

VILLAGE OF PORT ALICE
COUNCIL MEETING AGENDA
TO BE HELD WEDNESDAY FEBRUARY 12, 2020 at 7:00 pm
IN THE PORT ALICE COUNCIL CHAMBERS



(1) CALL TO ORDER

We are privileged to acknowledge that this meeting is being held on the traditional territory of the Quatsino First Nations.

(2) ADOPTION OF AGENDA:

THAT the Agenda for the Meeting of the Village of Port Alice for February 12, 2020, be approved; AND THAT all delegations, reports, correspondence and other information set to the agenda be received for information.

(3) DELEGATIONS:

a.) Introduction to Community Paramedicine in Port Alice

January 2020, request for delegation by Greg Beatty, Community Paramedic

(4) MINUTES:

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a.) *THAT* the Minutes from the Regular Meeting of January 22, 2020, be approved.

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b.) Minutes from the January 8, 2020, Public Works & Recreation Committee Meeting

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c.) Minutes from the January 8, 2020, Committee of the Whole Meeting

(5) OLD BUSINESS: N/A

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(6) COMMUNICATIONS:

a.) Government of Canada's Oceans Protection Plan – Places of Refuge Initiative

January 23, 2020, Letter from Captain David Kyle, Place of Refuge Initiative Lead

Pg 15

b.) Request for Letter of Support for RDMW Tub Grinder

February 5, 2020, Letter from Patrick Donaghy, Operations Manager, RDMW

Recommendation

THAT the Village of Port Alice write a letter of support for the Regional District of Mount Waddington's application to the Canada-BC Investing in Canada Infrastructure Program for the purchase of a wood grinder.

(7) NEW BUSINESS: N/A

(8) REPORTS:

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a.) Fire Chiefs Report for December 2019

January 27, 2020, Report from Gerry Rose, Fire Chief

Pg 19

b.) Fire Chiefs Report for January 2020

February 3, 2020, Report from Gerry Rose, Fire Chief

Pg 21-23

(9) BYLAWS:

a.) Bylaw 695 - Village of Port Alice Official Community Plan Amendment for First and Second reading

(10) QUESTION PERIOD:

**VILLAGE OF PORT ALICE
COUNCIL MEETING AGENDA**
TO BE HELD WEDNESDAY FEBRUARY 12, 2020 at 7:00 pm
IN THE PORT ALICE COUNCIL CHAMBERS



(11) ADJOURNMENT:

THAT the meeting of the Village of Port Alice Council held February 12, 2020, be adjourned.

INFORMATION ITEMS:

1. January 29, 2020, Press Release, How BC Highway Maintenance Contracts Have Changed for the Better
2. Geoscience BC: Vancouver Island North Regional Project

**VILLAGE OF PORT ALICE COUNCIL
REGULAR MEETING MINUTES
WEDNESDAY JANUARY 22, 2020
IN THE PORT ALICE COUNCIL CHAMBERS**



Present
Mayor Kevin Cameron
Councillor Holly Aldis
Councillor Sean Watson
Councillor Angela Yunker

Absent
Councillor Bruce Lloyd

Staff
Bonnie Danyk, CAO / CFO

CALL TO ORDER: 6:30 pm

Mayor Kevin Cameron called the meeting to order at 6:30 pm

RESOLUTION TO PROCEED TO CLOSED MEETING:

07/20
Closed
Meeting
Moved, seconded and CARRIED

***THAT** the meeting be closed to the public to consider matters pursuant to the following sections of the Community Charter:*

Section 90 (1) (i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose

RECONVENE: 7:00 pm

ADOPTION OF AGENDA:

08/20
Adoption of
Agenda
Moved, seconded and CARRIED

***THAT** the Agenda for the Meeting of the Village of Port Alice for January 22, 2020, be approved: **AND THAT** all delegations, reports, correspondence and other information set to the agenda be received for information.*

MINUTES:

09/20
Minutes
January 8
Moved, seconded and CARRIED

***THAT** the minutes for the Regular Council Meeting held on January 8, 2020 be adopted.*

COMMUNICATIONS:

a) Letter of Introduction- Port Alice community Paramedic

January 8, 2020, letter from Gregory Beatty, Port Alice Community Paramedic

10/20
Free room
use
Moved, seconded and CARRIED

***THAT** the Community Paramedic, Gregory Beatty, be permitted to use space at the Community Centre and Sea-Vac to run health promotion and prevention programs for no charge, providing the use is within regular opening hours.*

b) Marine Protected Area Network Planning in the Northern Shell Bioregion

January 17, 2020 Letter from Brigid Payne, MPA Network Committee

Moved, seconded and CARRIED

11/20
Invitation to
MPA
Network
Committee

THAT *the MPA Network Committee be invited to present at a future Council meeting.***REPORTS:****a) Recycling Depot**

January 15, 2020 Report by Bonnie Danyk CAO / CFO

b) Accounts Payable Listing for December 2019

January 15, 2020 Report by Bonnie Danyk CAO/ CFO

c) Summary of Revenue & Expenses for December 2019

January 15, 2020 Report by Bonnie Danyk CAO/ CFO

ADJOURNMENT:

Moved, seconded and CARRIED

12/20
Adjournment

THAT *the Regular meeting of the Village of Port Alice held January 22, 2020, be adjourned at 7:40 pm*

I hereby certify the preceding to be a true and correct account of the Regular meeting of the Village of Port Alice Council held January 22, 2020.

Mayor

Chief Administrative Officer

VILLAGE OF PORT ALICE COUNCIL
MEETING MINUTES



Wednesday January 8, 2020
Village Office Council Chambers
Public Works and Recreation Committee Meeting

Present Mayor Kevin Cameron
Councillor Holly Aldis
Councillor Sean Watson

Absent Councillor Angela Yunker
Councillor Bruce Lloyd

Staff Bonnie Danyk, CAO / CFO
Louisa Moore, Community Centre Coordinator

CALL TO ORDER

Mayor Kevin Cameron called the meeting to order at 3:15 pm

APPROVAL OF AGENDA

PWR 01/20
Agenda

MOVED by Councillor Aldis/ Seconded by Councillor Watson.

*THAT the Agenda for the Public Works and Recreation Committee be approved with the;
AND THAT all delegations, reports, correspondence and other information set to the
agenda be received for information.*

CARRIED

MINUTES:

PWR 02/20
PW/Rec Minutes
2019-21-05

MOVED by Councillor Yunker / Seconded by Councillor Watson.

*THAT the minutes of the Public Works and Recreation Committee Meeting held
December 5, 2019 be adopted.*

CARRIED

REPORTS:

Community Centre Coordinator Monthly Report – December
January 2, 2020, Report from Louisa Moore, CC Coordinator

It was agreed that for February Heart Month the Community Centre can offer a challenge to the community to submit their exercise minutes for the month. Participants will be entered into a draw for a free one month weight room pass.

Public Works Foreman's Monthly Report – December

January 2, 2020, Report from Jason Yunker, Public Works Foreman

ADJOURNMENT:


PWR 03/20
Adjourn

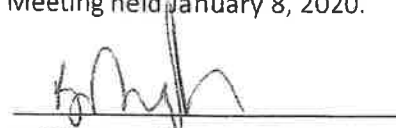
MOVED by Councillor Aldis/ Seconded by Councillor Watson

*THAT the Public Works & Recreation Committee meeting of the Village of Port Alice held
January 8, 2020 be adjourned at 3:30 p.m.*

CARRIED

I hereby certify the preceding to be a true and correct account of the Regular meeting of the Public Works and Recreation Committee Meeting held January 8, 2020.



