

**METRO VANCOUVER REGIONAL DISTRICT  
ELECTORAL AREA COMMITTEE**

**Friday, February 6, 2026**

**ON TABLE**

OT Attachment 1 - Summary of the January 28, 2026 Virtual Public Information Meeting

OT Attachment 2 - Comments received following the January 28, 2026 public information virtual meeting

OT Attachment 3 – Executive Summary of Delegation from Royal Vancouver Yacht Club

**Summary of the January 28, 2026 public information virtual meeting regarding proposed Electoral Area A Zoning Bylaw amendments and FortisBC's potential future proposal for temporary worker accommodation at the Royal Vancouver Yacht Club's Wigwam Inn**

Video Recording of the January 28, 2026 meeting.

**PART 1**

*Questions and comments in the chat following Metro Vancouver and Royal Vancouver Yacht Club representatives' verbal overview of the two proposed Electoral Area A Zoning Bylaw amendments:*

- Agenda item E2: an application submitted by the Royal Vancouver Yacht Club to amend the zone that applies to the Wigwam Inn; and
- Agenda item E3: the introduction of temporary use permits as a general tool in the zoning bylaw.

1. Are/will accessory buildings for Wigwam also need to comply with the 100ft2 footprint rule that the rest of Electoral District A needs to comply with?
2. Could the 2 proposed bylaws be treated separately? Recognizing staffs' desire to have a new tool in their tool box, the broader bylaw may benefit from further consideration and development...beyond the immediate needs for the pipeline project. ( ie. could an application for temporary use by RVYC be dealt with without a broader temp use bylaw?)

**PART 2**

*Questions and comments in the chat following FortisBC representative's PowerPoint presentation (attached) and Royal Vancouver Yacht Club representative's verbal overview regarding a potential future proposal for temporary worker accommodation at the Wigwam Inn.*

1. Can you indicate progress to date with pipeline from the Indian River headwaters? Near Wigwam.
2. What % of staff has been coming to site via Squamish access roads historically? I.e. what volume increase is expected to now be routed via the Arm.
3. Can you show the camp in relation to the Wigwam Inn? Why can't you put trailers at the old log dump on the East side of Crocker Island or have a small cruise ship like you did for the LNG plant construction?
4. Is that 150 workers or 450 workers housed at Wigwam? How does this impact boat traffic?
5. With a large population increase proposed up the Arm, how will wildfire resiliency and emergency response be guaranteed - would this include a 24/7 on-site fire and emergency presence for the duration? Is the Wigwam Inn infrastructure equipped to support long term 100+ person usage? Sewerage etc, noting the proposed site crosses a major creek.
6. How long would be these staff be staying on site (how many days on site, and how many days off site)?
7. How much are you anticipating reducing the number of current crew trips?

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8. Do the Environmental Assessment approvals by BC and First Nations require amending?
9. Are IR4 and IR4A considered part of electoral district A and/ or otherwise subject to current zoning bylaws?
  - a. Yes they are part of Electoral Area A, but no, they are not subject to local government regulations, so neither the zoning bylaw nor temporary use permits would apply to those IRs.
10. Can you expand on why the work camp cannot be placed on the expanded logging road from Squamish?
11. Is Fortis aware that the proposed location of their camp is in an area that is at a high risk of debris flows? The field location has been hit by debris flows in the past.
12. Has putting the proposed camp on the east side of the Arm been considered. If not, why not? Crown Zellerbach had a camp there in the 60's 70's.
13. Why not a floating hotel such as the Woodfibre project.
14. How do we get on a list for notices of future meetings/consultations regarding this issue? We live on Indian Arm but not in Electoral Area A.
15. Such a floating hotel could be a camp barge.
16. What was the concern of workers overnighting in the valley?
17. Will housing 120 of the 450 people required reduce marine traffic? If so how?
18. How would you get from wigwam to the road/dock.
19. Supplying can be done by helicopter.
20. How do you see Fortis Employees and RVYC members co-existing on the property over the next 18 months?
21. Did you consider the old logging camp site east of Deep Cove Yacht Club's outstation? One can walk from that site to the Forest Service dock. It was an old log dump, log sorting yard, and worker camp.
22. Wigwam Inn is 110 years old and a fragile historic landmark. Would this not introduce a significant risk to such an old historic structure to operate in this capacity?
23. It would be wrong go to assume that there is general support for this proposal there will be significant opposition.
24. Why are you limiting the accommodations to 1 story. Can you add a second or third story to increase the workers to 300 or more ?
25. I believe the District of Squamish turned down the same camp due to social concerns. There has been traditional distrust between infrastructure crews and Indigenous people. I suspect that is the unsaid overnight concern with the more practical eastern location.
26. Why can't the workers stay in the valley at night? I didn't understand the response.
27. The Woodfibre float hotel wasn't enough accommodation. I'm assuming, therefore, another float hotel is at the site. Can you confirm your personnel won't exceed 125 at the Wigwam Inn site?
28. Also the Park area at Granite Falls is leveled and not being used. It could be considered, it is also close and not in the Valley.
29. The damage that has been already to the shoreline, who is going to fit it?

**Summary of the January 28, 2026 public information virtual meeting regarding proposed Electoral Area A Zoning Bylaw amendments and FortisBC's potential future proposal for temporary worker accommodation at the Royal Vancouver Yacht Club's Wigwam Inn**

30. As this project must have been in the Fortis planning stages for many years, what options to accommodate staff were in the original plan, and why are these now not available? It appears Fortis is seeking an "emergency" solution.
31. I also have property in Indian arm over the past 2 years I agree that Fortis has not been a good neighbour.
32. Will there be any modifications to Wigwam Inn, the estuary, or areas surrounding Wigwam to house the workers (eg. cutting, dredging, addition of docks)?
33. Is your thought that the yacht club would still utilize their outstation while the work camp is on site?
34. You are lousy neighbours and guests at Lynnwood marina and disregard basic speed /wake considerations. What does the activity for a work camp look like?
35. This is a video of one of your vessels traveling in the arm today. You can see it is moving very fast down the arm, creating a significant wake. This leads me to believe that there is a breakdown between Fortis and the boats on the water, as you are claiming you are addressing the speed in the arm.
36. Would this be a dry camp and non-smoking giving consideration to the highly sensitive property?
37. We have lived in the arm over a decade and experienced firsthand the huge increase in wake, complete disregard of marine regulations and damage to our docks and shoreline
38. There will be more vessels. No question.
39. Police issues, how would you address employees going walk about?
40. Has putting a floatel at Granite Falls been considered?
41. How many buildings are you proposing, and what ground preparation would that require? Will those buildings be confined to the field you showed the image of?
42. How will crew members get from the camp to the work site? If via boat, where will the boats be moored?
43. Rather than writing bylaws that nobody has asked for to date, except for the current corporate interest, why not try to address concerns with overnighting in the valley.
44. What activities do you anticipate happening in the Wigwam Inn itself? This is a fragile 110 year old building. Or, will everything happen in the cleared field? Will you install a new dock to access that site or will you require use of RVYC docks? How many boats will be moored on site at RVYC docks?
45. The Environmental Assessment itself should be looking at the impact on it?
46. I joined this meeting in the hope that there would be an overall reduction in vessel traffic on the Arm. It appears that there will be an increase. We live across from Twin Islands at Cascades and since the beginning of this project we have not been able to keep a boat at our dock due to threat of damage. The speed limits on the Arm don't appear to apply to the waters around Twin Islands and your information suggests that it is about to get worse. I appreciate that Fortis wants to be a good citizen but the choice of vessel operations to support the project has been a real problem that doesn't appear to have a satisfactory solution for those of us that live on the Arm....
47. Very sensitive area to build a camp right on a shoreline

**Summary of the January 28, 2026 public information virtual meeting regarding proposed Electoral Area A Zoning Bylaw amendments and FortisBC's potential future proposal for temporary worker accommodation at the Royal Vancouver Yacht Club's Wigwam Inn**

48. Did you conduct a habitat assessment of the Indian Arm before sending all these boats through it all the time?
49. There appears to be only a marginal gain for Fortis since the majority of the workforce will still come from N Van every day. Also, the camp operation itself will require a substantial number of extra personnel, plus supply traffic.
50. In reference to placing the camp on the logging road that has been cleared of trees etc. There is a large clearing for a log sort about 2-3 km from Wigwam. It would be perfect for a larger camp.
51. Would the concerns of TSN overnighting in the valley apply to RVYC members who would be on site?
52. Would you have trailers on the south side of the creek?
53. What other than sleeping accommodation is being proposed for the work camp to support / entertain the 125 workers
54. This question is for Leighton, is RVYC and its members in support of this work camp?
55. Will your environmental assessment cover the entire Arm - or just the area around Wigwam?
56. Has there been any prior request from any Arm property owner or resident for a temp use bylaw. Why are we considering this full scale change , with its potential long term effects when only one member is asking for it?
57. The issue of the Estuary has been raised - and would add that this is a PARK - the accommodation should be within the footprint - far enough north of Tsleil-Waututh to accommodate their concerns. The Park is jointly managed and it would be helpful to hear from the Park as well please.
58. Didn't answer the question about who will fix the damage already done? Repeating that speed limits are adhered to says nothing about dealing with the issues fortis has created
59. What would stop them from being up huge gas powered lights to work at night.
  - a. This a good question. There are two additional clubs near Wigwam and a park that attracts kayakers. They all go to enjoy the wilderness experience. Controlling lights and noise is a major issue.
60. Would the workers be accessing the trails, out of sight so to speak?
61. Communication for employees re: cell reception.
62. Are the workers that are proposed to be housed on the Wigwam site employees of Fortis or sub-contractors' employees?
63. There are two large vessels coming every day at the moment plus the smaller aluminum boats.
64. The catamaran makes one giant wave instead of a series of smaller waves. Recognize there's not a great solution here though.
65. How does this relate to the short term accommodation bylaw that was not passed in Electoral Area A a few years ago? Workers staying for a week at a time?
  - a. If the MVRD Board was supportive of it, it would be dealt with through the specific temporary use permit application, allowing the temporary accommodation of

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workers subject to whatever conditions the Board wanted to put on. Again, that future potential application would go through its own public process.

66. Has a camp for accommodations with kitchen diner on a barge or several barges been considered. If so all could be done at convenient port and towed to site for positioning.
  - a. This would be the logical solution for sure.
67. The followings wave at Bishops Creek is a real concern as going through the small channel.
68. 125 people = 1 boat less if they are all in the big boat. But the services and supplies will most likely replace that 1 boat - and larger barges/boats for removing sewage, supplies, etc.
69. It's less than an hour from North Van to Squamish so that's a better option for travel etc.
70. My question is regarding the salmon. The Indian River Head is a recognized salmon habitat. It is an active major spawning ground. The area you showed on the map is literally at the mouth of the river. You are suggesting the camp is built there. Salmon use creeks, intertidal zones and nearshore waters during their life cycles. Has there been an environmental assessment regarding fish habitat or the DFO been consulted? Seems like many construction risks exist here.
71. Has putting a floatel at Granite Falls been considered
72. Who else in the Indian Arm portion of Electoral District A do you think the bylaw is going to be 'useful' for? Short term rentals would be a different bylaw. The impression one gets is that a decision has already been made. Just because others do it doesn't make it right.
  - a. I can't predict what future temporary uses would come forward. Introducing the tool would set up the process to consider an application. Each application would go through its own process, whether or not to issue the permit, and any conditions of issuance.
73. Since the beginning of the Fortis project, we have watched our beach and foreshore get washed away (not to mention destroying a brand new ramp) with the wake from the Prism Marine boats. Was an environmental assessment done on the entirety of Indian Arm (the journey of the boats) ?? Perhaps it's time?
74. Quick question-is there a problem using the log sort area 2-km from Wigwam-accessed from Squamish down an existing logging road?
75. I am very concerned about housing 100+ workers at the "soccer field" North of Wigwam Inn and well within the Indian River Estuary. I cannot imagine the ability to accurately and effectively complete an environmental impact assessment on the time frame the pipeline work schedule is currently under.
76. Thank you all for your time. Very informative and thought provoking.
77. Will Fortis take any responsibility for damage done to docks during this project?
78. Thank you for the opportunity to engage.
79. Granite Falls is a precious recreation area for us Arm folks and many that kayak and tent there. I understand that it is a 'sacred site' - for First Nations and would heartily agree with this.

