# Public Notice

# Canadian Coast Guard Tahsis Search and Rescue Station – Wharf Reconstruction

# Public Comments Invited

**April 28, 2022** - The Fisheries and Oceans Canada and Transport Canada must decide whether the proposed Canadian Coast Guard Search and Rescue Wharf in Tahsis, B.C. is likely to cause significant adverse effects.

To help inform this decision, Fisheries and Oceans Canada and Transport Canada are inviting comments on the project and its potential effects on the environment. All comments received will be considered public. For more information, individuals should consult the [Privacy Notice](https://www.ceaa-acee.gc.ca/050/evaluations/Protection?culture=en-CA) on the Registry website.

Written comments must be submitted by **May 28, 2022** to:

# Don Storry

# Project Engineer

# Fisheries and Oceans Canada, Real Property Technical Services Pacific Region

# Email: Don.Storry@dfo-mpo.gc.ca

# Assessment Summary

The Fisheries and Oceans Canada (DFO) Canadian Coast Guard (CCG) is proposing to replace the existing condemned municipal wharf and construct a new Search and Rescue Station (SAR) wharf at the Village of Tahsis, British Columbia. The project is a Government of Canada initiative to enhance CCG capacity to provide marine search and rescue capacity and environmental protections in the waters off the Northwest Coast of Vancouver Island.

The proposed project activities will include in-water works. There will be no infilling or dredging. The project will involve a demolition phase and a construction phase. Demotion will involve the removal of the entire structure including the wharf head topsides, deck panels, and piles. Construction will involve installation of a wharf structure with a dual concrete float with upland access. The mooring facility will be designed and constructed to accommodate emergency response vessels. The proposed project will include: A pile supported upland access pier, approximately 56 metres long and 5 metres wide connecting to a wharf head that is about 15 metres long and 16 metres wide. Attached will be a hinged access ramp, approximately 9.5 metres long and 1.8 metres wide, leading to a concrete moorage float that is approximately 26 metres long and 17 metres wide. There will also be a pier head at the offshore end of the pier (entrance of the ramp) with dimensions of approximately 1.8 metres by 12 meters.

The physical disturbance of intertidal foreshore and subtidal seabed will be limited to the installation of the pier support and moorage piles. The support piles will be limited to the upper foreshore within the existing rip-rap shoreline. The moorage float and anchor piles will be located over relatively shallow nearshore subtidal seabed, approximately 0.5m and 4.5 m below water.

The moorage float will be constructed of expanded polystyrene foam floatation billets contained and armored within concrete side and end walls and topped with a concrete deck slab. The tie-up rails will be pressure treated wood. Moorage and support piles will be steel pipe and installed using a pile setting vibro-hammer. The access pier sub structure will be pressure treated timber. The access ramp will be welded aluminum structure and fabricated off site and transported to the site by truck or barge. The construction of the pier is required to support the facility and search and rescue vessels.

Key equipment and machinery that will be used on site includes: pile driving/crane barge, material supply barge, support tugs, mobile concrete batching plant, concrete delivery/mixing trucks, lifting crane for handling of steel piles and sheet pile panels on the ground.

Project Locations

Coordinates:

# Latitude: 49° 54' 41”N

# Longitude: 126° 39' 43” W