Mayor

Chief Administrative Officer

**VILLAGE OF PORT ALICE COUNCIL
COMMITTEE OF THE WHOLE MEETING MINUTES
WEDNESDAY JANUARY 8, 2020
IN THE PORT ALICE COUNCIL CHAMBERS**



Present Mayor Kevin Cameron
Councillor Holly Aldis
Councillor Sean Watson

Absent Councillor Bruce Lloyd
Councillor Angela Yunker

Staff Bonnie Danyk, CAO / CFO

CALL TO ORDER: 3:30 pm

Mayor Kevin Cameron called the meeting to order at 3:30 pm

ADOPTION OF AGENDA:

COTW 01/20 MOVED by Councillor Aldis

It was duly moved that the agenda be adopted.

CARRIED

MINUTES:

COTW 02/20 MOVED by Councillor Aldis

THAT the minutes of the December 5, 2019 Committee of the Whole meeting be approved.

CARRIED

ITEMS FOR DISCUSSION:

1. Recreation Programming

The Community Centre will have an open house in February to talk about programs offered and to seek out potential volunteers that may be interested in teaching some classes.

Bonnie to look into insurance requirements in regard to renting space at the Arena

Would like to arrange another session with the Conservation Officer

2. Bike and Hiking Trail Improvements

December 3, 2019, Report from Tanya Spafford

Staff to contact property owner to see if they are interested in an agreement which would allow the bike trail to pass through their land.

Bonnie to research grant opportunities.

Kevin to approach the RDMW for funding.

3. Entrepreneur and Business Attraction Planning Session

November 18, 2019 email from David Mitchell of Community Futures (with attachments).

Holly will contact David Mitchell to discuss having Riley come over to do a workshop.

4. Rumble Beach Marina Building


RECOMMENDATION to Council: THAT *the building location at the Rumble Beach Marina be moved so that the building will be adjacent to the upper parking lot next to the signs.*

ADJOURNMENT: The meeting was adjourned at 4:25 pm

Certified Correct



Mayor



Chief Administrative Officer



Village of Port Alice
1061 Marine Drive
Port Alice, BC V0N 2N0

Your file Votre référence
Our file Notre référence
RDIMS #16151362

Attention: Mayor Kevin Cameron

January 23, 2020

Dear Mayor Cameron;

As you are aware, Transport Canada is the lead agency for several important initiatives under the Government of Canada's Oceans Protection Plan, the largest investment the Government of Canada has ever made to protect our coasts and waterways. I write today about the Places of Refuge (POR) initiative, which seeks to establish marine locations where a ship in need of assistance can take action to stabilize its condition while protecting human life and the environment, and reducing hazards to navigation. At this time, Transport Canada has identified a need to identify suitable POR on the west coast of Vancouver Island (WCVI).

Work in the WCVI area will build on POR planning work undertaken in the Haida Gwaii region (2015-2017) and the Queen Charlotte Strait (2019-2020).

We would like to invite the Village of Port Alice to collaborate in identifying potential POR. Your organization possess local knowledge that would be essential to consider in an incident that might require a POR. Your input will contribute to the development of a regional Annex to the Pacific Region POR Contingency Plan.

Please find enclosed chart extracts indicating draft PORs in Quatsino Sound. It is important to note that each of these POR sites will be subjected to detailed review during engagement with First Nations and local communities before being considered for inclusion in the Pacific Region POR Contingency Plan, and may be removed from consideration for environmental, cultural or safety reasons."

The Government of Canada intends to engage with communities and groups, including regional and local governments, First Nations and others in a manner that best reflects their interests. We are reaching out to you, to hear how we can best conduct this engagement.

Proposed Draft Engagement Approach

Transport Canada and our consultant, Nuka Research, are proposing to invite all interested parties to attend one or more workshops in the WCVI area in early 2020 to:

1. Review the Place of Refuge planning and decision-making framework
2. Gather input on potential locations where a ship could be safely anchored
3. Just as importantly, gather input on locations where a ship should not be directed
4. Gather input on area logistical resources and services
5. Gather input on area cultural and environmental areas of concern

After the information gathering workshops, it is proposed that Transport Canada prepare and circulate a draft POR Contingency Plan for review and comment before finalizing the Plan.

We would be interested in your thoughts on this proposed engagement approach, and we are open to revising the approach if necessary to accommodate any concerns.

Next Steps

We ask that you indicate: 1) whether your organization intends to participate in the POR planning process, and 2) who will be the point of contact on behalf of your organization. Once we have identified all interested parties, we will begin discussion of engagement approach and scheduling meetings and workshops.

I look forward to hearing from you, and working with your community on this important initiative. If you have any questions or concerns, please feel free to reach out to Sinead Deery by e-mail (Sinead.deery@tc.gc.ca) or phone (604-340-9532). We hope to hear from you by February 28, 2020 in order to schedule our workshop in the spring.