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80. What are the possible downsides that residents have not considered to changes to this bylaw??
81. Thank you all for taking the time to illustrate these proposed changes.
82. The best thing for those who have concerns is to email the Electoral Area A members with your concerns.



# **Eagle Mountain – Woodfibre Gas Pipeline (EGP) Project**

**Virtual Public Information Session  
Temporary Workforce Accommodation**



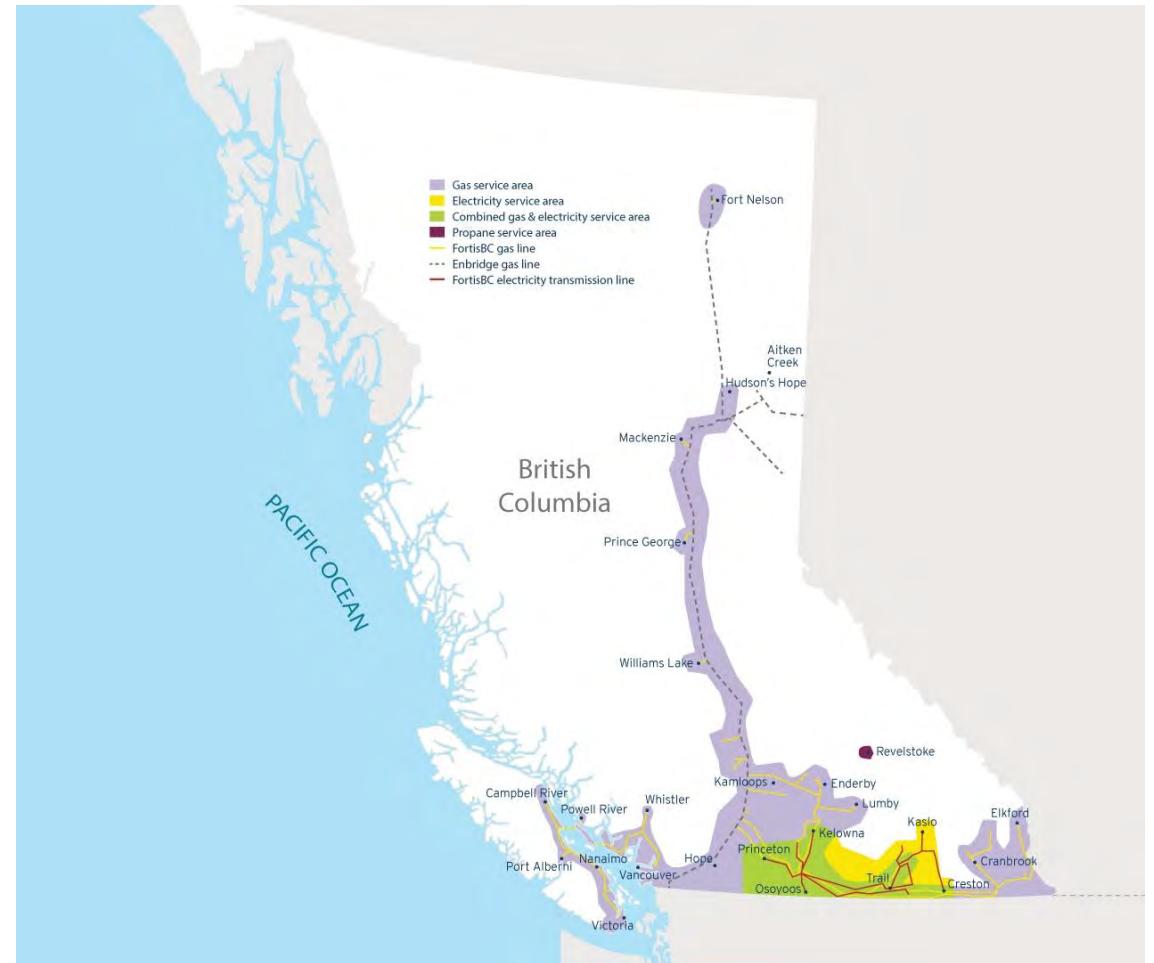
January 28, 2026

# Agenda

- About FortisBC
- Eagle Mountain – Woodfibre Gas Pipeline (EGP) Project Overview
- EGP Project Indigenous and Regulatory Approvals
- Current Project Status
- Transporting Project Workers
- Proposed Temporary Workforce Accommodation
- Communications and Engagement

# About FortisBC

- We deliver energy to nearly **1.3 million** homes and businesses across BC, providing:
  - Electricity
  - Natural gas
  - Renewable Natural Gas
  - LNG
  - Thermal Energy
- We serve **135 communities** across BC and **58 Indigenous communities** across 150 traditional territories.
- We directly employ **2,700** British Columbians – among BC's largest private sector union employers.



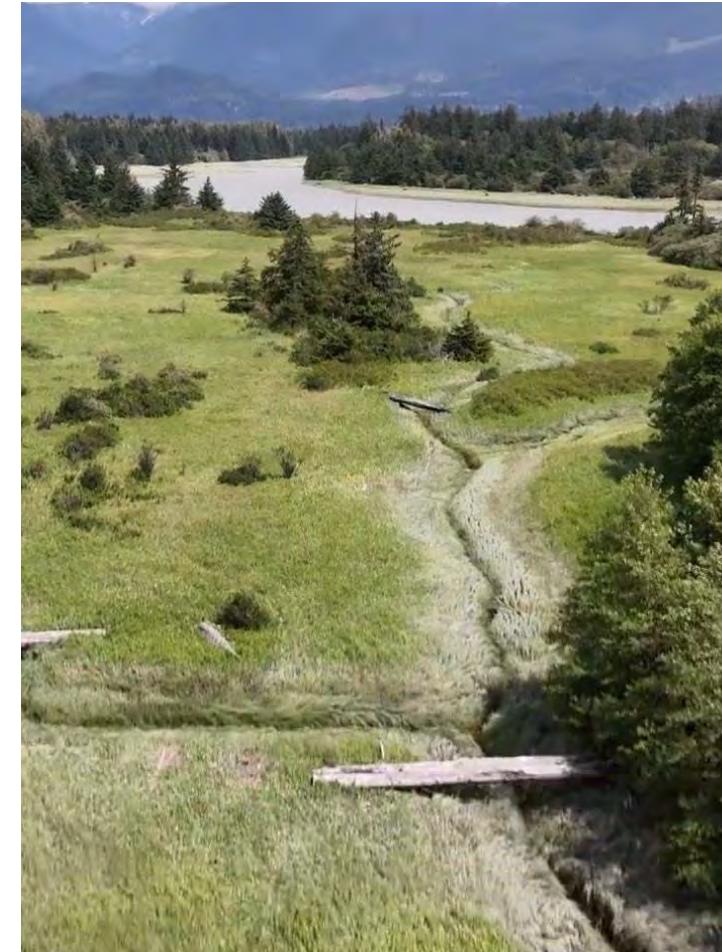
# Eagle Mountain – Woodfibre Gas Pipeline (EGP) Project Overview

- The EGP Project has been under construction since 2023 and expands our existing natural gas system, to supply natural gas to our customer Woodfibre LNG.
- This includes installing 50 km of new gas pipeline between Squamish and Coquitlam and supporting infrastructure.
- Nine kilometres of new gas pipeline will be housed within a tunnel being constructed beneath the Skwelwil'em Squamish Estuary.



# EGP Project Indigenous and Regulatory Approvals

- In 2016, the BC Environmental Assessment Office (EAO) approved the EGP Project and granted the Environmental Assessment Certificate.
- In 2016, Squamish Nation conducted a first-of-its-kind independent environmental assessment of the Project, resulting in the Squamish Nation Environmental Assessment Agreement.
- In 2023, prior to construction beginning, agreements were also completed with Tsleil-Waututh Nation, Musqueam Indian Band and Kwikwetlem First Nation. Indigenous monitors are onsite daily during construction.



Skwxwú7mesh/Squamish River Estuary

# Current Status

Construction of the EGP Project began in August 2023. It is well underway and is anticipated to be completed, including restoration activities, in 2027.



Woodfibre LNG Facilities Site



Pipeline Right-of-Way

# Transporting Project Workers

- The majority of new gas pipeline construction occurs in the Indian River Valley. Project workers access the Valley by vehicles via Squamish and marine vessels via Indian Arm. This year, in-road construction prevents workers from accessing the southern portion from Squamish.
- Increasing number of workers being transported via water taxi from North Vancouver.
- Last year, we transported approximately 300 workers daily through Indian Arm. This year, this is expected to increase to approximately 450.
- Community concerns regarding wake from our vessels. Made efforts to reduce the number of round trips, contracted a larger vessel, adjusted the path of travel, and continue to ensure that we strictly adhere to port guidelines.



