



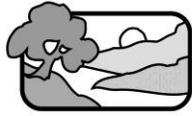
# Gambier Island Local Trust Committee

## Regular Meeting Addendum

**Date:** November 17, 2016  
**Time:** 10:45 am  
**Location:** John Braithwaite Community Centre  
145 West 1st Street  
North Vancouver, BC

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|            |  | <b>Pages</b>        |
|------------|--|---------------------|
| <b>7.</b>  | <b>BUSINESS ARISING FROM MINUTES</b>   | 11:10 AM - 11:45 AM |
|            | <i>7.2 Fixed Link Feasibility Study - Staff Report</i>   | 2 - 20              |
| <b>10.</b> | <b>APPLICATIONS AND REFERRALS</b>  | 11:45 AM - 12:15 PM |
|            | <i>10.1 GM-RZ-2004.1 (DL696- Keats Island) - Staff Report</i>  | 21 - 31             |
| <b>14.</b> | <b>NEW BUSINESS</b>  |                     |
|            | <i>14.1 Howe Sound Biosphere Proposal - for discussion</i>   |                     |
| <b>17.</b> | <b>CLOSED MEETING</b>  | 2:25 PM - 2:40 PM   |
|            | <i>17.1 Motion to Close Meeting</i>  |                     |
|            | That the meeting be closed to the public in accordance with the Community Charter, Part 4, Division 3, S.90(1)(d) Adoption of In-Camera meeting minutes dated October 13, 2016 and (f) Bylaw Enforcement and that the recorder and staff attend the meeting. |                     |
|            | <i>17.2 Recall to Order</i>  |                     |
|            | <i>17.3 Rise and Report</i>  |                     |
| <b>18.</b> | <b>ADJOURNMENT</b>   | 2:40 PM - 2:40 PM   |



File No.: GM-6500-20  
(Implementation of OCP  
Policies)

DATE OF MEETING: November 15, 2016  
TO: Gambier Island Local Trust Committee  
FROM: Aleksandra Brzozowski, Island Planner  
Northern Office  
SUBJECT: Sunshine Coast Fixed Link Feasibility Study – consultation response

## RECOMMENDATION

- 1. That the Gambier Island Local Trust Committee request that staff prepare a letter, for the signature of the chair, to be sent to the Ministry of Transportation and Infrastructure in response to the Sunshine Coast Fixed Link Feasibility Study consultation.**

## REPORT SUMMARY

This report presents a draft response to the Ministry of Transportation and Infrastructure regarding the Sunshine Coast Fixed Link Feasibility Study consultation. A response must be set by November 18, 2016.

## BACKGROUND

In recognition of scheduling difficulties, the Ministry of Transportation and Infrastructure (MOTI) agreed to offer the Gambier Local Trust Committee (LTC) an extension to the Sunshine Coast Fixed Link Feasibility Study consultation period to accommodate discussion of the study results at the LTC meeting on November 17, 2016. Attached is a copy of the display board information as well as the form of official feedback questions.

Please note that such extensions have only been granted to specific organizations with extenuating circumstances. MOTI closed the online survey and the general public consultation period on November 8, 2016 as advertised.

The Executive Committee of the Islands Trust has indicated that it will submit a formal response on behalf of the Islands Trust.

## ANALYSIS

A written submission from the LTC is requested by November 18, 2016; this submission would be considered as part of the project's consultation summary report. The LTC is asked to respond with a formal letter. Staff have drafted the following language for LTC consideration (see inset on page 2).

Dear Minister Stone:

It is a general policy of the Islands Trust Council that no island in the Trust Area should be connected to Vancouver Island, the mainland, or another island by a bridge or tunnel. Council also strongly advocates for in-depth public consultation processes when considering provisions of transportation services.