Regards,

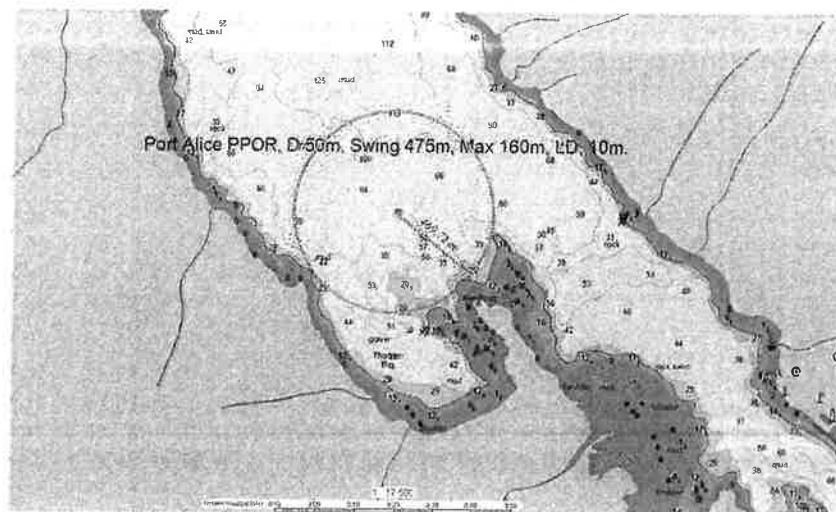
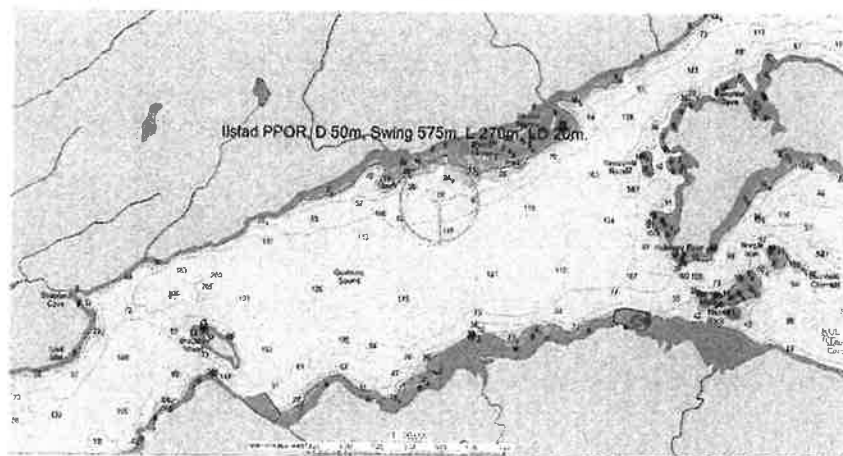
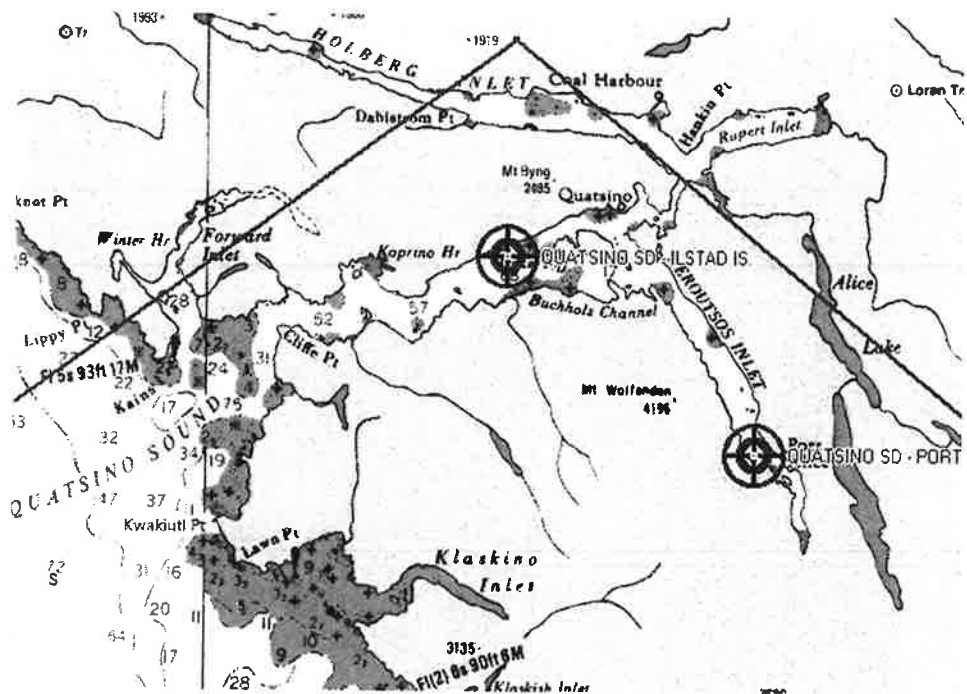


Captain David Kyle,
Places of Refuge Initiative Lead,
Oceans Protection Plan

cc: Cecilia Lei, Director of Engagement, Transport Canada

Enclosure (2)

Quatsino Sound Potential Places of Refuge





Oceans Protection Plan

Places of Refuge Initiative

Background

A place of refuge is a site where a ship in need of assistance can take action to stabilize her condition to protect human life and the environment.

Place of refuge requests may be complex and urgent, requiring close coordination and communications between the vessel and Marine Safety authorities. Transport Canada is the lead agency for decisions related to ships requesting a place of refuge in Canadian waters.



Places of refuge are not designated in advance because the most suitable shelter can be determined only after the details of the incident are known.

To be best prepared for such incidents, the Government of Canada has created a [National Places of Refuge Contingency Plan](#) and is updating five regional plans.

Pre-identifying coastal locations

Through the Places of Refuge Initiative, Transport Canada is pre-identifying coastal locations for suitable places that ships can take shelter. The department is working with partners through this process so that Places of Refuge decision making can be efficient, evidence-based, and inclusive.

Decision makers will be able to use these pre-identified coastal locations in the event of an incident.

This proactive approach to planning will set in place the following considerations before an incident:

- ✓ Logistics, environmental sensitivities, human use and navigation
- ✓ Potential conflicts of use
- ✓ Local and traditional knowledge

Working with partners

The involvement of Indigenous peoples, coastal communities, government organizations and industry is helping to:

- ✓ Evaluate potential places of refuge using site-specific data to inform decisions
- ✓ Improve the contingency plan's environmental, socio-economic and cultural sensitivities content
- ✓ Improve communications and broaden coordination in decision making

The Places of Refuge Initiative is another action that the Government of Canada is taking to protect our coasts and waterways. The Government is investing \$1.5 billion in the Oceans Protection Plan, a national strategy to create a world-leading marine safety system that provides economic opportunities for Canadians today, while protecting our coastlines for future generations.



REGIONAL DISTRICT OF MOUNT WADDINGTON

OPERATIONS DEPARTMENT

MONTHLY REPORT

TO: Municipalities and First Nations **FILE:** 315.04 **DATE:** January 14, 2020
FROM: Patrick Donaghy, Manager of Operations
SUBJECT: January 2020 Operations Report

As discussed in previous reports to the Regional District of Mount Waddington Board (RDMW), one of the challenges faced by the solid waste service is accessing wood grinding contractors in a timely manner. Normally the only alternative to this challenge is to purchase a grinder to avoid the need of seeking contractors. Unfortunately the cost of these pieces of equipment are too expensive as new machines can cost in excess of a million dollars. The Manager of Operations has been informed of an opportunity that may bypass this problem in the form of a grant program called the Canada-British Columbia Investing in Canada Infrastructure Program which focusses on "Green Infrastructure" with one of the specifications being air quality. Given the ground up waste wood at 7 Mile Landfill is used in composting biosolids to create a biocover, the benefits to air quality include avoiding anaerobic breakdown of the organics and the benefits of the biocover in oxidizing methane emissions from decomposing organics in buried in the landfill. In 2018, this resulted in the biocover being credited with the destruction of 20 tonnes of methane (504 equivalent tonnes of CO₂) while the composting program was credited with an additional 904 equivalent tonnes of CO₂. Once the RDMW had accounted for its CO₂ emissions generated through its operations, the significant remaining CO₂ offsets were distributed among members of the Regional Solid Waste Service, both municipal and First Nations.

The grant will cover the cost of an investment for 73% that meets the programs objectives. With this in mind, the Manager of Operations has solicited a price for a used Komptech Crambo 5000 at a price of \$395,000 to gauge a representative price for budgeting and grant application purposes. The machine in question is ideal for the use at the landfill in grinding up waste wood as its design is very durable and not susceptible to damage when contaminants (rebar, rocks, etc) slip into the pile. This same machine has been leased by 7 Mile in the past and impressed staff and operators from Steelhead Enterprises for its effectiveness. The machine is portable and could be made available to other organizations to meet their wood grinding needs at a cost recovery basis. The RDMW portion of the initial purchase would be drawn from reserves which are sufficiently healthy to meet this need.

With this in mind, the Manager of Operations asked the Board's support through a motion to proceed with the grant application. The RDMW Board passed the following motion in support of the grant application

That the Board supports the Regional District of Mount Waddington submitting a grant application to the Canada-British Columbia Investing in Canada Infrastructure Program to cover 73% of the cost of a used Komptech Crambo 5000 wood grinder or its equivalent including freight and mechanical assessment for the price up to \$500,000.