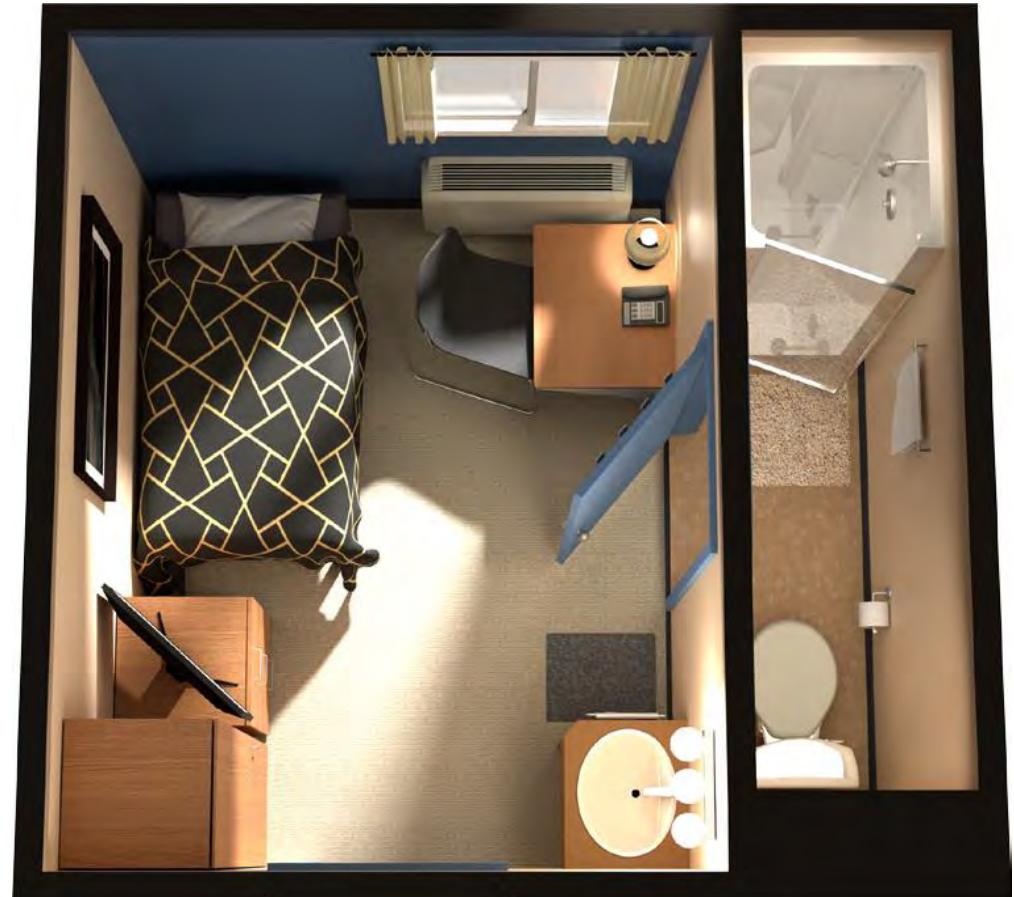
# Proposed Temporary Workforce Accommodation

- We are proposing temporary workforce accommodation at the north end of Indian Arm at the Wigwam Inn property, owned by the Royal Vancouver Yacht Club. This would:
  - Address the lengthy commuting timelines.
  - Reduce the number of workers traveling via marine vessels daily through Indian Arm daily.
- Temporary trailers for 12 -18 months, depending on permitting timelines and project schedule. The existing cleared field would be utilized to the greatest extent possible. Existing facilities at the Wigwam Inn would also be utilized.
- This solution would temporarily house approximately 125 project workers, subject to final configuration.



Cleared field at the Wigwam Inn

# Temporary Workforce Accommodation Renderings



# Communications and Engagement

- Designated communications and community relations team.
- Multiple, easily accessible feedback channels:
  - Website: [www.talkingenergy.ca/egp](http://www.talkingenergy.ca/egp)
  - Phone Line: 1-(855)-380-5784
  - Email Address: [egp@fortisbc.com](mailto:egp@fortisbc.com)
- Adaptive management to respond to concerns raised by the public, where practical.



**FORTIS BC**

**Eagle Mountain - Woodfibre Gas Pipeline project**  
Have questions? **1-855-380-5784**  
[egp@fortisbc.com](mailto:egp@fortisbc.com)  
[talkingenergy.ca](http://talkingenergy.ca)

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**Media contact (24 hours):**  
**1-855-FBC-NEWS (1-855-322-6397)**  
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**FORTIS BC**

**Eagle Mountain - Woodfibre Gas Pipeline Project**



**About the project**

As a utility, meeting the energy needs of our customers is what FortisBC does every day. When our customer Woodfibre LNG asked us if we could deliver natural gas to them, we began to explore how and proposed the Eagle Mountain - Woodfibre Gas Pipeline (EGP) Project.

The project will expand a portion of our existing gas transmission system, which runs from 1995 to 2023, from the Sunshine Coast and Vancouver Island. It involves adding about 50 kilometres of new 24-inch pipe between Coquitlam and the Woodfibre LNG site in Squamish, including three kilometres near Westwood Plateau in Coquitlam.

We've worked with the Squamish and Coquitlam communities for many years to keep them apprised of the project's progress.

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Construction began in 2023 and we anticipate completion in 2027.

# Thank you



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## Comments received following the January 28, 2026 public information virtual meeting

### COMMENT 1

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My comments about what I have heard so far about the proposed rezoning for the Royal Vancouver Yacht Club properties located at the northern end of Indian Arm (commonly called Wigwam Inn or just Wigwam):

1. The rezoning appears to be proceeding under a false flag. The need for a full time caretaker which requires rezoning has becomes entangled with allowing Fortis to build a work camp for foreign temporary workers. How the two were allowed under the same flag eludes me.
2. By allowing this merger under that flag, RVYC gains the leverage that Fortis has under federal economic priorities to force through changes (zoning, environmental, building code) that would otherwise not be permitted (pun intended). As such Metro and locals get squashed like a bug under the weight of federal prerogatives.
3. End result is RVYC is permanently enriched on numerous levels at the expense of Metro, who is now needing to deal with that precedent when other property owners cite it for their purposes. Indian Arm the park becomes Indian Arm the speculation investment for commercial gain.
4. If the caretaker issue is the legitimate issue needing resolution, then I think that designating Wigwam as an “attractive nuisance” due to its location/isolation, prominence and risk for being a fire hazard due to vandalism would justify a variance by Metro to allow a full time caretaker. This would be in the best interest for Metro, locals and the RVYC without creating an open ended precedent that could be exploited by others.
5. Fortis has proven to be a neighbour without regard for their negative impacts, the camp is a desperate fallback budget saver after Squamish rejected the camp (rather than house foreign workers in town and pay for water taxis) and who does nothing positive for locals or Metro.
6. The bad neighbour label also can be applied to the RVYC.
7. That the two are working closely together does not bode well for others.
8. As the present water taxis are damaging properties under the Metro umbrella I would have thought

Metro would be more reactive to holding Fortis, or at least their proxies operating the taxis, more accountable. Metro otherwise does a good job overseeing those owning property so this omission seems out of character. Politics??

Thanks for your time  
 William Ekins

### COMMENT 2

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I am one of two stations managers of the Wigwam Inn, along with my wife. I have lived and worked here, at the north tip of the arm, for 11 years, 25% of my life.

With regards to the official topics of last week's meeting, I am in favour of E2, amendment to the zoning of The wigwam Inn. I can also see the value of Item E3, the introduction of temporary use permits as a general tool in the zoning bylaw. These two items seem pretty straightforward and I don't think there is any need to elaborate further.

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Concerns about a potential Pipeline Work Camp on the grounds of the Wigwam Inn

**Comments received following the January 28, 2026 public information virtual meeting**

First, I would like to say that I am voicing these concerns as a voter in the district, and private citizen, and am in no way speaking as a representative of RVYC; I hold no decision making influence within RVYC, and am not at emptying to influence the its decision making process.

As a resident I am firmly opposed to the potential use of the property surrounding the Wigwam Inn as a work camp for 125 Pipeline workers. If approved, these workers would outnumber me and my wife by over 60 to 1. This does not make me feel safe. Being outnumbered in this manner, I would fear for our personal safety, as well as the security of our home, and belongings. In addition I believe conflict with wildlife would be inevitable, and it would result in at least 3 curious bears, that I know of, being destroyed. And finally, it would effectively result in the termination of my job, and the resulting eviction from my home.

**Safety and property damage concerns**

As a long-time permanent resident here, I have had to call 911 a few times, for emergency medical reasons. Every time I found 911 dispatchers ill equipped to the task of mobilizing any services to this or nearby locations. Waiting for emergency services that are not coming is a troubling experience. And after some time of waiting, having to contact the coast guard over VHF and start the whole procedure over again, is concerning. In the context of potential conflicts with pipeline workers, I fear what will happen should there be an incidence of violence, sexual assault or harassment, or a break in or property damage at my home. Who will I call? The coast guard is capable of handling medical emergencies, but not of criminal incidents. And there will be no ability for anyone to respond in time to stop anything in progress, only investigate afterwards (and I don't expect any authorities will find pipeline workers forthcoming with information). Additionally, I wonder how will any authority be able to deal with issues of property damage to the Inn, or the docks, or my personal belongings? Not well, I suspect. I also believe the district is not suited to the fire risk posed by a camp in this location. During most tides(under 3 meters) there is no way for a fire boat to access the field in which 108 workers will be living (and most likely smoking secretly in the woods). There are very few actual full time residents, and the addition of 125 workers most likely doubles or triples the population of the arm, even at its peak in the summer. I do not believe the existing safety services are set up to handle that.

**Wildlife**

There are many types of wildlife that use the field located north of wigwam creek, and the nearby estuary. This is where bears find food in early spring before the berries have come in. I am sure there will be food, and at ractants everywhere, that will make a starving, post hibernation, bear very interested in repeated investigations. We have learned not to explore that area in early spring, as the field is lit ered with evidence of bear activity. There are currently 3 different black bears I see habitually using that area. A very large and confident black furred bear(that won't back down), a medium sized black furred bear, and 3 year old brown furred bear. This field also serves as a temporary home to about 30 elk in the winter, as well as coyotes and potentially wolves, who may be following the elk. And this is the entry way for SALMON to find the Indian River. The estuary, that lies not 10 feet away from the proposed work camp, is the gateway for millions of spawning pink salmon, and well as lower number of chum and coho salmon. This part of the estuary is considered by the DFO to be within the boundaries of the freshwater fishing regulations. And as such, I believe, the estuary could be considered a part of the river. And these are just the well known, charismatic animals. This field is home to a densely interconnected web of ground birds, pollinators(bees, and hummingbirds, and much more), ducks use the shoreline, and eagles nest in the trees. To try to list all of the interdependent animals that rely on the resources available in the estuary and on the land to the north side of wigwam creek would be impossible.

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The Tsleil-Watuth Nation does not want a work camp in the valley for environmental reasons. This proposal puts the camp just outside the valley, still literally on the shores of what DFO considers the Indian River; Why would that be any better.

### Our Home and Work

Last but not least, this property and outstation is our workplace, and with that, our home. It has been since February of 2015. If this property was to be converted into a pipeline work camp, our jobs would be essentially terminated. We may be offered a new, different job, doing different work, with a different compensation structure, but our roles as Outstation Managers would be gone, as there would no longer be an outstation, and instead a work camp. We work in recreation and tourism, not industrial work camps. I do not suspect we would be interested in taking the role of pipeline work camp facilitators, or whatever the different position might be. And with our work, so too, goes our home.

That is to say, if this work camp is approved, my wife and I would be de facto terminated from our jobs, and evicted from our home.

It is for these well definable reasons, and many more small indefinable points to do with history and intended purpose of a property and a waterway, that I object to the idea of installing a work camp on the grounds of the Wigwam Inn, my home of 11 years.

Mark Venditti

### **COMMENT 3**

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Hello Jen,

Thanks so much for facilitating that information session about the Fortis work camp proposal. I wasn't able to attend, but I watched the recording and I really appreciated all of the questions and your facilitation.

You said that you had heard from a lot of residents about dock damage and I want to add our voices to that. Our dock has been significantly damaged and we have no recourse. While any and all efforts to reduce wake have been appreciated, Fortis could be doing more - like slowing the transport boats down (which they have not done). At the meeting, I observed that Fortis refused to acknowledge shoreline or dock damage. Instead they say that they are complying with all port authority boating regulations. This was quite frustrating.

Thanks for continuing to amplify our concerns.