*5.3.1 Trust Council holds that local trust committees and island municipalities should be consulted and involved in the decision-making process regarding provision of utilities, transportation services or facilities that might affect land use in their local planning areas.*

*5.3.2 It is Trust Council's policy that no island in the Trust Area should be connected to Vancouver Island, the mainland or another island by a bridge or tunnel, notwithstanding the existing bridge between North and South Pender Islands.*

*5.3.9 Trust Council encourages the Ministry of Transportation and local communities to work together through a public consultation process to evaluate and modify road construction and road system proposals to encompass the environmental, economic and social values of the community.*

The Gambier Island Local Trust Committee (LTC) and the Islands Trust more generally are therefore not in support of the Langdale Bridge Link scenario. The LTC notes that its communities are not among those advocating for a fixed link; in fact, the LTC believes that most islanders in the Gambier Island Local Trust Area have consciously chosen to live and own property on these islands precisely for a more remote island experience that is fundamentally altered once accessible by bridge or road.

Looking more specifically at the Langdale Bridge Link, this scenario would directly impact Anvil Island, an Associated Island in the Gambier Island Local Trust Area, whose land use is governed by policies and regulations in the [Gambier Associated Islands Official Community Plan](#) and [Land Use Bylaw](#). There are nine property titles on Anvil Island and the remaining portion of the island is Crown land. Today there are approximately 24 seasonal dwellings and a private summer camp that has been in operation since 1940.

Five of the eight residentially-zoned properties have the potential for subdivision; a bridge and highway along the eastern side of the island would impact not only the current character of Anvil Island, but would significantly influence future development of the island. The Local Trust Committee notes that the land use policies in the Associated Islands Official Community Plan look to preserve the relatively low density residential character of the area. The LTC believes that this major shift away from current policy is not sufficiently captured in the Socio-Community Account for "Consistency with Community Policies, Character, and Identity" as the LTC sees a Langdale Bridge Link scenario creating a 'much worse' situation in that respect.

Consultation with the entire Anvil community would be very necessary should the Langdale Bridge Link be further considered, as per the following Official Community Plan policies for Anvil Island:

*4.4.14 The LTC should undertake consultation with provincial agencies regarding the potential future disposition of Crown land on the island.*

*4.4.17 The LTC should work with municipalities, regional districts and other agencies to ensure that Anvil Island residents are informed of and, where possible, participate in all discussions and decisions impacting the island.*

**ALTERNATIVES**

**1. Receive for information**

The LTC may choose to not formally respond to MOTI at this point in the Sunshine Coast Fixed Link Feasibility Study consultation process.

**NEXT STEPS**

Should the Gambier Island Local Trust Committee pass the recommended resolution, staff will prepare the letter for the Chair’s signature and send it on to MOTI.

|               |   |                   |
|---------------|---|-------------------|
| Submitted By: | Aleksandra Brzozowski, MCIP, RPP, Island Planner  | November 15, 2016 |
| Concurrence:  | Ann Kjerulf, MCIP, RPP, Regional Planning Manager | November 15, 2016 |

**ATTACHMENT:**

Sunshine Coast Fixed Link Feasibility Study – Consultation Materials

# WELCOME

**Thank you for attending today's Open House about the Sunshine Coast Fixed Link Feasibility Study.**

The purpose of this Open House is to:

- Present preliminary study findings
- Obtain your input on the study process and various potential future fixed link scenarios
- Provide information on next steps

Please take some time to review the display boards, speak with the Project Team and complete a Feedback Form.

