a				y	minimum regulations is a good goal.	
Nov 14 2016	Indian Arm	y	y	y	y	y	N: please keep it simple	y		
Nov 14 2016	Indian Arm	y	y	y	y	y: only have wter access	y			Permit fees of 3% of assessed land value on leased lands seems out of sync and frankly quite unfair when compared to tax amounts not at this time
Nov 14 2016	Indian Arm	y	y	y	y	y	y	y	none	
Nov 14 2016	Indian Arm	y	y	y	y	y	y	y	3.1 Pitt Lake visions statement - don't agree that residents feel protected against threats from fire + property crime, and that emergency response procedurs	
Nov 14 2016	Pitt Lake (West)	y	y	y	y	n: Grant Narrows has become completely unsafe, ie Docks, Ramps	y	y		
Nov 14 2016	Pitt Lake (West)	y	y	n: needs improvement	y		y	y		
Nov 14 2016	Pitt Lake (West)	n: As per director's comments, probably best to reword 'tree section, such that it refers only to "commercial activities, to ensure this doesn't place constraints on cottage residential.	y: but add in ability for guest cabin	N: Forward 911 information for Pitt Lake so those cabin owners with cell coverage can utilize the 911 service	y	N: Clarification of who is 'owner' of Grant Narrows, is it Provincial Government with Katsie acting as operator or is Katsie also 'owner'.	?	Y: But probably best to submit an email to summarize things, rather than filling in this form.	Perhaps remove "tree claus" or make it specific to commercial logging or simply exclude cottage residential.	
Nov 14 2016	Pitt Lake (West)	y	y	N: does not apply to our area	y	y	y	y		
Nov 14 2016	Pitt Lake (West)	?	y	N: we look after our: Drinking water, wastewater, waste, do not require cell/internet service	N: We look after our safety + deal with the hazards	N: not part of our situation	Not sure yet	y		
Nov 14 2016	Pitt Lake (West)	y	y	Y for cell service. N: reliable basic services are not avail now and will not be in foreseeable future.	Y: You can try	N: We don't have roads. Katsie supposedly manages water access & parking at Grant Narrows	y	y	3.1 Pitt Lake: we don't have any fire protection except our own garden hoses. We don't have pristine water for drinking either creek or pumped from the lake that cannot be trusted for	
Nov 14 2016	Pitt Lake (West)	Y	Y	y (Solid waste circled)		y	y	y		
Nov 14 2016	Pitt Lake (West)	N: verbiage is not specific enough	N: each land owner should be advised if their land is subject to archeological assessment. This secrecy is offensive.	Y	Y	Y	N	N: report should have been emailed to us - you have our email. We shouldn't have to search for info.		Insufficient time to discuss issues. Too much time spent on background. Separate Pitt Lake & Indian Arm meeting
Nov 14 2016	Pitt Lake (West)	In theory, the protection efforts are appreciated. Clearly, this language needs to be refined as to intent. Though you know the intent of the phrasing, it must be clear to the person who follows you so that the extent of private property interference is not able to be exploited.	Again, clear language so someone does not over-interpret the rules & regulations.	N: Without the cell service - fire protection & police & other basic services are not available to residents without easy access: way too much waste gets dumped into the lake & in the woods.	N: Comments above.	N: Unable to truly help with parking or safe boat access	N: Unfortunately - no access to help to increase all service for communication or any way to regulate/insist safe boat access or safe parking.	y		No LNG - save the howe sound. It has just begun to return to its natural beauty & resources. No fixed link bridge to sunshine coast. Bridge link across Anvil
Nov 15 2016	Strachan Point	Y	Y	Y	Y	Y	Y	Y		
Nov 15 2016	Strachan Point	Y	y	No - we need fire protection	Y (fire protection circled)	N: not particularly happy with our access especially as traffic increases		Y: team was very professional and receptive to ideas		
Nov 15 2016	Strachan Point	Y	Y	y	y	y	y	y		