Joanne Fox

### **COMMENT 4**

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Thank you for the opportunity to provide written feedback on the issue of amending the bylaws to allow for TUP applications. On the whole, providing the region with this framework seems like a good idea indeed. My only opposition would be if such were ever used to allow an industrial work camp to be installed in a place like Wigwam. Such a setting is wholly unsuitable for such. As an avid boater and

## **Comments received following the January 28, 2026 public information virtual meeting**

recreationalist, (and boat / boathouse owner in the area) I simply can't emphasize strongly enough how precious the mouth of the Indian River area is, and how an industrial work camp would bring nothing but devastation to the water, night time light pollution, and disruption of the entire ecosystem of that fragile area.

In conclusion, I am for the TUP amendment as a tool for the region but want to be very clear that I would hope such would never be used for an industrial work camp at Wigwam.

Thank you,  
Dave Dinesen

### **COMMENT 5**

#### **Attachment 1 – Summary of Petition Comments**

#### **Attachment 2 – Petition Comments**

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I wanted to reach out as we've been running a grassroots petition directly speaking to the FortisBC/RVYC potential TUP use case. You can see the petition here:

[ht ps://form.jotform.com/wigwaminn/petition-to-protect-indian-arm-from](http://form.jotform.com/wigwaminn/petition-to-protect-indian-arm-from)

I'm a big believer in getting the bylaw amended to support TUPs in general (as someone who loves Granite Falls and the surrounding provincial park), but would want to make sure there was a significant feedback loop for the general public before any TUPs (such as the potential FortisBC use case) that are significant would impact this area.

As a demonstration, I've included the feedback already from the petition that is circulating - by word of mouth - no proactive social media or canvassing campaign - since last Sunday. Its at 228 people already (oh, another just came in as I am writing - so make it 229) and continues to add a few people each hour, everyday.

I've attached the spreadsheet of it and a summary of people's reasoning.

It doesn't sound like it's necessary at this point for the Feb 6th meeting, but it does show what kind of concerns the community (in this case kayakers, campers, boaters, members of all three yacht clubs, residents, and the general public) will have with certain types of TUP that feel incompatible with this beautiful area.

Thanks again,  
Scot Brownlee

P.S. amazingly well run meeting last Wednesday on this topic.

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### **COMMENT 6**

Thank you for hosting an excellent presentation last Wednesday January 28<sup>th</sup> to deal with the public concerns, opposition and questions related to a proposed Fortis workcamp at the end of the Indian Arm at the Wigwam Inn.

**Comments received following the January 28, 2026 public information virtual meeting**

I am an active boater and kayaker and enjoy the shoreline throughout Burrard Inlet and Indian Arm as we live in the area.

When listening to the Fortis presentation I could not see how this will benefit the residents of Indian Arm or the sensitive eco-system that thrives where the Indian River meets the ocean. There is so much wildlife that will be affected by having 125 person workcamp on the shoreline of this beautiful location. There would be an increase in light and noise pollution along with an increase in boat traffic which will affect the area and wildlife negatively.

To think that it is ok to set up accommodations on the opposite side of the inlet and have to transit across the mouth of a salmon bearing river many times a day is an extreme example of industry not taking a good look at the end resulting damage that this may present.

With respects to amending the bylaw to allow for a Temporary Use Permit, this amendment seems reasonable and will bring the region more in line with what other jurisdictions are allowing. My concern is that this amendment should not be used to create a workcamp at the Wigwam Inn.

Thank you for your time and consideration,  
Steve Clements

**COMMENT 7****Attachment 3 – Letter to Fortis BC (Darrin Marshall) from the BC Environmental Assessment Office**

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Amendments Item E2

The following two proposed Amendments I'm concerned with:

- Remove the maximum number restriction for accessory buildings/structures. It is currently one, which is not reflective of what is on the properties or typical for most properties. Other zones were updated in 2024 to remove this maximum number.

My concerns: As this is a commercial property, zoned unlike others in the area. Its large in land area as well as the owners have the financial resources to build accessory building / structures at will.

Snippets from RVYC website “arguably the largest yacht club in North America” – “RVYC has roughly 5,000 members 2,500, of who, are active” – “However, at the time, a concurrent \$12 million expansion project at Coal Harbour was our priority, and Jericho’s breakwater was deemed too expensive to run alongside it, so it was put on hold. By 2022, costs had risen to \$37 million due to post-COVID construction increases and inflation, yet the urgency of the project demanded immediate action.”

Please see below link to RVYC web site.

<http://www.royalvan.com/Default.aspx?p=DynamicModule&pageid=407595&ssid=334555&vnf=1>

Yes the biggest capital project the club has ever asked the club members to consider but they did finance and build it.

## Comments received following the January 28, 2026 public information virtual meeting

The C1 zoning of the property that the RVYC current owns should not be given the same freedom as other zoning; it was zoned different for a reason. A set number of buildings should be defined and the maximum size of the structures set.

And Special Provisions 16.02 should be addressed carefully and not outright discharged as was put in there for a reason to keep with the general community concept of the area. Example of a floating hotel would need community considerations/approval. The number of mobile homes located on the property or other commercial structure needs to be addressed.

- Reduce the setbacks for principal and accessory buildings to be in line with recent changes made to other zones in the Electoral Area A Zoning Bylaw, as follows:

Front Lot Line Setback: from 7.5 m to 4.5 m

Rear Lot Line Setback: from 7.5 m to 4.5 m

Exterior Lot Line Setback: from 7.5 m to 3.0 m

Interior Lot Line Setback: from 7.5 m to 1.5 m

**My Concerns:** As this is a commercial property and is zoned Resort Commercial for that reason as more people accessing the property. The set back should be left in place as are (maybe different then noted), especial for the Front Lot Line Setback, foreshore or the Riparian Area. Regulation 214 most likely applies for all the Front Lot Line Setback and a qualified environmental professional (QEP) should be deciding the reduction in this setback. The North East end near the sensitive Indian River Estuary is of special concern as appears less human manipulated and natural at this time.

### Zoning Bylaw Amendments Item E3

I think the TUP amendment should be thought through in a timely manner and not rushed. Our OCP was worked on over a long consultation period with the community, if I remember right. TUP is not an amendment to be rushed through because 1 entity or land owner wishes it, especial one that is already in a different zoning then all the other properties around it. It affects the whole community and we need time to pounder and understand the implications. There is a web of jurisdictions in the area and each have their own authority over various situations and land uses; it's not simple at all.

Regarding the Fortis project and the TUP. From my experience and hundreds of hours logged of trying to hold Fortis accountable for the shoreline erosion and infrastructure damage they/contractors are creating, I, very strongly say, do not open up more “tools”. Boundaries lines and jurisdiction play a key role in protecting or not protecting areas the way they are now. There are so many in this area already, Land to Salt Water or is that Fresh Water, where is the boundary, who do I contact. With Fortis when a Swells moves the beach sand up onto private property the line is literally drawing in the sand. Cross it, and completely new situation and new people and government departments. The safest way forward is not to open up more doors to a situation that may become un-controllable. I request we wait a while and revisit the TUP idea in a few years.

I have recently found a provision in the Fisheries Act that allows for the destruction of habitat. In reading the Policy quickly it's my understanding that can trade 'offset' from one area to another as well as just have a large back account to pay for "restoration". Restoration pales in comparison to what was there in the first place. Its looks like a way to play with nature and am going to investigate further. Link below.

[ht ps://www.dfo-mpo.gc.ca/pnw-ppe/reviews-revues/policies-politiques-eng.html#22](https://www.dfo-mpo.gc.ca/pnw-ppe/reviews-revues/policies-politiques-eng.html#22)

I do think the capital investment proposed by Fortis for the Wigwam site is slightly suspect regarding the proposed timeline. In the BC Government doc Ref # 381582 at the end it says:

## Comments received following the January 28, 2026 public information virtual meeting

"On August 5, 2021, after reviewing the extension request and the EAO's Extension Report, Elenore Arend, Chief Executive Assessment Officer has decided to extend the deadline specified in the EAC to August 9, 2026. I enclose an extension Order under Section 31 of the Act. Please note that this is a one-time only extension and EGP must be substantially started by August 9, 2026, or the EAC will expire."  
**(Attachment 3)**

So what that means or entails, I'm unsure but the phrase "substantially started by Aug 9th 2026" is a concern. I also remember somewhere within all the documents noticing they have a number of years past the end of the project to do mitigation and or perform remedial acts on the site. With that in mind the capital investment starts to make sense. (Metro Vancouver may know more about the time lines)

### Fortis Transportation to site

- Currently, crews working on the Indian River Valley portion access their worksites daily by water-taxi from a marina in the District of North Vancouver up to the top of Indian Arm. This daily commute consumes 1.5 to 2 hours each way.
- The daily water-taxi commute represents a significant loss in productive hours, directly contributing to operational inefficiencies and increased project costs. It has also resulted in an increased number of water taxis accessing the head of Indian Arm and concerns with vessel wakes and associated fuel consumption.

My concerns re the two above point and Fortis transportation issue are:

The 1.5 hours is most likely the slowest boat and I'm thinking of the Orca Spirit II and yes the largest passenger capacity as far as I know. The vessel's first run on this route was fast but never did that again, I'm assuming too many complaints re wakes. So yes, this long transit period may not have been expected. The 2 hours is a guess that get caught on the other side of the rail bridge and have to wait for a train but just a guess. The whole transportation of workers from the North end of the Iron Workers Memorial Bridge to the North end of Indian Arm was either not thought through at all or has been misrepresented re this project. Starting with traffic and parking issue that impact the local business's at and around the Iron Workers Bridge. The Transportation on the marine water ways was not included in Fortis's Provincial Environmental Permit, so not regulated under that authority. The Federal Government departments that became responsible for controlling the damages occurring from the transit of the workers seem poorly equipped, if not outright un-capable of dealing with the damage to personal property and the extensive damage to the sensitive shoreline and intertidal zones. And despite myself and others continually reaching out to Fortis/their contractors and cc other parties and government entries, Fortis is knowingly continuing with serious destructive activities. This cannot be ignored when accessing the current situation regarding bylaws.

- The proposal is to construct a land-based construction camp at the Wigwam Inn for approximately 100 workers. The camp would be sited on level and primarily cleared lands of the Wigwam Inn and would have access to on-site diesel power generation, potable water treatment and sewage containment facilities

I can only speak to the above from my observations over the last 38 years and especially the last 10 months. It is my understanding that these 100 plus workers would be an addition to crew being transported at this time. So would not in actuality reduce what is happening now. It may reduce future water taxi trips required.