If anyone on from the First Nation or Municipal Councils has any questions, please contact me at your convenience.

Respectfully submitted

Patrick Donaghy PEng, MSc

VILLAGE OF PORT ALICE

Port Alice Volunteer Fire Department Fire Chief's Monthly Report For the month of Dec, 2019

Active Members	10	Number Of False Alarms	0
On Leave	1	Mutual Aid Calls	0
Rescue Calls	0	Lift Assist Calls	1
Fire Calls		Public Relation Events	0

Practices:

Date	Attendance	Purpose
Dec 3	7	SCBA Practice
Dec 7	5	Lift assist call-out
Dec 10	6	Training on S.C.B.A. Filling Station and filling S.C.B.A. Bottles
Dec 17	4	Equipment and Trucks Checks
Dec 18	6	Lift Assist

Public Relations Events:

Situation Responses:

Fire Chief: 

Administrator: 

VILLAGE OF PORT ALICE

Port Alice Volunteer Fire Department Fire Chief's Monthly Report For the month of January, 2020

Active Members	12	Number Of False Alarms	1
On Leave	1	Mutual Aid Calls	0
Rescue Calls	0	Lift Assist Calls	0
Fire Calls	0	Public Relation Events	0

Practices:

Date	Attendance	Purpose
Jan.7/20	6	Truck inspections
Jan.14/20	7	New Firemen indoc. And equipment awareness
Jan.19/20	5	Fire Alarm 1083 Maquinna Apartment
Jan.21/20	7	Rope practice and Rescue 42 Practice
Jan.28/20	8	Truck and Equioment Checks and Assoc. Meeting

Public Relations Events:

Situation Responses:

Fire Chief: 

Administrator: 



PORT ALICE
Bylaw No. 659, 2020

A bylaw to amend the Village of Port Alice
Official Community Plan Bylaw No. 568, 2010

WHEREAS the Mayor and Council has deemed it advisable to amend the Village of Port Alice's Official Community Plan Bylaw 568, 2010, the Official Community Plan Bylaw for the Village of Port Alice, as adopted October 27, 2010;

NOW THEREFORE in open meeting assembled, the Mayor and Council of the Village of Port Alice enacts as follows:

1. **CITATION**

- 1.1 This Bylaw may be cited for all purposes as the "**Village of Port Alice Official Community Plan Amendment Bylaw No. 659, 2020**".

2. **DEFINITIONS**

- 2.1 For the purposes of this Bylaw, the definitions contained in the Village of Port Alice Zoning Bylaw 200, 1980, are applicable.

3. **TEXT AMENDMENTS**

- 3.1 Official Community Plan Bylaw Number 568, 2010 is hereby amended by deleting the following from section 14.6:

- i) On page 35, under the Category heading the following words "areas within the tsunami-hazard zone,"
- ii) On page 36 under the Justification heading the following words "Lands that are or may be flooded represent a hazardous condition for permanent structures. The west coast of Vancouver Island, identified as Zone C by the provincial Ministry of Public Safety and Solicitor General, is a high-risk seismic zone, known to be vulnerable to flooding in the event of a tsunami. The Village wishes to protect the community against the loss of lives and to minimize property damage, injury and trauma associated with flooding events."
- iii) Guideline (ii) in its entirety,
- iv) Guideline (iii) in its entirety,
- v) In Guideline (iv) any reference to; "tsunami inundation."

- 3.2 Official Community Plan Bylaw Number 568, 2010 is hereby amended by inserting section 14.6.1, after section 14.6 and before section 14.7.

“14.6.1 DPA IV Natural Hazard Area Protection (Coastal Flooding Event)

Category

In accordance with Section 488(1)(b) of the *Local Government Act*, as amended from time to time, the Village may designate an area that is subject to a natural hazard as a Development Permit Area, as shown on Map No. 3, of the Village of Port Alice Official Community Plan Bylaw, as amended from time to time. This area is marked as DPA III and is titled as Natural Areas Protection.

Justification

In this case and due to the location of the area the hazard may happen as a result of; a storm surge, sea level rise due to climate change or a tsunami, collectively referred to as a coastal flooding event. Within this designated area, approximately 55 Lots may be affected by a coastal flooding event, so it is very important to the Village that the owners of these Lots have relevant information that will allow the property owner or their agent to develop the Lot safely. In addition to this the use of the zone should match the risk level of the coastal flooding event. Significant public and private investment has been made in developments within this area. It is not the intent or purpose of this section to require the relocation of or otherwise regulate the existing development in this area. The intent is to assist the Lot owners in reducing any damage that may result from a coastal flooding event

Exemptions

In addition to the exemptions outlined in Section 14.3, Development Permit Exemptions, the following exemptions are also applicable to this Development Permit Area:

- 1) Any exterior renovations to a Building or Structure within the existing footprint of the Building or Structure, as of the date that this Bylaw was adopted and was legally developed.
- 2) Additions of up to 25-percent (25%) of the total Floor Area, subject to the addition being above or at the elevation of the legally approved existing Building or Structure and is no closer to the existing natural boundary of the sea, than the existing Building or Structure.

Guidelines

- 1/. As required by the Village an individual qualified as a professional, such as but not limited to an architect or an individual governed by the Association of Professional Engineers and Geoscientists of BC, must perform a risk assessment to determine what if any risk the Lot owner may face. In addition to filling out the Flood Assurance Statement, as outlined in the *Professional Practice Guidelines; Legislated Flood Assessments in a Changing Climate in BC*, published August 28, 2018, as amended from time to time, the qualified professional must present the report as per Table 4-1 Zoning for Risk Areas, as outlined on page 19 of a report entitled; *Climate Change Adaption Guidelines for Sea Dikes and Coastal Flood Hazard Land Use, Guidelines for the Management of Coastal Flood Hazard Land Use*, dated January 27, 2011 as amended from time to time. These two reports outlining the risk analysis and the respective planning response and recommendations must be signed, stamped and attached to the Development Permit application.

- 2/. The risk assessment must provide recommendations to reduce any potential risk of damage to the Building, if applicable.
- 3/. Where applicable, the Flood Construction Levels must be provided by prescribing an elevation above the natural boundary of the potential coastal flooding event.
- 4/. The application must identify all the proposed Buildings on the site, and it must specify the setback distances from the potential hazard area. The setback distance must comply with the setback recommendations contained in the professional report created for the site.
- 5/. In addition to the above Council may require the applicant to enter into a restrictive covenant."

READ A FIRST TIME THIS _____ DAY OF _____, 2020

READ A SECOND TIME THIS _____ DAY OF _____ 2020

A PUBLIC HEARING WAS HELD ON THE _____ DAY OF _____, 2020

READ A THIRD TIME THIS _____ DAY OF _____, 2020

ADOPTED THIS _____ DAY OF _____, 2020

Mayor

Chief Administrative Officer

Certified to be a true and correct copy of
the "Village of Port Alice Official Community
Plan Amendment Bylaw No. 659, 2020"
adopted by the Council of the Village of Port Alice
this _____ day of _____, 2020.

