

**VILLAGE OF PEMBERTON
-COMMITTEE OF THE WHOLE MEETING AGENDA-**

Agenda for the **Committee of the Whole** of Council of the Village of Pemberton to be held Tuesday, April 1, 2008 at 10:00 a.m. in Council Office, 7400 Prospect Street.

Page No.

1. CALL TO ORDER

2. IN CAMERA

THAT pursuant to Section 90(1) (e) (j) (m) of the Community Charter, the Council of the Village of Pemberton serves notice to hold an In-Camera Meeting on today's date for the purpose of dealing with matters of which the public shall be excluded from attending.

3. AIRPORT ARCHAEOLOGICAL IMPACT ASSESSMENT

Recommendation: **THAT** an Archaeological Impact Assessment (AIA) be undertaken on the lease lot areas identified for imminent lease as shown on the Airport Land Use Plan dated September, 2006;

2

THAT the proposal from Mount Currie Band/Lil'wat Nation, Land and Resource Department in the amount of \$11,120 (before taxes) to conduct the AIA, be approved;

THAT the AIA be conducted the week of May 5th to May 9th, 2008;

AND THAT the costs to complete the AIA be recouped from lessees on a prorated basis.

4. TERMINATION

Date: April 1, 2008
From: Lori Pilon, Administrator
Subject: Archaeological Impact Assessment (AIA) – Airport lands

RECOMMENDATIONS

THAT an Archaeological Impact Assessment (AIA) be undertaken on the lease lot areas identified for imminent lease as shown on the Airport Land Use Plan dated September, 2006;

THAT the proposal from Mount Currie Band/Lil'wat Nation, Land and Resource Department in the amount of \$11,120 (before taxes) to conduct the AIA, be approved;

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AND THAT the costs to complete the AIA be recouped from lessees on a prorated basis.

BACKGROUND AND COMMENTS

The Village has been undergoing a Strategic Planning process for the Pemberton Airport and a component of the project was to undertake an Archaeological Overview Assessment (AOA) on the Airport lands to determine whether or not there is a potential for archaeological deposits on the lands. In September, 2007 the Lil'wat Nation Land and Resource Department was contracted to do the AOA and provide a report on the findings.

At an In Camera Conference Call, held on Monday, November 5, 2008, the PRAA Board and Council received the Archaeological Overview Assessment Report, dated November 1, 2007. The report determined that there was a high probability of archaeological deposits on the airport lands and recommended the following:

- That an Archaeological Impact Assessment (AIA) of any expansion plans for the airport be conducted under a *Heritage Inspection Permit* issued by the Archaeological and Registry Services Branch, Ministry of Tourism, Sport and the Arts under Section 14 of the *Heritage Conservation Act*,
- That deep testing with a backhoe be undertaken as part of the AIA,
- That the bulldozer berms surrounding the airport be tested to determine if any disturbed archaeological deposits can be found,
- That the possible cultural depressions identified during the PFR located along the banks of the Lillooet River be tested to establish their cultural origin.

The Village has made application for a *Heritage Inspection Permit* that would apply to the whole of the Airport lands and be valid for one year. This enables the Village to undertake an AIA on specified areas without the requirement and cost of making individual permit applications for each parcel considered for development.

Dave Hall of Arrowstone Archaeological Research and Consulting made the application on behalf of the Village and has now advised that the Permit has been issued by MOTSA. The Village can now move forward with the AIA.

In this regard, Lil'wat Nation Land and Resource Department has provided the attached proposal to do the AIA in partnership with Arrowstone Archaeological Research and Consulting.

DISCUSSION:

The Village has been approached by four parties who are interested in leasing lots at the airport and developing as soon as possible. Three of the lots are located in the identified lease lot area located east of the existing terminal building along the north side of the East Taxiway. The road access and first three lots have been surveyed and Lease Agreements are in development. The other lot that is under consideration for leasing is located at the west end of the runway on the north side that is identified for rotary aircraft. That first lot has also been surveyed.

These areas plus the proposed road will require an AIA prior to development and have been included in the proposal from Lil'wat.

RECOMMENDATION:

It is recommended that the Village move forward with the AIA on the lease lot areas identified in the ALUP and that the cost of the AIA be paid for initially by the Village with the understanding that each leaseholder will be required to contribute to the cost of the AIA on a prorated basis as they become lease holders.

The purpose of this approach is to provide opportunity for those currently interested in leasing land at the airport to be able to move forward with their projects, avoid the need for each leaseholder to undertake an AIA individually, and to save costs for all including the Village.



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Proposal and Cost Estimate

Archaeological Impact Assessment

Prepared by:

Land and Resources Department
Mount Currie Band/Lil'wat Nation
PO Box 602
Mount Currie, BC V0N 2K0

Prepared for:

Village of Pemberton
PO Box 100
Pemberton, BC V0N 2L0

February 29, 2008

Introduction

The following consists of a proposal and cost estimate for conducting an archaeological study known as an Archaeological Impact Assessment (AIA) for two parcels of lands under proposal for development at the Pemberton airport. Specifically, the AIA will cover lease lots A and B within DL 4769 and Area B, Lease Lot 1, DL 4674. These land parcels are outlined in a map attached to this proposal. The proposed areas for development lie within the traditional territory of the Lil'wat Nation.