## Comments received following the January 28, 2026 public information virtual meeting

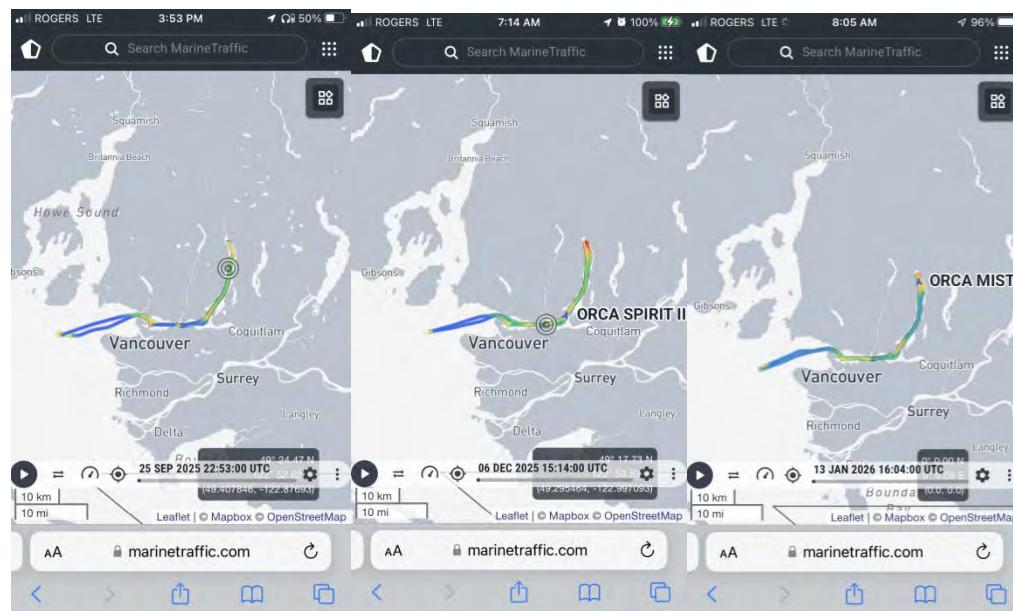
The situating of the camp on the 'cleared land', I have a myriad of questions about but they are best left to "Environmental Professionals" who are able to do these type of reports. This area is too close to the extensive Indian River Estuary to do otherwise.

My question re on site power is, its set up for the Wigwam Inn and is a long way from the proposed site?

The Portable water I do not know enough about to comment on.

It is my understanding that Wigwam has the septic system emptied via a barge/pumper truck at this time. Currently is this being done via landing on the shoreline, is one question to be asked. And also a long way to walk from the proposed site to the Inn area in the middle of the night so thinking more involved, then is alluded to.

In my observation I notice at least three of the "water taxies" going out of the inner harbour about 3 miles out and then turning around and coming back. I thought this strange when noticed it and have been observing a bit. I'm going to take an educated guess reading the marine transportation ...sewage regulations that they are going past the 3 nautical miles out. Its not banned but just adds to questionable and the uncaring for the environment practices by Fortis/ contractors.



[ht ps://tc.canada.ca/en/marine-transportation/marine-safety/sewage](http://tc.canada.ca/en/marine-transportation/marine-safety/sewage)

Section 86 of the regulations requires that a vessel has a toilet on board to have a holding tank or an approved marine sanitation device. With some exceptions, the discharge of untreated sewage into all Canadian inland waters and Canadian coastal waters within 3 nautical miles of land (ships less than 400 tons) and 12 miles of land (ships larger than 400 tons) is now banned. Treated sewage will only be allowed to be discharged into Canadian waters subject to specified limits of fecal coliforms per 100 ml of water. Adoption of these requirements permit ed Canada to accede to Annex IV of MARPOL.

## Comments received following the January 28, 2026 public information virtual meeting

In conclusion and the new information I found re the “offsets” please open as few opportunities for change at this time.

Laura Elderton, Buntzen Bay, Indian Arm (Electoral Area A), BC.

### COMMENT 8

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Thanks to Director McCutcheon and Mr. Pachcinski for providing information on Agenda Items E2 and E3, as well as the proposed Fortis Work Camp at Wigwam Inn on the recent Zoom information meeting held with Indian Arm Recreation and Permanent Residents.

There were numerous concerns raised on the Zoom meeting and the participants were assured that there will be time to address these at a later date. The purpose of this email is to flag for the Committee Members a few questions E2, E3 and to provide a bit of context from an Indian Arm property owner:

Re E2 – Removal of the Covenants – re Timeshares – setbacks on the properties, parking

- As there are two properties for Wigwam does the removal of the ‘Covenant(s) re Time shares apply to all of the properties?
- There are additional actions attached to the removal of the Covenant ie re setbacks – were these proposed by the property owner or Metro? Is there documentation regarding this?
- There is a Stream on the Wigwam property – and will the adjustment of setbacks proposed by Metro as part of the bylaw amendment impact on or conflict with the Streamside protection requirements, or perhaps other geographical features which may have been a rationale for the current setbacks? When were the current setbacks established?
- Could a Map be provided to show current and proposed setbacks? (it is difficult to consider the proposed changed setbacks without a visual – thanks)
- Would the removal of the Covenants and change of setbacks be required for a Fortis Work Camp to proceed?

Re E3 – The Temporary Use Permit Tool (TUS)

- Context is needed for consideration of the TUS – the Wigwam Properties are within the Say Nuth Kah Yum / Indian Arm Park within the Traditional Territory of the Tsleil-Waututh Nation. This Park is co-managed by BC and the Nation. The OCP for Indian Arm – notes that it operates in accordance with the values of the *Say Nuth Kah Yum Park Management Plan*.
- What has the response been from the Co-Management Board of the Park regarding the proposal of a Temporary Use Permit by Metro within the boundaries of a BC Park? Would a letter documenting this engagement be available to confirm the consultation?
- Does the Metro TUS (tool) align with a ‘Parks TUS / Permit’ as per the BC Park Act?
- Would a TUS be required for the construction of a Fortis Work Camp?
- Is a Heritage Conservation Act / Archaeological site assessment required for a TUS?

Other:

- There are growing concerns regarding placing a Work Camp for 100 – 125 workers in the Say Nuth Kah Yum Park and its impacts on the ecological, environmental and recreational values of the Park – not limited to but including:
- It is considered at the location at the pristine mouth of the Indian River Estuary
- Being part of the ancient territory of Tsleil-Waututh and the need for an Archaeological review and consultation
- Within full visibility of recreation users visiting the Indian River Estuary and Granite Falls
- Other impacts such as noise and pollution due to the consideration of a generator for power

## Comments received following the January 28, 2026 public information virtual meeting

- While this issue has been brought to the attention of the Indian Arm property owners – it is a broader issue for all those who use and enjoy Say Nuth Kah Yum Park.
- As the 'Work Camp' proposal has broad public recreation and environmental considerations, it would be helpful to consider a press release and invitation to the public to express views on the proposed Work Camp at Wigwam Inn and to notify Provincial and Federal Ministers and Ministries that are involved.

Thank you for your consideration of the points and questions raised,

Jeannie and Nick Kanakos  
Indian Arm, Electoral Area A

### COMMENT 9

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Thank you for letting us know of this opportunity to provide written comments for the Feb 6 committee meeting on proposed bylaw changes.

I oppose both items E2 and E3 and the resulting bylaw changes at this time. With no environmental oversight of what is currently happening in this area, opening the door to any changes does not make sense at this point. Why would we discuss reducing setbacks when we don't understand the implications of those changes on sensitive ecosystems? Why open the area to temporary uses when we don't have a mechanism for dealing with issues arising from the current uses?

My suggestion would be to develop an up to date community plan involving residents, ports, DFO, etc that address issues of transportation, recreation, setbacks, environment, etc. And then if these changes are indicated and supported by that overall plan, bring them back before the committee at that time

Thank you,  
Chaya Ransen  
Buntzen Bay resident (Indian Arm, Electoral Area A)

### COMMENT 10

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I am a full-time resident of the Indian Arm area. Choosing to live in this area has many known challenges, including the reduced availability of typical public services, such as fire and policing support.

In the recent past, residents have rallied together to meet shared needs for support. In the time I have lived here, coalitions of neighbours have put their own time, money, and effort towards improving fire response capabilities. Focused attention was given to buying, supplying, and training individuals to use equipment to fight local structure fires in the area. This was all done with the knowledge that we have selected to live in an area which is less populated, and difficult to access, therefore the safety management services are justifiably reduced for the arm.

In the event that industry is permitted to "temporarily use" any part of the Indian Arm, the justification for reduced services of both police and fire evaporate.

## Comments received following the January 28, 2026 public information virtual meeting

In no way, do I wish to block owners or lease holders in the area from appropriately using a temporary use permit to improve their own property, or to create a rental opportunity in a space that they are responsible for. I am pleased to hear that a tool to clarify good public process is being examined by the personnel of Metro Vancouver. However, as soon as these permissions are being granted to industrial and commercial uses explicitly, every person in the area is more vulnerable to emergency events, which they have no promise of being assisted with, especially after nightfall.

It is a great personal concern of mine, that individuals associated with a potential Fortis Gas camp would not be accountable to any lawful processes in the event that a team member assaulted, harassed or stole from any resident in the Arm. This raises concerns that just as our neighbours have rallied together to meet the need for fire suppression services, that groups of people may find it necessary to **create** responses to underserved others WHEN a crime is committed.

There is no world in which it is reasonable to allow for commercial and industrial parties to engage in temporary uses of this area without also heavily investing in regional safety service resources. If temporary use is allowed, police and fire response to the region absolutely must be made more reliable, with availability for call out 24/7, 365 days of the year.

Thank you all for your attention and concern,  
 Sheena Venditti  
 Property Manager, Wigwam Inn

### COMMENT 11

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Please find enclosed comments for the Committee's and the Board's consideration in respect of Item E3 as it relates to the introduction of a temporary use bylaw for Electorate District A; in particular the Indian Arm portions as outlined in Schedule B3 of the Community Plan Bylaw 1250 2017.

I'll apologise in advance if this comes across as overly critical but the recent passage of my local residential OPC has left me utterly defeated and I have no confidence that local government can be trusted to act in the best interests of residents.

I participated in the meetings that lead to the drafting of the OCP in 2016. At no point was the need for a Temporary Use Permit Bylaw (TUPB) discussed. In the intervening 10 years, to the best of my knowledge, the lack of, or need for, such a bylaw has not been discussed with the community. If the lack of a TUP has been an unreported issue, I would ask for a full accounting of each instance where residents' or owners' needs could not be met through existing bylaws (absent the currently proposed bylaw).

The granting of executive powers over citizens should not be taken lightly. It is my understanding that the purpose of Metro Vancouver's governance of Electoral District A is to give owners and residents of the area representation and a voice in local matters. It is not to serve the organizational interests or wishes of Metro Vancouver. In the meeting of Jan 28th 2026, I repeatedly requested whether there was any initiative from any residents or property owners for such a bylaw. There has apparently been none until the current request from Fortis via one landowner in the area. The only justifications put forward by Mr Pachcinski for a TUPB were "everybody else has one and we need one too", and "we need this tool in our toolbox". With respect, neither argument is a justification for a bylaw. The necessity for any bylaw

## Comments received following the January 28, 2026 public information virtual meeting

should stand on its own merits and the largest consideration should be whether the community feels it is both beneficial and necessary.

I note with interest that Mr Pachcinski's memo to the Committee of 27 Jan 2026 made two contradictory statements in regards to 'needs':

From Page 1 Executive Summary PP1 '*Currently, neither the Zoning Bylaw nor the Official Community Plan enable the issuance of temporary use permits, as required by legislation.*'

From Page 2 Temporary Use Permits PP1 '*Pursuant to sections 492-497 of the Local Government Act, where a local government has designated areas and specified general conditions in a zoning bylaw or official community plan, it **may** issue temporary use permits...*

The bolding is mine.

The actual wording of the Act is as follows and it is quite clear that there is **no** legislative requirement for a TUPB as stated in the executive summary:

### **Designation of temporary use permit areas**

**492** For the purposes of section 493, an official community plan or a zoning bylaw **may**

- (a) designate areas where temporary uses may be allowed, and
- (b) specify general conditions regarding the issue of temporary use permits in those areas.

