



## Village of Lytton Update

September 7, 2021 at 12 p.m.

### UPDATES FROM THE RE-ENTRY COORDINATOR

Tim MacLeod is the Village of Lytton's Re-Entry Coordinator, under contract to the Province under Emergency Management BC. To keep residents updated, he has outlined some of the response and recovery actions to date, along with some next steps going forward.

Contact [communication@lytton.ca](mailto:communication@lytton.ca) if you have any additional questions or concerns.

### RESPONSE AND RECOVERY ACTIONS TO DATE

- Ministry of Transportation and Infrastructure (MOTI) installed fencing along part of Trans Canada Highway 1 above the Village to secure and protect the privacy of those who had lost their homes.
- The downtown core was fenced to ensure both security and privacy for those impacted was put in place.
- Ministry of Environment (MOE) was engaged to assess the damages and determine the environmental impact and safety hazards within the downtown core.
- Ram Recovery removed the immediate hazards, such as propane tanks, fuel tanks etc.
- GHD Environmental took 32 strategically located bulk material samples to determine what hazards existed to ensure cleanup could be done safely. The samples were sent off to the lab for diagnosis. To date, a draft report has been produced. The draft report indicated some hazards but not all tests have been completed. Of the hazards identified in the GHD report, asbestos was one of the more serious ones. After a review of the draft report it was determined that to disturb or alter the ash was considered medium to high-risk, which has several implications relating to activities that can occur in order to comply with Work Safe BC and Occupational Health & Safety regulations.
- The Ministry of Environment (MOE) reviewed the draft and determined that although the immediate hazards have already been removed, they recommend work be halted until the report is finalized and all hazards have been addressed.
- WorkSafe BC reviewed the GHD draft report. It is the role and responsibility of Work Safe BC to assess safe work plans. These must be submitted for pre-approval through a "Notice of Project" (NOP) in medium to high-risk areas to minimize both the short and long term risks to workers.
- Both Samaritan's Purse and Team Rubicon Canada offered to provide sifting. Their intentions are to find and return to families any items of value that weren't destroyed by the fire.
- On August 23<sup>rd</sup>, Highway 12 which runs through the Village but is MOTI Right-of-Way, opened to public traffic. Traffic is now directed from south of the Village leading off Highway 1, rather than from the north, and Main Street is now open to public traffic.
- In preparation to redirect traffic through town, fencing was placed along both sides of Main Street, including the installation of privacy fencing. Highway 12 was opened to allow the Lytton First Nation the privacy to begin their sifting process. It should be mentioned that the Lytton First Nation, being under Federal regulations was permitted to begin sifting under their own jurisdiction.

- After numerous conversations with Work Safe BC, they agreed to work closely with Samaritan's Purse and Team Rubicon with the intention of creating a safe work plan to begin the important task of sifting. Work Safe BC dedicated 2 Occupational Hygienists and 1 Occupational Safety Officer to consider all hazards and work closely with the two volunteer groups to determine a safe work procedure. Work Safe BC reviewed the procedures of the two volunteer sifting groups and had a number of conversations in addition to a site visit. Based on that visit it was determined that the sifting operation within the excluded zone could begin. We are all grateful for the extra efforts Work Safe BC put into making this possible.
- Beginning September 2<sup>nd</sup>, residents were allowed to return to their respective properties in the excluded area on a limited basis to guide the organization of their choice from curb side as the sifting process was carried on.  
To protect the safety and privacy of residents during this difficult time, we have put the following requirements in place:
  - Re-entry will be done on a scheduled basis.
  - Property owners will be able to view their property from the street or sidewalk only.
  - Permits will be granted to residents by one of the two volunteer groups on behalf of the village. A representative from the volunteer group will accompany residents to and from their property.
  - Property owners must use appropriate personal protective equipment (PPE), which will be provided by their sifting group of choice.
  - Property owners must sign a waiver which will be provided at the scheduled meeting time.
- It should be noted that the Lytton First Nation have offered to periodically re-divert traffic through the First Nation back to the north of the Village to allow sifting for Lytton Village residents on Main Street. The Lytton First Nation has clearly stated they want to work with the Village of Lytton to ensure that Lytton residents can be provided the opportunity of sifting which they realise is an important step in recovery.

## ACTIONS GOING FORWARD

- If you wish to have sifting done, but have not registered with one of the two volunteer groups (Samaritan's Purse or Team Rubicon), you are encouraged to do so as soon as possible.
- Some residents have indicated they do not desire the sifting but would like to view their properties. This can be done using the same entry process as the sifting. Both of our volunteer organizations have agreed to provide Personal Protective equipment (PPE) to residents and accompany them to their property. When being accompanied to and from the property, residents cannot enter the property but can view from the vehicle, street, or sidewalk.
- Residents who have undamaged homes within the excluded zone and want to retrieve personal items are encouraged to contact ([communication@lytton.ca](mailto:communication@lytton.ca)). We will make every effort to accommodate depending on the risk level for the particular property. Once it is determined there are no structural risks, the hope is that short-term entry can be allowed and will be done using the same model as sifting (described above).
- There are several insured cars within the excluded area which Mario's Towing has been assigned the task of removing. The towing company has requested permission to do a windshield assessment (remaining in their vehicle) to determine a scope of work. Based on their windshield assessment they will create a Safe Work Plan/Notice of Project, which will be submitted to Work Safe BC and once approved will assist Mario's Towing in the process.

- We are currently in discussions with insurance providers relating to the insured homes, businesses, and municipal buildings, with hopes of agreeing to engage a single-source contractor to remove the hazardous material and return the properties to a build back ready condition. This would not only show a significant cost savings, but it would also help to manage the safety of the workers and completion in a shorter time frame.
- The GHD Consulting report addresses the hazards in the area in general. There will still be hazard assessments related to individual structures, such as the Municipal building. In short, the GHD report identifies the environmental hazards and recommendations for PPE to enter the property while this further assessment identifies structural hazards.
- Urban Systems, the Engineering firm contracted to assist the Village with response and recovery efforts are working to create a safe work plan required to expose some of the buried curb stops. For those who don't know, a curb stop is the water valve from the main water line where it tees off to an individual property. These curb stops must be closed off before the system can be pressurized to determine if there are any leaks. This will not require work on private properties.
- BC Hydro has isolated all power supply within the excluded area and removed transformers. There are still some hanging overhead lines and they intend to go in and do a cut-and-drop, where they will leave these non-powered lines on the ground to be removed. These will be disposed of once the debris removal process begins for the site.