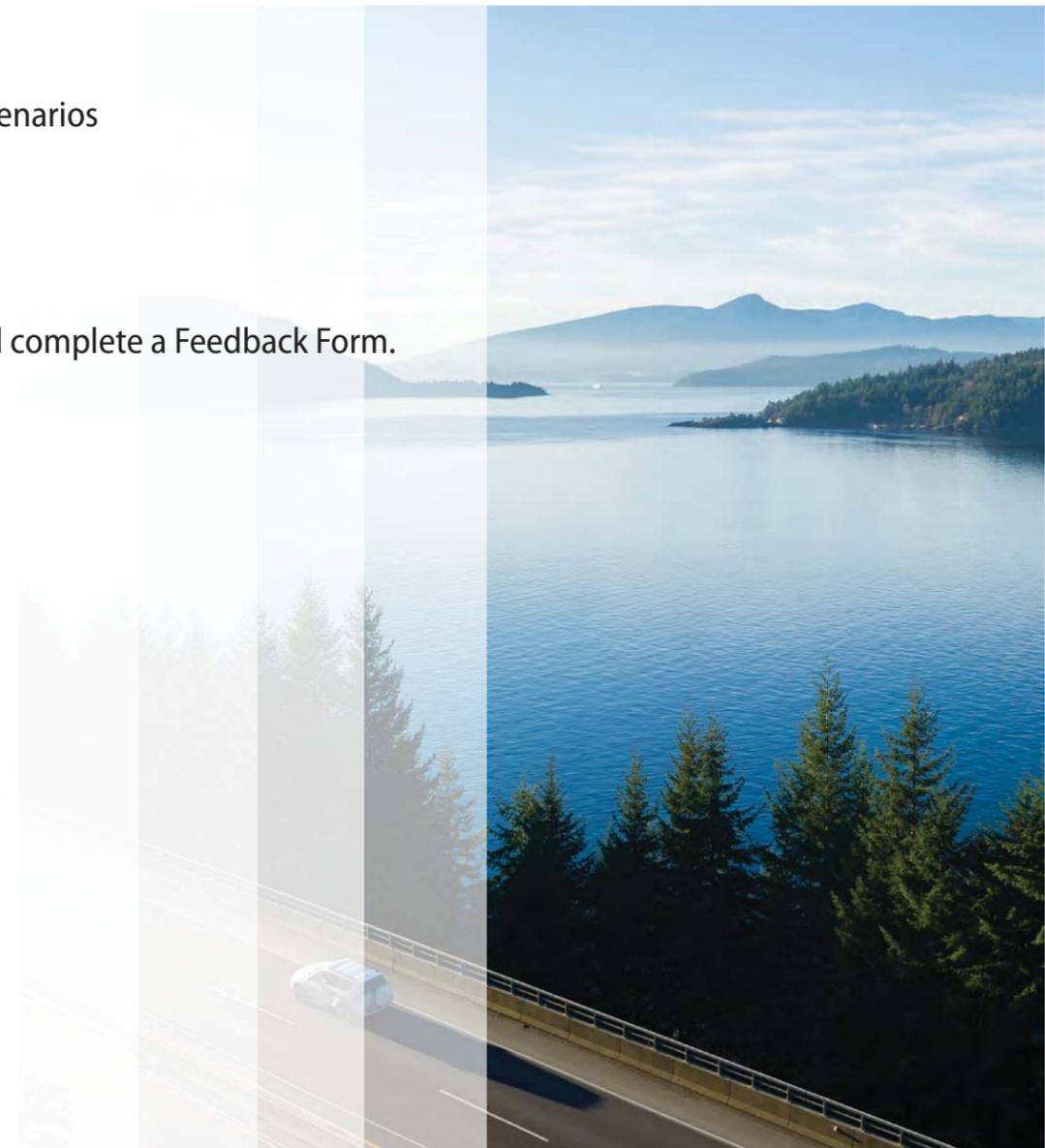
For more information, please visit [gov.bc.ca/sunshinecoastfixedlink](http://gov.bc.ca/sunshinecoastfixedlink)