Also concerning is Mr Pachcinski's statement on Page 3 paragraph 3 as follows:

*There is no language restricting temporary use permits in the Electoral Area A Official Community Plan (OCP). Therefore, the proposed zoning bylaw amendment is deemed to be consistent with the OCP, and no public hearing is required.*

To suggest that the lack of specific language in the OCP automatically makes any proposed bylaw consistent with an OCP makes a mockery of the OCP process. That the lack of consideration of an issue never raised is somehow equated with consent for same is more than a bit perverse.

The fact that the lack of a bylaw only became an issue when a large commercial interest with no presence in the area, and who is beholden only to their shareholders, found out they didn't budget their project correctly should be a red flag. Both the speed and attention with which Metro Vancouver is moving on the Fortis request is also concerning.

If the Committee is going ahead in granting Mr Pachcinski's request for further executive authority and intend to push through the bylaw regardless of any objections, then I would ask that you consider the following to be included in the bylaw:

- 1) That the applicant for the TUP must demonstrate hardship based on specifically set criteria that can be applied equally and transparently to all requests.
- 2) That there must be a net benefit to the specific area in question. ( area as defined by the OCP Schedules) Again based on defined criteria.
- 3) That all applications are made public.

I want to be clear that I think the RVYC are great stewards and caretakers of an important historical site. I have no bone to pick with them. But, if they are being given consideration for a TUP because they need a new roof, then every property owner should be treated equally and be allowed to earn temporarily income off their property whenever a maintenance issue arises.

**Comments received following the January 28, 2026 public information virtual meeting**

It is difficult not to discuss the Fortis request itself since that issue should really have nothing to do with the whether certain bylaws are necessary but, since it forms a significant portion of the E3 brief which discusses what Metro Vancouver already sees as potential benefits in considering the Fortis request, I feel it important to comment on one specific issue addressed by Fortis at the meeting.

Fortis gave no assurance that the proposed work camp would reduce the very contentious and current project related marine traffic. They implied that another 100-150 workers might result in more marine traffic but offered no concrete information that would actually be the case. In other words, they did not address whether there were other viable options to address the increased crew size such as simply using a bigger vessel for a single trip or accommodating the extra workers on the current vessels.

Thank you  
Brad Hoskins

**Summary of Petition Comments**  
(related to Comment 5)

## Summary of Petition Comments

Supporters overwhelmingly describe Indian Arm and Wigwam Inn as a rare, quiet, and pristine natural retreat located remarkably close to Vancouver. For many, it is one of the last remaining places where true solitude, low-impact recreation, and connection with nature are still possible. Boaters, paddlers, families, and long-time residents emphasize that Wigwam and the surrounding inlet are integral to their recreational lives and personal well-being, offering an irreplaceable escape from urban pressure.

A dominant concern is the **environmental fragility** of Indian Arm, particularly at its head, which is repeatedly described as a closed or sensitive fjord ecosystem. Respondents cite risks associated with increased vessel traffic, noise, light pollution, waste management, and potential spills. Many highlight the presence of whales, salmon runs, marine mammals, and bird life, noting that increased industrial marine activity raises the risk of vessel strikes, habitat disruption, and long-term ecological degradation that could be irreversible.

Equally prominent is the importance of **heritage, stewardship, and community investment**. Wigwam Inn is viewed as a historic site sustained through decades of volunteer labor and member care, not as a commercial asset. Members and visitors stress that its character, buildings, docks, and surrounding landscape were never intended for industrial use.

Transforming the site into a high-density work camp is seen as fundamentally incompatible with its purpose and legacy, undermining both volunteer stewardship and the shared recreational value it provides.

Finally, while many acknowledge the need for infrastructure projects and respect the workforce involved, there is broad consensus that this location is inappropriate. Supporters argue that alternative sites exist that would not compromise a provincial park, Indigenous cultural values, or a heavily used recreational waterway. They conclude that the financial or logistical benefits of a temporary work camp do not outweigh the environmental, cultural, safety, and recreational costs, and that Indian Arm should remain a place of quiet recreation, environmental stewardship, and preservation for future generations.

**ATTACHMENT 2**  
**Petition Comments**  
**(related to Comment 5)**

**Petition to Protect Indian Arm from an Industrial Work Camp**  
**Stop the Establishment of a 100+ Person Industrial Work Camp at Wigwam Inn**

- We, the undersigned residents, boaters, paddlers, hikers, and recreational users of the Indian Arm region, respectfully call on **FortisBC** and the **Royal Vancouver Yacht Club** to immediately halt any plans to establish a large-scale, full-time industrial work camp at or near Wigwam Inn, located at the head of Indian Arm.

Indian Arm is a rare, sensitive, and largely undeveloped fjord ecosystem that is valued for its quiet, wilderness character and low-impact recreational use. It is enjoyed year-round by local residents, Indigenous communities, kayakers, sailors, hikers, swimmers, and families who rely on its tranquility and environmental integrity.

The proposed use of the Wigwam Inn grounds as a 100+ person, full-time industrial work camp for up to two years would fundamentally alter the nature of this area.

Based on information made public to date, this proposal raises serious concerns, including:

Significant increases in boat and water-taxi traffic, including frequent industrial transport movements in narrow, shared waterways.

Noise, light, and visual pollution incompatible with a quiet, remote, recreational environment operating 24/7.

Safety risks for paddlers, swimmers, small craft, and families using the area

Environmental impacts to shoreline, marine habitat, wildlife, and water quality

Precedent-setting industrialization of a location historically reserved for low-impact recreational use.

Loss of access and enjoyment for the broader public and recreational community over an extended period.

Indian Arm is not an industrial zone. It is not suited to high-density worker accommodation, constant transport activity, or long-term industrial disruption. Once this type of use is introduced, the damage—to both the environment and the character of the area—cannot easily be undone.

We recognize the importance of infrastructure projects and responsible energy development. However, there are alternative locations and approaches that do not impose disproportionate impacts on one of the region's most treasured natural and recreational assets.

### **Our Request**

We respectfully request that:

- FortisBC withdraw any proposal to use the Wigwam Inn site, or surrounding waters, as a full-time industrial work camp

- RVYC decline to permit or facilitate industrial accommodation or work-camp operations at this outstation
- Any future proposals affecting Indian Arm be subject to transparent public consultation, environmental review, and meaningful engagement with local and Indigenous communities
- Indian Arm should remain a place of quiet recreation, shared access, and environmental stewardship—not a staging ground for industrial activity.

By signing this petition, we ask decision-makers to protect the long-term health, safety, and character of Indian Arm for current users and future generations.

Submission Date	Name of Supporter	Reason for Supporting
Feb 2, 2026	Tony janzen	Love the beautiful Indian Arm as it is. Beautiful, quiet natural recreational place.
Feb 2, 2026	Joel Tuininga	Spent several weekends a year enjoying the beauty of local British Columbia. Every year more local avenues to explore and enjoy our province continues to dwindle.
Feb 2, 2026	Sean Diggins	Enjoy spending time up the indian arm and wigwam inn.
Feb 2, 2026	Nadine van Gaalen	
Feb 2, 2026	Rob Chuter	As per the request above. Thanks Rob
Feb 2, 2026	Emmalee Alexander	
Feb 2, 2026	Savannah Vandeburgt	
Feb 2, 2026	Deborah Tuininga	The history of Wigwam needs to be maintained and protected
Feb 2, 2026	Doug Porterfield	I use this area boating and enjoying
Feb 2, 2026	Steve Clements	This area is just too pristine to have it turned into a commercial work camp. The impacts on the surrounding environment are too great to risk.
Feb 2, 2026	Viola Neufeld	
Feb 2, 2026	Derek Doucette	Ecology
Feb 2, 2026	Brent Mchugh	As a DCYC member, I am well aware of what the impact would be on this sensitive inlet. Build a camp farther up the road.
Feb 2, 2026	TYLER SMITH	Frequent user of Indian Arm
Feb 2, 2026	John Scholtens	A quiet get away from the hustle and bustle of Vancouver area and it is fjord that is so near to the city, underline fjord

Feb 2, 2026	Bruno Hoffman	As the founder of The Green Boater TV, a lifelong navigator of Indian Arm, and a former guest of the Wigwam Inn during its years as a hotel, I am profoundly alarmed by the proposed industrialization of this sensitive fjord. We are witnessing a critical threat to a fragile marine sanctuary; the head of the Arm is a closed ecosystem that simply cannot absorb the environmental shock of 24/7 industrial operations. The inevitable surge in heavy vessel traffic, acoustic disturbance, and potential pollutants poses a direct and devastating risk to the local marine life and shoreline integrity. To transform this historic site of low-impact recreation into a high-density industrial staging ground is an ecological gamble that threatens to permanently degrade one of our coast's most precious natural assets. We must protect the Arm before the damage to its underwater habitat becomes irreversible.
Feb 2, 2026	Judy Zhu	I want the nature to be nature
Feb 2, 2026	Steve van Gaalen	Increased vessel traffic increased light and noise pollution in the Estuary and environmental concerns
Feb 2, 2026	Nancy Ryvers	this is an environmental fragile area, a camp set up here would be devastating.
Feb 2, 2026	Jonathan A. Milne	I've been up a Wigwam numerous times. It's a beautiful spot that needs to be protected.
Feb 2, 2026	Claire Cranston	
Feb 2, 2026	Ken Wawryk	
Feb 2, 2026	Shane Schaap	A work camp will be detrimental to this iconic establishment!NO to this as it will reck everything original, keep this heritage building and docks in pristine original condition!
Feb 2, 2026	Ed Gerber	
Feb 2, 2026	Casey Bell	
Feb 2, 2026	penelope hutchison	
Feb 1, 2026	Mimi Brownlee	I have enjoyed going to Wigwam since 2002. It is a treasure. Members have always volunteered to help with the upkeep and repairs and will continue to do so. It is a haven to those members with smaller boats and families.
Feb 1, 2026	Brent Cantelon	Magnificent natural, historical spot - must be preserved.
Feb 1, 2026	Karin Tolson	
Feb 1, 2026	Glenda Isaac	Nature is precious and fortis hopefully can find another solution I feel bad for the workers
Feb 1, 2026	Stacy Chalut	It's a quiet, pristine, untouched area. We have so few places like that close to Vancouver. It needs to stay that way for future generations to enjoy as well.
Feb 1, 2026	Wendall Ewald	To preserve the historic environment of and surrounding the Wigwam
Feb 1, 2026	Eva Sloan	The wig wam is a special place with so my diversity in its history. It is something that should be protected and cherished.
Feb 1, 2026	Abigail Cromar	
Feb 1, 2026	Linnea	
Feb 1, 2026	John Collins	