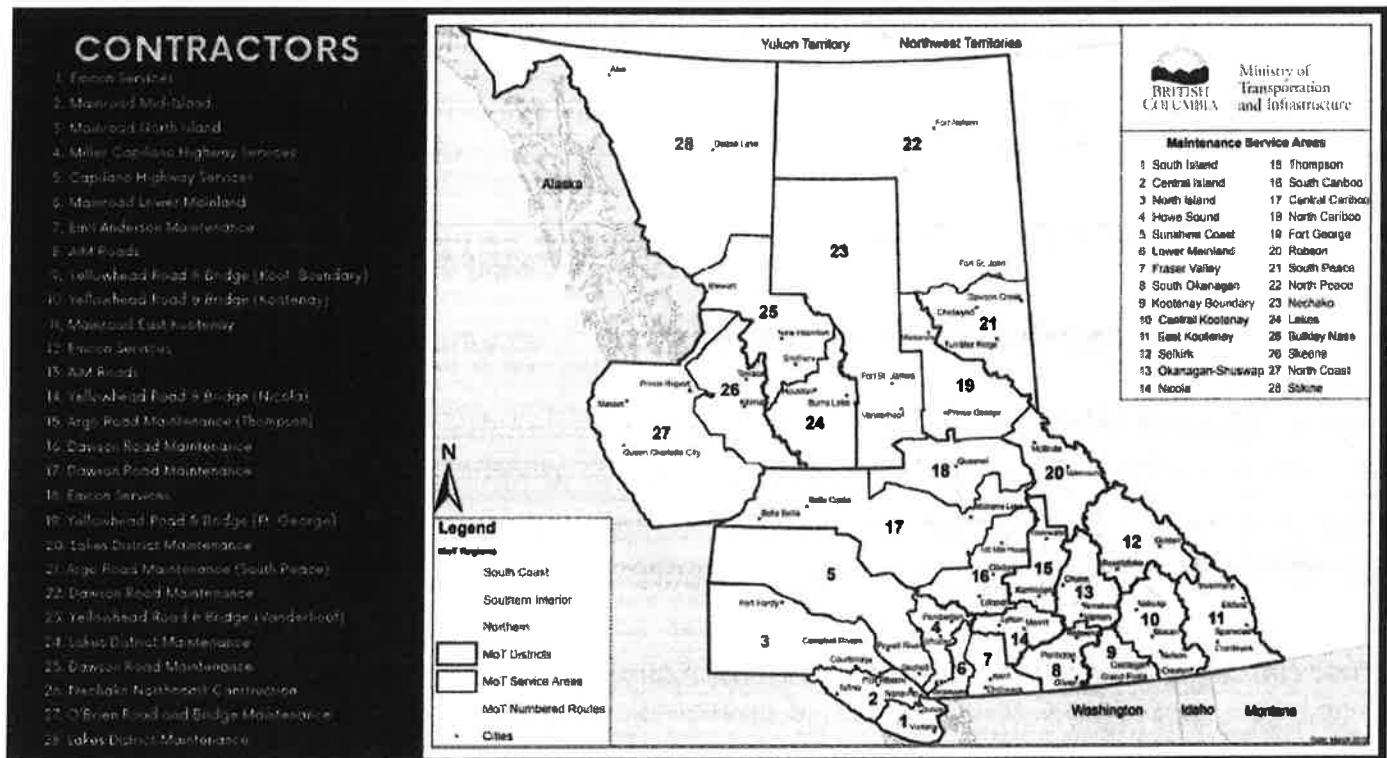
Chief Administrative Officer

Information Items



How BC Highway Maintenance Contracts Have Changed for the Better

January 29, 2020



Maintenance Contractor Service Area Map

Now that the dust has settled (and been swept, of course!) on most* of the BC highway maintenance contract renewal process, let's review the new specifications and the maintenance contractors that are taking them on. * *The last remaining contract renewal – Service Area 20 (Robson) – goes to tender mid-2020.*

Good news: the new BC highway maintenance contracts for all service areas require higher standards and a more proactive approach to severe weather.

Before we explore the changes, it's important for readers to understand the different highway classifications. To learn more, read our blog: [The ABCs of Winter Highway Classification and Maintenance](#).

Here are some notable improvements in the new contracts, at a glance:

Contract Specification	
New	Old
Bare pavement within 24 hours of a winter weather event ending at temperatures of -9 C or warmer (Class A highways)	Bare pavement within 48 hours (Class A highways)
Compact snow surface allowed when -9 C or colder, but surface kept free of holes and ruts	No specification in place
Pre-treat roads with anti-icing chemicals prior to winter event	No specification in place
9.5 mm maximum winter abrasive size (reduces potential windshield damage)	12.5 mm maximum winter abrasive size

A bit more detail on a few of these:

Back to Bare Pavement After a Storm

Class A highways (think major routes such as the Trans-Canada and Coquihalla) must be returned to bare pavement within 24 hours of a winter weather event ending at temperatures of -9 C or warmer (during colder temperatures, deicing material can become less effective). The previous standard was 48 hours.

Other classes received improvements, too; for example, Class B roads went from three days to 36 hours, and Class C roads tightened up from seven days to 48 hours.

We should note: the previous specifications did not differentiate between pavement temperatures below and at/above -9 C.

Performance Criteria	Response time by Highway Classification				
	A	B	C	D	E
Bare lanes when the pavement temperature is -9 C or warmer	24 hours	36 hours	48 hours	N/A	N/A



Yellowhead Road and Bridge clears snow on the Coquihalla after a record snowfall in December 2019

In Consideration of Compact

An entirely new specification centres around "compact," which is defined as "snow, slush or ice that has been compressed to form a solid mass." When low temperatures lead to compact on the road surface, maintenance contractors must keep it smooth and under 40 mm in thickness. If pavement temperatures remain colder than -9 C, the compact can remain until pavement temperatures are -9 C and warming.

Performance Criteria	Response time by Highway Classification				
	A	B	C	D	E
Maintain thickness of the compact surface no greater than 40 mm	48 hours	48 hours	48 hours	3 days	N/A
Remove pothole in compact exceeding 25 mm depth and averaging more than one per 25 metres of highway	24 hours	24 hours	48 hours	7 days	N/A
Remove rutting in compact exceeding 25 mm in depth	72 hours	72 hours	4 days	7 days	N/A

How Much Snow is Too Much?

For routine winter maintenance, there is a maximum amount of snow that can be on the highway before it must be cleared. Maintenance contractors must remove winter accumulations from travelled lanes as follows:

Performance Criteria	Maximum Winter Accumulations Response by Highway Classification				
	A	B	C	D	E
One lane each direction	4 cm	6 cm	10 cm	15 cm	25 cm
Second lane	8 cm	10 cm	n/a	n/a	n/a
All other lanes including brake checks, chain up/off areas and any other vehicle accessible portions within the right-of-way	12 cm	16 cm	20 cm	20 cm	n/a
Rest areas, pull-outs and parking areas at a minimum 2.5 metre pass width	12 cm	16 cm	20 cm	20 cm	n/a

On Patrol

The previous contracts had separate patrol standards for winter classifications, which are classified by letter ("A" being highest priority), and summer classifications, which are classified by number (1+2 being highest priority). In the new contracts, year-round patrol frequencies are based on the summer classification and adjusted based on weather conditions.