**Please submit your feedback by November 8, 2016.**

**Online at:** [gov.bc.ca/sunshinecoastfixedlink](http://gov.bc.ca/sunshinecoastfixedlink)

**By email:** [fixedlink@lucentquay.ca](mailto:fixedlink@lucentquay.ca)

**In person:** at today's Open House



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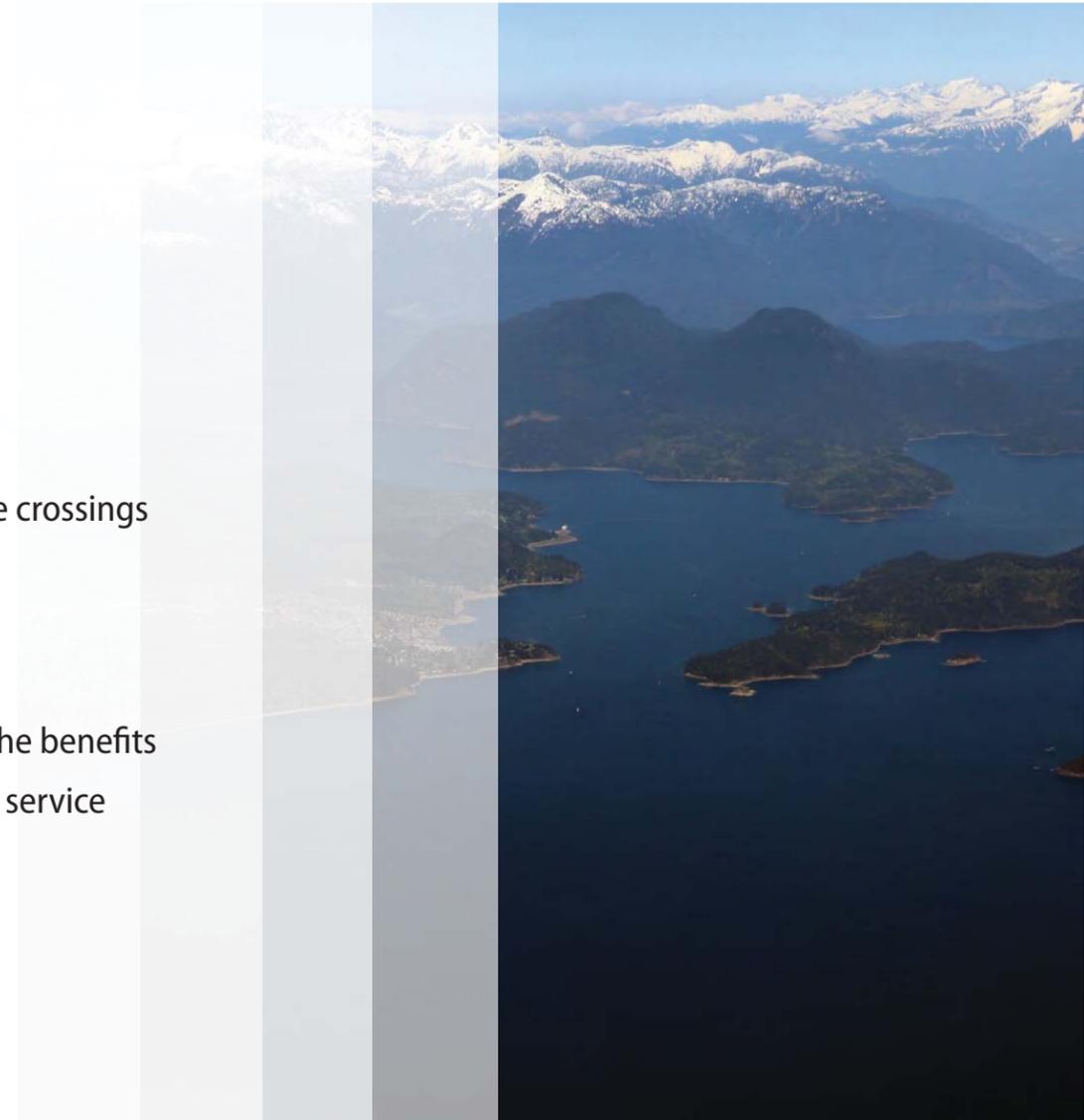
**SUNSHINE COAST FIXED LINK  
FEASIBILITY STUDY**