Feb 1, 2026	David Groen	We've been at the wigwam and experienced firsthand the beauty of this place. I wholeheartedly support the last point made in this petition:  The Indian Arm should remain a place of quiet recreation, shared access, and environmental stewardship—not a staging ground for industrial activity!
Feb 1, 2026	Brittany Groen	
Feb 1, 2026	Brendan Sully-Daniels	
Feb 1, 2026	Don Cromar	
Feb 1, 2026	Sierra Morrison	Area should have historical and environmental protections - it's uniquely beautiful and should remain as such.
Feb 1, 2026	Jordan Ayre	
Feb 1, 2026	Brooklyn Dinesen	Wigwam is special because it gives you something that's becoming harder to find, true solitude. For boaters, members, and guests, it's a one-of-a-kind place where time slows down and life feels calm. I hope it stays peaceful for a long time.
Feb 1, 2026	Wes Guiel	We have to protect these areas
Feb 1, 2026	Jeff Bontkes	
Feb 1, 2026	Lesley Lamb	
Feb 1, 2026	Miyoko Kaal	Environmental
Feb 1, 2026	Paul Weme	Save the wigwam inn
Feb 1, 2026	D Wilkinson	
Feb 1, 2026	Klint Rodgers	The Indian Arm should remain a place of quiet recreation, a place of beauty, and deserves to stay in it's natural state.
Feb 1, 2026	Bernice Van Wieren	Protection of a fragile environment
Feb 1, 2026	Philip G. Merrick	This area is a pristine recreation location that should be saved as it is for everyone's future grandkids enjoyment and not be lost forever as an industrial waste land. Fortis BC should look harder to relocate the pipe line and move the work force with it. Regards P. G. Merrick
Feb 1, 2026	Fred Ryvers	Keep the character as it is!
Feb 1, 2026	Larry Van Wieren	Protection of a fragile environmental area
Feb 1, 2026	kirk kennett	opposed to the loss of recreational property
Feb 1, 2026	Diane Kampman	Fortis BC can find another place to set up a camp. This area needs to remain in its present state.
Feb 1, 2026	Jon Sellwal	Potential for whale strikes by marine traffic in Indian Arm
Feb 1, 2026	Kyla Smyth	
Feb 1, 2026	Mark Diggins	
Feb 1, 2026	Rory Benne	
Feb 1, 2026	Laura Benne	

Feb 1, 2026	John Lawless	Indian Arm is a unique salt water inlet frequented by whales. One of the greatest threats to whale populations is strikes by vessels. Whales are regularly killed and injured when struck by vessels in and around Vancouver including Indian Arm. Furthermore the noise from motorized vessels severely impacts whale and sea lion behavior. Orcas sightings have been increasing in Indian Arm in recent years. Any increase in boat traffic will inevitably increase the risk to marine life. Indian Arm is a unique recreational and wildlife area and should be protected from increased industrial activity. At the very least the speed and noise of boat traffic must be severely limited. This as opposed to allowing Indian Arm to become a high speed marine highway.
Feb 1, 2026	Terry Isaac	
Feb 1, 2026	Jill Killeen	We have enjoyed many leisurely trips up Indian Arm to Wigwam, to enjoy the natural, peaceful surroundings along with the quiet part-time community that co-exists there. While I respect the need to house a workforce focused on LNG development, this does not appear to be the best location. You are creating a full time community without the infrastructure to support it and any creation of that would irrevocably change and harm the natural environment and setting.
Feb 1, 2026	Jordan Dinesen	<p>I love wigwam. I don't want to see my 'vacation' and weekend spot polluted with workers.</p> <p>How would you feel if your relaxation spot was tampered with. I agree, it's not fun to think about when we want to get away.</p> <p>Find a new spot to set up camp that does not affect others.</p> <p>Wigwam is not yours.</p>
Feb 1, 2026	Anoosha Premji	I'm a resident of deep cove
Feb 1, 2026	Jim Diggins	
Feb 1, 2026	Lauren Lam	
Feb 1, 2026	Charlotte Daniells	I often use the Indian Arm recreationally and would like to preserve it
Feb 1, 2026	Don Duncan	As written in the petition, it is an awful idea to develop a work camp!
Feb 1, 2026	Christine Duncan	
Jan 31, 2026	Elena Endter	
Jan 31, 2026	Joelle Bernardo	
Jan 31, 2026	Geraldine Fyles	
Jan 31, 2026	Sharon Preston	This is truly a unique place that we can get to that is so close to the city and yet so remote. Let's keep it this way.
Jan 31, 2026	Katerina Hoffmann	
Jan 31, 2026	Alison Hill	Ecological concerns and concern over women's safety.

Jan 31, 2026	Lise Magnan	Indian Arm is an accessible waterway for us to enjoy in our non-motorized watercraft where we feel privileged to enjoy the wildlife and sea life of the area. Increasing activity would affect this natural area and our ability to safely access it with our children.
Jan 31, 2026	Laura Iwan	I have canoed and kayaked in Deep Cove for the past 25 years and cherish its quiet, natural beauty.
Jan 31, 2026	Matt Heeps	
Jan 31, 2026	Tricia Gardner	Vancouver is lucky to have back country kayak camping in our backyard. Please protect the ecosystem and recreational experience but not turning into an industrial camp.
Jan 31, 2026	Margaret Drewlo	Resident of Deep Cove for 20 years; Recreational user of Indian Arm
Jan 31, 2026	Paul Douhan	To protect the waters and water life of Indian Arm!
Jan 31, 2026	Thomas Endter	
Jan 31, 2026	Susan Daspe	Keep Indian Arm free from pollution and destruction
Jan 31, 2026	Darla Maxwell	<p>It is difficult to be dispassionate and patient with anyone who would support slamming a work force into Wigwam area and disrupting a delicate and centuries old ecosystem. The collective horror that this mercenary invasion of an idyllic and protected area should alarm those who are aware of the zeitgeist of this time. I am surprised that the idea has been entertained at all, let alone to have progressed to this.</p> <p>A petition? Not enough!! A vocal, relentless and overt protest has to be undertaken to block this.</p>
Jan 31, 2026	Elena Rosse	
Jan 31, 2026	Andrew Rosse	
Jan 31, 2026	Ryan Fowler	
Jan 31, 2026	Jackie Smith	To avoid high density water traffic in an environmentally sensitive area and to protect the peaceful nature of the fjord.
Jan 31, 2026	Julie Gauthier	Environment concerns
Jan 31, 2026	John Fowler	The value of preserving the beauty and cleanliness of Indian Arm is immeasurable. The impact of such industrial uses, even temporary, is NEVER zero. The mere financial benefit to RVYC and Fortis is trivial by comparison to the intangible cost of such an operation.
Jan 31, 2026	Ann Fowler	Believe these recreational eco friendly waters should be protected in their current natural state also want to avoid traffic and wake as a paddle boarder, boater, canoe and swimmer in the arm.
Jan 31, 2026	Adrienne Martin	I feel this work camp of this nature will do irreparable damage to the area.
Jan 31, 2026	Nick Desmarais	Fully support the stated objectives and concerns.
Jan 31, 2026	Natalie Milne	We have enjoyed many, many peaceful, beautiful summer days enjoying Wigwam, from the sheltered cove on boats, to the paddle upstream and hikes up to see the rushing waterfalls, quiet walks through the mature forest and the stunning sight of millions of salmon returning to spawn. wigwam is a haven in beautiful British Columbia. It is not a place that could accommodate the infrastructure of work camps.

Jan 31, 2026	Jullie Desmarais	I am a boater and visit Indian Arm all the time. My family has a cabin at the North end of the arm as well. Fortis have not been good neighbours. Big wakes, going was too fast, rude, loud.
Jan 31, 2026	Lane Benne	
Jan 31, 2026	Matthew Desmarais	
Jan 31, 2026	Laurie Tsumura	
Jan 31, 2026	Judy Stedman	It would be upsetting to see this beautiful area damaged. Should remain as a pristine natural area.
Jan 31, 2026	Carolynne Dinesen	I am a boater that has boated up the Indian Arm for over 25 years. What a blemish on local history & our beautifully serene Inlet this will be. I hope the proposed Fortis work camp doesn't happen. The historic Wigwam Inn has been around a lot longer than most of us! It is an icon that a work camp would ruin. (Inside & out!)
Jan 31, 2026	Ian Silvester	Recreational area, shouldn't be used for commercial ventures
Jan 31, 2026	Rylan Benne	
Jan 31, 2026	Ken Helm	Environmental
Jan 31, 2026	Nicholas Westlake	
Jan 31, 2026	Dave Dinesen	This site is far too sensitive to support a work camp. It is absurd and the risk / reward is not remotely worth it. Fortis has better options, and RVYC has other funding options.
Jan 31, 2026	Kes Gloag	I believe Indian Arm should be protected from development. Fortis is being short sighted and needs to be stopped.
Jan 31, 2026		
Jan 31, 2026	David Gloag	This is a Provincial Park not an industrial work site!! Fortis needs to remove its operations on Indian Arm and move its operations to Squamish, where the bulk of their work is for the next two years.
Jan 31, 2026	Elfie Johnson	This is a provincial park!! Not an industrial work site!! Fortis needs to move its operations to Squamish where the work is being done over the next two years.
Jan 31, 2026	Robin Sheldon	I am a local recreational boater who uses Indian Arm year round. I am also a member of Royal Vancouver Yacht Club, and use Wigwam Inn and its docks many times during the year. Wigwam Inn is the only RVYC outstation that can accommodate cruises with 100+ people outside of the Summer season.

Jan 31, 2026	jeannie kanakos	Indian Arm is a Park co-managed by Tsleil-Waututh Nation and the Province of BC. The Official Community Plan for this area supports and documents this. A Temporary Use Permit in a Park should comply and respect the overarching environmental ecological values of the Park. The proposed work camp does not. It will negatively impact the ecological and environmental and recreational values of the end of the Arm. The camp will be in view from the Sacred site and recreational site of Granite Falls day and night. Boat traffic to the site and ferrying workers back and forth will impede recreational use of the precious estuary. As such the so called TUP as a one off should be denied by Metro due to need for consultation with TFN and Squamish Nation - a regulator for the Pipeline Project. We call on the Vancouver Yacht Club to do the right thing and turn down this offer of money for a new roof from Fortis. It is actually embarrassing that the wealthy VYC club would entertain this proposal - on the precious historic site of Wigwam Inn. The VYC stewardship and leadership is needed. All of this notwithstanding the need to accommodate TFN's concerns - as it is totally appreciated that the Nation could have concerns regarding safety of their youth/ Elders and community members taking part in traditional and recreational activities at their traditional village site and area at the mouth of the Indian River. Fortis - please do the right thing and address the Interests and concerns of TFN and the recreational users and property owners of India arm.
Jan 31, 2026	Nick Kanakos	This is an attempt by Fortis Gas to minimize their costs for the pipeline. The residents and owners on Indian Arm have suffered damage to property, extreme inconvenience as a result. Their proposed camp only compounds the problem: increase in boat traffic rather than a decrease. They have provided minor mitigation and only responded was pressed. They seem to only be interested in the completion of the project and not the impact during construction. In addition, the proposed location is in an environmental sensitive area and long term impact of additional boat traffic: fishing, crabbing, kayaking, canoeing, paddle boarding, and swimming.
Jan 31, 2026	Brian Macdonald	
Jan 30, 2026	Robert Mcadam	I love the area and support the people who live in the area.
Jan 30, 2026	Dan Klinksgaard	I agree with the article
Jan 30, 2026	jim smith	all of the above, and we use that area of the arm a lot all year around.
Jan 29, 2026	Ron Jeffers	Lived at Cascades for 37 years It would be terrible to have industrial activity in this pristine environment.
Jan 29, 2026	Jaco Juul	
Jan 29, 2026	Claire O'Carroll	
Jan 29, 2026	Laura-Jade Artus	Don't want any disruption to the local wildlife or Indian Arm residents. Don't want extra boat traffic in the cove.