Participation in this study should not be construed as consent, consultation, or approval for the development nor should it be interpreted so as to affect the scope or justify the infringement of aboriginal title or rights, or prevent the Lil'wat Nation from exercising their aboriginal rights. Participation in this study is without prejudice to the positions any parties may assert in court proceedings, processes, or in treaty negotiations, and is not an admission of fact or liability for the purposes of such proceedings, processes, and negotiations. This study will be undertaken solely to collect information about the presence of archaeological sites within the proposed development areas. In no way does this study replace the need for the provincial government to consult with the Mount Lil'wat Nation, or does it attempt to address aboriginal title and rights issues.

Background and Scope

In compliance with the *B.C. Archaeological Impact Assessment Guidelines*, the primary objectives of the assessment are to:

- (a) identify and evaluate archaeological resources within the project area;
- (b) identify and assess all impacts on archaeological resources which might result from the project; and
- (c) recommend viable alternatives for managing unavoidable adverse impacts including a preliminary program for:
 - (i) implementing and scheduling impact management actions and, where necessary,
 - (ii) conducting surveillance and/or monitoring.

An AIA must be conducted under permit from the Archaeology Branch, and in this case, under permit from the Lil'wat Nation. Both permits are currently in the process of being issued as blanket permits for the entire Pemberton Airport and proposed expansion areas. A methodology for the impact assessment will be established in the permit application and approved by the Lil'wat Nation and the Archaeology Branch.

The impact assessment will also entail background research, a field component that will include a program of sub-surface testing, evaluative testing to establish the depth and

significance of the site (if identified), post-field analysis (if required), development of an impact management plan in consultation with the Lil'wat Nation, and reporting to government established standards. Due to the amount of flood deposits at the Pemberton Airport, sub-surface testing will require the use of a back-hoe. The testing will be 1 – 2 metres deep.

The report for this AIA will be in the form of an interim report. It will include an evaluation of any archaeological sites found and management recommendation options.

Prior to the expiration of the AIA blanket permit, a final report will be submitted to the BC Archaeology Branch and to the Village of Pemberton. This final report will provide an explanation of all archaeological work conducted under the blanket permit during the course of the year, including the AIA study set out in this proposal. The report will also include an evaluation of any archaeological sites found, and management recommendation options.

Depending on the age, size, and complexity of a site found, additional work may be required. This work may entail systematic data recovery in the form of excavation. Additional work can only be determined through the impact assessment and analysis.

Ownership of Intellectual Property

The complete results of this study will be provided to the Village of Pemberton. However, all cultural heritage information documented through this study is owned by the Lil'wat Nation.

A budget for completing the study follows.

Budget

The following budget outlines the task to be carried out during the study and the associated costs.

Pre-field Project Organization

- Liaison: Senior Archaeologist, 2 hours
- Pre-field organization: Senior Archaeologist, 4 hours

Senior Archaeologist @ \$65/hour x 6 hours \$ 390

Fieldwork (including travel time)

- Travel from Vancouver: Senior Archeologist, 6 hours
- Fieldwork: Senior Archaeologist, 30 hours
- Fieldwork: Lil'wat Cultural Technician, 30 hours

Senior Archaeologist @ \$65/hour x 36 hours	\$ 2,340
Lil'wat Cultural Resource Technician @ \$40/hour x 30 hours	<u>\$ 1,200</u>
	\$ 3,540

Office

- Report and Site Form Graphics: Senior Archaeologist, 8 hours
- Artifact analysis: Senior Archaeologist, 8 hours
- Interim Reporting: Senior Archaeologist, 16 hours
- Site Forms (x1): Senior Archaeologist, 3 hours

Senior Archaeologist @ \$65/hour x 35 hours	\$ 2,275
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Expenses

Mileage – 800 km @ \$0.45 / km	\$ 360
Hotel (3 nights)	\$ 375
Per diem (3 days @\$40/day)	\$ 120
Backhoe and operator (\$3,000 / day)	<u>\$ 3,000</u>
	\$ 3,855

Subtotal	\$ 10,060
Administrative Fee @ 10%	<u>\$ 1,060</u>

Total Costs (before applicable taxes)	\$ 11,120
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Assumption of Cost Estimate:

3 days of fieldwork
 1 small site identified
 Backhoe and operator included
 The cost of preparing the final report for the blanket AIA permit will be invoiced separately.

Conclusion

Thank you for your consideration of this proposal. We trust that we have provided sufficient information for your decision. If you have any questions, please do not hesitate to contact Lucinda Phillips or Harriet VanWart at the Land and Resources Department for more information.

AIA Proposed Area - Feb 13/08

Figure 8 : Recommended Land Use

TABLE

Runway Length	1830m
Width	30m
Shoulders	7.5m
Runway Code	3C
Runway Strip	Non-Precision Instrument
	75m each side
Runway End Safety Area	150m x 30m
Approach/Departure Surface	150m wide, 2.5% vertical
Transitional	15% each side
Surface	1:1

AREA A
Lease Lots A+B
DL-4769

AREA B
Lease Lot 1
DL 4674
Surveyed triangle