We increased patrol frequency to 90 minutes on Class 1+2 highways during weather events. The previous standard for Class A highways was four hours.

When a weather event is forecasted, patrol frequency is increased to four hours. The previous standard was 24 hours.

Performance Criteria	Response time by Highway Classification				
	1+2	3	4	5	6+7
At all times	24 hours	2 days	7 days	14 days	21 days
During periods of heaving rainfall, high water flow, or rapid snowmelt	2 hours	4 hours	8 hours	16 hours	32 hours
When a weather event is forecasted	4 hours	8 hours	16 hours	24 hours	36 hours
During a weather event	90 mins	3 hours	8 hours	12 hours	n/a

A More Proactive Approach

Of course, safety patrolling is just one way our contractors monitor and evaluate highway surface temperatures and conditions. Other methods include consulting Road Weather Information System (RWIS) information and weather forecasts in order to anticipate weather events. Contractors are required to use this information to be more proactive, mobilizing equipment and spreading anti-icing chemicals before expected poor winter road conditions hit – a new requirement.

Where's that Plow?

We can keep better track of contractors now that maintenance equipment such as plow trucks, patrol vehicles and graders are required to have Automated Vehicle Location (AVL) tracking, which ministry staff has access to.

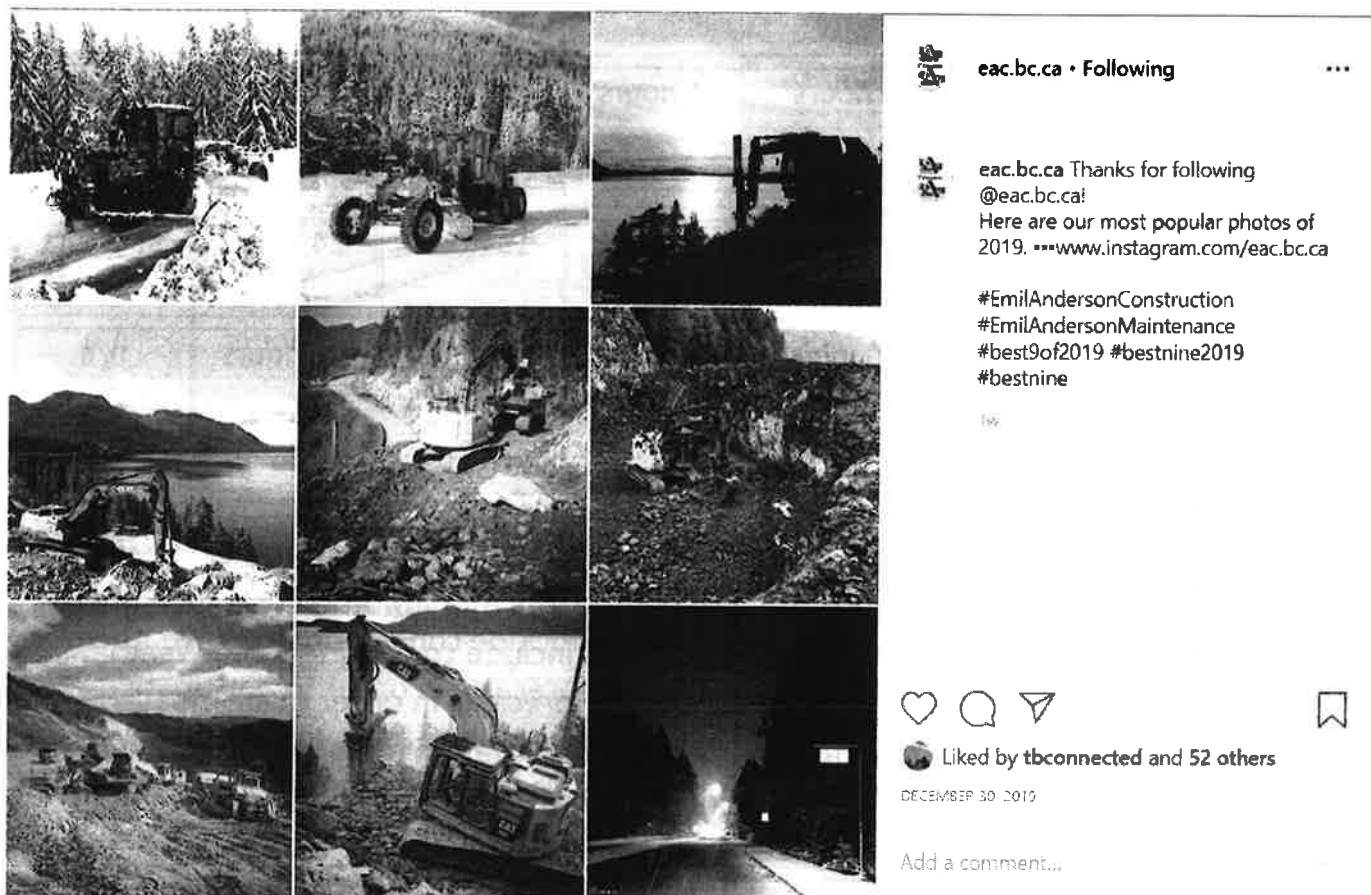
Clearing the Way for Bikes

Let us break away from winter maintenance for a sec. Cycling has exploded as a regular mode of transportation since the previous maintenance contracts were created. That's why the new contracts include improved sweeping requirements for designated cycling paths.

Communication is Key

If you use social media, you may have engaged with our maintenance contractors online. Their social presence has grown now that the new contracts require each contractor to be active on at least two social media platforms, giving you more ways to connect – whether it's reporting a highway problem or getting behind the scenes insights into road conditions and maintenance work being done.

Consult our maintenance contractor contact list to view their corresponding social media accounts.



An Instagram post from Emil Anderson Maintenance

Introducing... Your Highway Maintenance Contractors

The maintenance contractor changed in 11 of the new contracts. In some cases, a contractor swapped service areas with another. Here's how the shuffle looks at this point:

- **SA01** (South Island): EMCON Services (new, replaced Mainroad)
- **SA02** (Central Island): Mainroad Mid-Island Contracting (new, replaced EMCON)
- **SA03** (North Island): Mainroad North Island Contracting (new, replaced EMCON)
- **SA04** (Howe Sound): Miller Capilano Highway Services (new, replaced Mainroad)
- **SA05** (Sunshine Coast): Capilano Highway Services Company (had previous contract)
- **SA06** (Lower Mainland): Mainroad Lower Mainland Contracting (had previous contract)
- **SA07** (Fraser Valley): Emil Anderson Maintenance Co. Ltd (had previous contract)
- **SA08** (South Okanagan): AIM Roads Inc. (new, replaced Argo Road Maintenance)
- **SA09** (Kootenay Boundary): Yellowhead Road & Bridge Kootenay Boundary (new, replaced EMCON)
- **SA10** (Central Kootenay): Yellowhead Road & Bridge Kootenay (had previous contract)
- **SA11** (East Kootenay): Mainroad East Kootenay (had previous contract)
- **SA12** (Selkirk): EMCON Services (had previous contract)
- **SA13** (Okanagan Shuswap): Acciona Road Maintenance (new, replaced JPW Road and Bridge Maintenance)
- **SA14** (Nicola): YRB (new, replaced VSA)
- **SA15** (Thompson): Argo Road Maintenance Thompson (had previous contract)
- **SA16** (South Cariboo): Dawson Road Maintenance (formerly known as Interior Roads)
- **SA17** (Central Cariboo): Dawson Road Maintenance (formerly known as Interior Roads)
- **SA18** (North Cariboo): EMCON Services (had previous contract)
- **SA19** (Fort George): Yellowhead Road & Bridge Fort George (had previous contract)
- **SA20** (Robson): Lakes District Maintenance (to tender mid-2020)
- **SA21** (South Peace): Argo Road Maintenance (new, replaced Caribou Road Services)
- **SA22** (North Peace): Dawson Road Maintenance (new, replaced Yellowhead Road & Bridge)
- **SA23** (Nechako): Yellowhead Road & Bridge (had previous contract)
- **SA24** (Lakes): Lakes District Maintenance (had previous contract)
- **SA25** (Bulkley/Nass): Dawson Road Maintenance (new, replaced Billabong)
- **SA26** (Skeena): Nechako Northcoast (had previous contract)
- **SA27** (North Coast): O'Brien Road & Bridge Maintenance (had previous contract)
- **SA28** (Stikine): Lakes District Maintenance (had previous contract)