Jan 29, 2026	Linda Hatch	Bought my waterfront property over 50 years ago and cherish this pristine body of water, Indian Arm. We share it with marine life, birds and the many species of mammals. There is a nice balance of pleasure craft, crab boats, kayaks, paddle boards etc. This camp will have sewage, garbage, commercial traffic, huge wakes destroying floats, and interfere with flora and fauna around the site.
Jan 29, 2026	Kevin Cochet	this area of Indian Arm is already a super peaceful wildlife sanctuary as well as being heavily used for recreation by kayakers and folks etc. This would be extremely disruptive and bring industrial level traffic and noise to the area... all for the sake of a pipeline which has already ruined/taken over a large portion of the land down there.
Jan 29, 2026	Jeff Stock	Wigwam should be protected! I've been there a few times - it would be sad to see it go like this
Jan 29, 2026	Mike Perreten	Concern for an environmentally sensitive area.
Jan 29, 2026	Bradley Acaster	Not many places left near Vancouver like Indian Arm!
Jan 29, 2026	Karolina Lindberg	I strongly support this petition to protect Indian art from industrial use and to protect this sensitive eco system for generations to come.
Jan 29, 2026	Conor Whelan	
Jan 29, 2026	Riya Ramani	
Jan 29, 2026	Amanda Knight	
Jan 29, 2026	Jody Jessop	Environmental
Jan 29, 2026	Tara Spence	
Jan 29, 2026	Carlos Flores	We must make an effort to preserve wildlife and be environmentally responsible
Jan 29, 2026	Rebecca Philpott	
Jan 29, 2026	Aoife Hodnett	
Jan 29, 2026	nicola harper	My friends, family, and community enjoy the serene waters of the inlet and would hate to see this peaceful area turned into a worksite.
Jan 29, 2026	Garth Macleod	
Jan 29, 2026	Carlie Kirk	
Jan 29, 2026	Nicolette Taylor	Would like full due diligence done on impact before going ahead. Agree with project but not impacting sensitive areas used by many which until now has remained pristine. Frequented by orcas too - impact of additional large transport boats. Septic? Impacting long term landscape.
Jan 29, 2026	David Gloag	This is a Park not an industrial site! Fortis can build their camp closer to Squamish where the bulk of the work will be for the next two years building this fracking pipeline, in its effort to speed up climate breakdown.
Jan 29, 2026	Bernard Boulanger	2 years of a large 100 person work camp will have significant impacts to the top of Indian arm. How will this impact the Indian River watershed?
Jan 29, 2026	Sarah Clark	

Jan 28, 2026	Sheila Kerr	Both environmental reasons and This is a recreational park area. We need to protect that and ensure the safety of the many recreational users frequenting these waters every year. Visitor numbers are increasing to the Indian arm park every year and their safety would be at risk.
Jan 28, 2026	Don OCarroll	Will ruin the arm, create noise, light pollution in an area that is sacred to so many
Jan 28, 2026	Lawrie Graham	The above noted concerns.
Jan 28, 2026	Cheri Townsend	Keep it the way it should be - quiet, remote and untouched
Jan 28, 2026	David Parke	Wrong place for this type of industry. There's enough bitumen tanker traffic in Indian Arm already. Eco-sensitive area of biodiversity.
Jan 28, 2026	Keli Johnston	
Jan 28, 2026	Adel Petersen	My home
Jan 28, 2026	Kelly Muirhead	Frequent user of that waterway and a past resident of Indian Arm
Jan 28, 2026	Ken Haaf	Have already sustained dock damage that Fortis has not addressed. Additional damage would occur if traffic continues. Environmental effects should not alter pristine condition of Indian Arm.
Jan 28, 2026	Joshua Goodman	Bullshit
Jan 28, 2026	Serghei Pirau	
Jan 28, 2026	sarah Fenton	
Jan 28, 2026	David Elderton	
Jan 28, 2026	Jennifer MacLean	
Jan 28, 2026	Adam Krasnicki	
Jan 27, 2026	Bruce Richardson	
Jan 27, 2026	Calvin Martin	
Jan 27, 2026	Crystal Granger	
Jan 27, 2026	Tamryn Goodes	
Jan 27, 2026	Lisa Ann Bunga	
Jan 27, 2026	Marissa Elliott	
Jan 27, 2026	Chris Elliott	
Jan 27, 2026	Dino Montico	
Jan 27, 2026	Jim Szabo	
Jan 27, 2026	Blair Bennett	
Jan 27, 2026	Wayne Lywak	
Jan 27, 2026	Michelle Montico	
Jan 27, 2026	Candice Krasnicki	
Jan 27, 2026	William Ekins	
Jan 27, 2026	Charles Ramsay	
Jan 27, 2026	Val Marie Coutts	
Jan 27, 2026	Lynda Catherwood	
Jan 27, 2026	Sharron Crowley	

Jan 27, 2026	Melina Ortega	
Jan 27, 2026	Douglas Hill	
Jan 27, 2026	Linda Chisholm	
Jan 27, 2026	Natalia Ortega	
Jan 27, 2026	Suzanne Johnston	
Jan 27, 2026	Adrian Walker	
Jan 27, 2026	Anne Haegert	
Jan 27, 2026	Victor Elderton	
Jan 27, 2026	Donna Horbay	
Jan 27, 2026	Catannya Woodruff	
Jan 27, 2026	Kristian Andresen	
Jan 27, 2026	Alison Bridges	
Jan 27, 2026	Mark Bridges	
Jan 27, 2026	Detlef Schmidt	
Jan 27, 2026	Dave Brett	
Jan 27, 2026	Madeline Oosthuizen	
Jan 27, 2026	Stacey Nixon	
Jan 27, 2026	William Coulter	
Jan 27, 2026	Laura Elderton	
Jan 27, 2026	Philip Mowatt	
Jan 27, 2026	Heather Murray	
Jan 27, 2026	Chris Brown	
Jan 27, 2026	Neil Hunter	
Jan 27, 2026	john smith	
Jan 27, 2026	Doug Garries	
Jan 27, 2026	Terri Macdonald	
Jan 27, 2026	Marja Riihijärvi	
Jan 27, 2026	Isao Ishigaki	
Jan 27, 2026	John Thomas	
Jan 27, 2026	Leslie MCGUIRE	
Jan 26, 2026	Christopher Ramsay	
Jan 26, 2026	Charlie Mackenzie	
Jan 26, 2026	David Goodman	
Jan 26, 2026	Kim Tattrie	
Jan 26, 2026	Colin Sands	
Jan 26, 2026	Tracey Gardiner	
Jan 26, 2026	Janet Blair	
Jan 26, 2026	Donagh O'Carroll	
Jan 25, 2026	Jennifer Thornton	

Jan 25, 2026	Mike Juzenas	
Jan 25, 2026	Jeff Hanberry	
Jan 25, 2026	Nadine Smith	
Jan 24, 2026	Karen Karen	
Jan 24, 2026	Rose Marie Rodden	
Jan 24, 2026	Annette Soltys	
Jan 24, 2026	Geoff Lee	
Jan 24, 2026	Lynn Meisl	
Jan 24, 2026	Katie Brook	
Jan 24, 2026	Katy Muenter	
Jan 24, 2026	Jim Diggins	
Jan 24, 2026	Scott Brownlee	



*File: 30050-25/EMWG-19*

Reference: 381582

August 6, 2021

**SENT VIA EMAIL**

Darrin Marshall, P.Eng., MBA  
Project Director, EGP Project Services  
2850 Benvoulin Rd.  
Kelowna, BC V1W 2E3  
Ph. 250-717-0882  
Cell. 250-212-7676  
[Darrin.Marshall@fortisbc.com](mailto:Darrin.Marshall@fortisbc.com)

Dear Darrin Marshall:

On October 30, 2020, the Environmental Assessment Office (EAO) received FortisBC Energy Inc.'s (FortisBC) application (Application) requesting a five-year extension to the Environmental Assessment Certificate (EAC) #E16-01 for the Eagle Mountain – Woodfibre Gas Pipeline Project (EGP), pursuant to Section 31 of the *Environmental Assessment Act*, (2018) (the Act).

On August 5, 2021, after reviewing the extension request and the EAO's Extension Report, Elenore Arend, Chief Executive Assessment Officer has decided to extend the deadline specified in the EAC to August 9, 2026. I enclose an extension Order under Section 31 of the Act. Please note that this is a one-time only extension and EGP must be substantially started by August 9, 2026, or the EAC will expire.

Please also note that all other conditions and requirements previously specified in the EAC and related schedules remain in effect. Documentation relating to this extension Order will be posted to the EAO's Project Information Centre within one week of the decision.

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**Environmental  
Assessment  
Office**

Mailing Address:  
PO Box 9426 Stn Prov Govt  
Victoria BC V8W 9V1

Location:  
1<sup>st</sup> & 2<sup>nd</sup> Fl – 836 Yates Street  
Victoria BC V8W 1L8

- 2 -

With best regards,



Gareth Stuart  
Project Assessment Director  
Environmental Assessment Office

Attachment (1)

cc: Heidi Gibson  
Executive Project Director  
Environmental Assessment Office  
[Heidi.Gibson@Gov.Bc.Ca](mailto:Heidi.Gibson@Gov.Bc.Ca)

Dan Motisca  
Project Assessment Officer  
Environmental Assessment Office  
[Dan.Motisca@gov.bc.ca](mailto:Dan.Motisca@gov.bc.ca)

Roxanne Tripp  
Environment Manager, Major Projects  
FortisBC  
[Roxanne.Tripp@fortisbc.com](mailto:Roxanne.Tripp@fortisbc.com)

## **Royal Vancouver Yacht Club**

Electoral Area "A" Committee Meeting  
Feb 6th 2026

Executive Summary:

The Royal Vancouver Yacht Club (RVYC) is in support of the staff recommendations #2 and #3 before the Committee.

### **2. MVRD Electoral Area A Zoning Amendment Bylaw No. 1447, 2026 (Wigwam Inn, Indian Arm)**

RVYC operates a historical, 120 year old Inn at the top in Indian Arm. We employ full-time, live-in caretakers for maintenance, safety, and security of our property as well as to fulfill our insurance requirements. Late last year, with discussions with Metro Vancouver, we discovered an old covenant on our property intending to limit permanent stays, that covenant and the current zoning do not provide an exception for staff to reside on the property.

RVYC supports the staff recommendation to adopt Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1447, 2026

### **3. Electoral Area A Temporary Use Permits MVRD Electoral Area A Zoning Amendment Bylaw No. 1446, 2026 MVRD Fees and Charges Amendment Bylaw No. 1450, 2026**

RVYC has begun initial discussions with Fortis BC in regards to leasing space at our Wigwam Inn property for temporary worker accommodation. As part of that discussion, Metro Vancouver advised that a temporary usage permit process for Electoral Area "A" did not exist, and adding that process to enable temporary use permits would be required for any future application.

RVYC is in support of the adopting of a temporary use permit process for Electoral Area "A" to enable the ability to review and consider future temporary use permit applications.