More details about the highway maintenance contracts – value, start and end dates – can be found here.

And if you really want to get in depth, feel free to peruse all the highway maintenance specifications here. It's especially helpful because it provides definitions for all key terms, such as "weather event."

Got a winter maintenance question for us? Good chance it's answered in our blog post [Your Most Popular BC Winter Maintenance Questions, Answered](#). If not, you're welcome to connect with us in the comments section below.

BC Travellers, Road Maintenance

[◀ Everything You Wanted to Know About Ride-hailing in BC](#)

6 comments on "[How BC Highway Maintenance Contracts Have Changed for the Better](#)"

Leave a Comment

Name *

Email *

[Post Comment](#)



Nick Thomas

January 29, 2020 at 6:08 pm

I wonder by what miracle compact snow surfaces are going to be kept free of holes and ruts? Yes, graders with ice blades can do some remediation, but they are slow and there would need to be a lot more of them to get close to keeping compact free of holes and ruts after major storms – especially when closures have had lots of heavy transports sitting on the compact for hours.

Reply



tranbceditor

January 30, 2020 at 11:26 am

Hi there Nick,

Thanks for your comment.

Ministry staff and our maintenance contractors travel the roads regularly, looking for problems. We also value reports from the public as potholes can appear quickly, and the more eyes we have on the road, the faster we can find out about possible problems. If you see a pothole during your travels, please give our maintenance contractors a call and make sure they're aware of it. There are 28 maintenance contractors throughout the province, and you can find the one for your area here.

The best time to fill potholes is when the weather is warm and dry. But when a pothole poses a safety issue, we often can't wait for ideal weather. We fill the hole with a temporary fix during the winter season and plan on returning during the summer to make a permanent repair.

Unfortunately, because the patching material doesn't bond well to the road surface in wet, cold conditions, it's not uncommon to see a pothole needing repair again shortly after it was filled. In fact, we might make a number of temporary repairs to a pothole before the weather improves and a more

permanent fix can be made. The colder and wetter the spring, the more often repairs are required.

Reply



Nick Thomas

January 30, 2020 at 8:13 pm

I was referring to the ruts and holes in the COMPACT SNOW (as in the specifications above). Not potholes in the asphalt. Would be pretty stupid to use a grader with an ice blade on a pothole in asphalt!

Reply



tranbceditor

January 31, 2020 at 9:25 am

Fair enough Nick

Reply



Ian Simpson

January 29, 2020 at 5:45 pm

What one phone number can I call 24/7 to report serious highway condition observation issues to?

I regularly make 800 to 1,000 km trips throughout BC. When I see a serious problem that could endanger life and limb now I am forced to call 911. The

alternative is to keep a list as long as my arm and figure out what contractor to call???

MoTI is making some important advancements in upping the service standards. I have seen the recent improvements, it is impressive. On a trip from Prince George to the Lower Mainland just barely in advance of the big storm that rolled across the province just prior to Christmas 17/18th ish I saw no less than 7 Sand/Plow Trucks being prepositioned or on the road prior to the storm hitting.

Bloody awesome improvements! But the opportunity to use those of us on the road as your eyes and ears for condition changes is truly undercapitalized on.

Reply



tranbceditor

January 30, 2020 at 9:16 am

Hi Ian,

Thank you for your message, your observations and your feedback. We truly appreciate the conversations we have with those in the transport trade as they are the eyes and ears on our roads. DriveBC mobile has a Report a Highway button that should be easier for you to identify contractors and areas. Here's the link to that: <https://www.drivebc.ca/rahp/index.html>

Otherwise, @DriveBC is available 24/7 for your concerns and we encourage you to share any issues with them as well for follow up. Our TranBC Facebook page and this blog site are also monitored during regular business hours and we strive to be as responsive as possible to any concerns shared with us. Hope that this information is helpful.

Thank you again for connecting with us here.

Reply

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Vancouver Island North Regional Project

Key Researcher(s): Precision GeoSurveys Inc.

Project ID: 2018-055

Key Research Organization(s): Precision GeoSurveys Inc.

Project Location: Vancouver Island

Strategic Focus Area: Minerals

Summary

The Vancouver Island North Regional Project produced the highest resolution public geophysics for an area stretching from Port McNeill in the north to Tahsis in the south (approximately 20% of Vancouver Island). The magnetic and radiometric data can be used to assess the mineral potential of the area and to guide more informed decisions about potential mineral resource development on northern Vancouver Island.

Data and maps from the project were announced at the AME Roundup conferences on January 21, 2020.

Open House Details

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Join Geoscience BC staff at one of our open houses in Port McNeill and Campbell River to learn more about the Vancouver Island North Regional Project and to answer any questions you may have. Light refreshments to be provided.

Port McNeill

When: Tuesday, February 18, 2020 from 5:30 pm to 7:00 pm

Where: Black Bear Resort, 1812 Campbell Way, Port McNeill

Who: Open to anyone and free to attend.

Port McNeill RSVP here (<https://www.eventbrite.ca/e/geoscience-bc-vancouver-island-nort>)

Campbell River

When: Wednesday, February 26, 2020 from 5:30 pm to 7:00 pm

Where: Campbell River Community Centre (Preschool Room – Room 5), 401 11 Avenue, Campbell River

Who: Open to anyone and free to attend.

Campbell River RSVP here (<https://www.eventbrite.ca/e/geoscience-bc-vancouver-island-n>)

The Need

Vancouver Island has a long history of mining and mineral exploration, but some areas remain relatively under-explored or had not been actively explored for many years. This project covered an area towards the north end of the island where packages of rocks known to host mineralization occur. Similar projects, such as Geoscience BC's adjacent Northern Vancouver Island (NVI) project (<http://www.geosciencebc.com/major-projects/northern>)

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vancouver-island/) undertaken in 2012-2013 in partnership with the Island Coastal Economic Trust, have sparked exploration, discovery and new economic activity in similar under-explored areas.

Up-to-date, unbiased earth science information is essential to inform decisions relating to the development of BC's mineral resources. Long-term demand for the metals and minerals that might be uncovered in this area is growing because they are important in the production of renewable energy, batteries and our everyday electronic devices.

Project Goals

This project:

- Produced new research using the latest methods to update geological maps;
- Identified regional geological and structural mineral exploration targets;
- Provides economic stimulation; and
- Engaged communities, share information, and identify potential training opportunities.

Project Benefits

The new geoscience information generated by this project may spark a new wave of mineral exploration activity in this region of BC. The information generated by this project helps the exploration sector, communities, Indigenous groups and governments to make informed decisions about responsible natural resource development.

Survey Area

The airborne geophysical survey (http://www.geosciencebc.com/i/pdf/VIN_PLN_PRP_ab_RFP2019-03_Final_V2-1024x656.jpg) covered a 6,127 square kilometre area stretching from Port McNeill in the north to Tahsis in the south, covering portions of the Regional Districts of Strathcona and Mount Waddington. It did not include Woss Lake, Nimpkish Lake or Schoen Lake Provincial Parks.

How Was the Data Collected?

The project was announced in March 2019. Following requests for feedback from the mineral development sector, community leaders and Indigenous groups, the helicopter survey was flown from August to October 2019.

The airborne geophysical survey collected information about the magnetic properties of the rocks below the ground and the radiometric properties of rocks and soils near the surface.

Precision GeoSurveys (<https://precisiongeosurveys.com/>), the contractor selected to fly the airborne geophysical survey, began flying one helicopter over the survey area in early August 2019 from Port McNeill and from Woss. The helicopter was easily identified by three 'booms' containing magnetic sensors – one on each side and one at the front. It flew along lines spaced 250 metres apart and at a constant height of 80 metres, rising to 300 metres over communities. It did not fly over larger parks.

The **magnetic survey** mapped out the rock units below the surface that contain magnetic minerals, mostly magnetite, but also the iron oxide minerals hematite, maghemite, limonite, and some sulphide minerals such as pyrrhotite. These minerals disrupt the Earth's magnetic field, and the magnetometer connected to the survey helicopter measured these subtle variations in the Earth's magnetic field.

The results of the magnetic survey can help geologists understand the structure of the rocks several kilometers below and identify areas that are worthy of further investigation.

The **radiometric survey** mapped the distribution of naturally occurring radiometric isotopes in rocks and soils within about 30 centimetres of the Earth's surface. As potassium, uranium and thorium naturally decay, they release gamma rays with characteristic energy signatures that the survey equipment attached to the helicopter detects.

The results of the radiometric survey can be used to update geological maps and, in some cases, may be used to directly detect mineral deposits.

Deliverables

Final Deliverables

- **Geoscience BC Report 2020-05: Vancouver Island North Regional Project – Airborne Magnetic and Radiometric Survey**

- **Technical Report**

- **(http://www.geosciencebc.com/P/project_data/GBCReport2**

05/GBCR2020-05 Vancouver Island North Regional Project.pdf(PDF, 9.0 MB)

▪ **Survey Data**

▪ **Magnetic Database**

▪ **GBCR2020-05-GDB-Magnetics**

(http://www.geosciencebc.com/i/project_data/GBCR2020-05/GBCR2020-05-GDB-Magnetics.zip) (zip, 2.1 GB)

▪ **GBCR2020-05-XYZ-Magnetics**

(http://www.geosciencebc.com/i/project_data/GBCR2020-05/GBCR2020-05-XYZ-Magnetics.zip) (zip, 1.0 GB)

▪ **Radiometric Database**

▪ **GBCR2020-050-GDB-Radiometrics**

(http://www.geosciencebc.com/i/project_data/GBCR2020-05/GBCR2020-05-GDB-Radiometrics.zip) (zip, 3.9 GB)

▪ **GBCR2020-05-XYZ-Radiometrics**

(http://www.geosciencebc.com/i/project_data/GBCR2020-05/GBCR2020-05-XYZ-Radiometrics.zip) (zip, 1.3 GB)

▪ **GBCR2020-05-Flightline Shapefile**

(http://www.geosciencebc.com/i/project_data/GBCR2020-05/GBCR2020-05-Flightline Shapefile.zip) (zip, 672 KB)

▪ **Results Files (NAD83 UTM Zone 9)**

▪ **GBCR2020-05-GeoTIFFs**

(http://www.geosciencebc.com/i/project_data/GBCR2020-05/GBCR2020-05-GeoTIFFs.zip) (zip, 707 MB)

▪ **GBCR2020-05-Geosoft GRD**

(http://www.geosciencebc.com/i/project_data/GBCR2020-05/GBCR2020-05-Geosoft Grids.zip) (zip, 423 MB)

▪ **GBCR2020-05-Google Earth KMZs**

(http://www.geosciencebc.com/i/project_data/GBCR2020-05/GBCR2020-05-Google Earth KMZs.zip) (zip, 1.0 GB)

▪ **Maps**

(http://www.geosciencebc.com/i/project_data/GBCR2020-05/GBCR2020-05-Maps.pdf) (pdf, 1.0 MB)

05/GBCR2020-05-Maps (pdf and jpeg).zip(zip, 665 MB,
1:100 000 and 1:200 000 scale pdf and jpg maps)

The Details

- AME Roundup 2020 Presentation by Christa Pellett and Todd Ballantyne (PDF) (<http://www.geosciencebc.com/wp-content/uploads/2020/01/2020-01-21-GeoscienceBC-adds-to-the-Toolbox-VIN2019-Roundup-2020-cPellett-tBallantyne.pdf>)
- Vancouver Island North Regional Project: Airborne magnetic and radiometric survey, British Columbia (http://www.geosciencebc.com/i/pdf/SummaryofActivities2019/202018-055_Minerals_SOA2019.pdf) – Summary of Activities 2019: Minerals; Geoscience BC Report 2020-01 (PDF, 1.9 MB)
- Vancouver Island North Regional Project – Research Area (http://www.geosciencebc.com/i/pdf/RFP2019/VIN_PLN_PRP_ab03_Final_V2.pdf)
Research Area (PDF)
- Open house meeting presentation (<http://www.geosciencebc.com/wp-content/uploads/2019/09/2019-09-13-Geoscience-BC-2018-055-Port-McNeill-Open-House.pdf>) (Campbell River and Port McNeill, September 2019)

The Vancouver Island North geophysical survey area covers traditional territories of several First Nations. Proponents wishing to use the data presented here for business or land use decisions are

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encouraged to engage early in relationship-building and information-sharing with the relevant First Nations. For further guidance on this and other mineral exploration and mining information visit:

<https://www2.gov.bc.ca/gov/content/industry/mineral-exploration-mining> (<https://www2.gov.bc.ca/gov/content/industry/mineral-exploration-mining>).



Photo Credit: Harmen Keyser, Precision GeoSurveys

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[<< Back To All Projects \(http://www.geosciencebc.com/our-research\)](http://www.geosciencebc.com/our-research)

Code of Conduct and Ethics Guidelines

(<http://www.geosciencebc.com/i/pdf/Code-of-Conduct-and-Ethics-and-Conflict-of-Interest-Guidelines-March-2016-new-logo.pdf>)

Privacy Policy (<http://www.geosciencebc.com/i/pdf/2015-GBC-Privacy-Policy.pdf>)

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