# WHY CONSIDER A FIXED LINK?

- Since 1951, B.C.'s Sunshine Coast has been connected to the rest of the mainland through two ferry routes. Immediate and long-term challenges facing the BC Coastal ferry system have led to service reductions for ferry users in recent years.
- With lower growth and economic development as compared with other regions in the Province, despite the area's proximity to the Lower Mainland, and recognizing the recent historical trend of an aging population base, various Sunshine Coast community leaders and stakeholders are increasingly advocating for a cost-effective fixed link connection to the Lower Mainland.
- The intent is that the connection would:
  - Improve access and reliability
  - Foster sustainable growth and economic development
  - Strengthen the region's attractiveness
  - Generate provincial economic benefits

The purpose of the study is to:

- Assess the costs and benefits of possible future overland connections and bridge crossings between the Sunshine Coast and the Lower Mainland
- Identify the financial and physical feasibility of constructing a fixed link
- Undertake a detailed analysis of potential future fixed link scenarios, providing the benefits and impacts of each of the scenarios considered, as compared with current ferry service



# CONSULTATION PROCESS

The Ministry is committed to a comprehensive planning and consultation process for this study. Consultation to date includes:

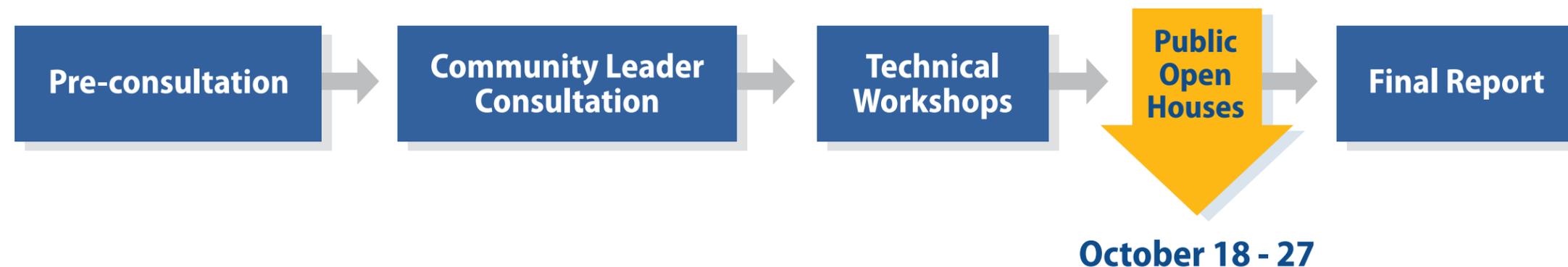
**Pre-consultation (April):** Telephone interviews with select representative stakeholders having local technical and community expertise to supplement research and assist in developing the draft problem definition statement, potential alignment scenarios and preliminary evaluation criteria.

**Community Leader Consultation (June – July):** A series of project kick-off meetings with community leaders, including First Nations, local and regional governments, chambers of commerce, and trucking companies. These meetings focused on the Ministry’s planning process and study schedule and the benefits and constraints of the identified scenarios.

**Technical Workshops (July):** Technical workshops with staff from select representative stakeholders groups to assist in finalizing the problem definition statement, to confirm the scenarios to be evaluated and to discuss and refine the evaluation criteria.

**Public Open Houses (October):** Public Open Houses in Squamish, West Vancouver, Powell River, Sechelt and Gibsons to seek feedback on the draft preliminary study findings.

**Reporting Out (target December):** Consultation summary report and final Multiple Account Evaluation (MAE) report to be released. MAE report will include a summary of how consultation input was considered in finalizing the MAE.



# SCENARIOS OVERVIEW



|  |                                       |
|--|---------------------------------------|
| <b>Powell River Road Link</b>  | <span style="color: red;">—</span>    |
| Powell River to Squamish - 200 km<br>Powell River to Horseshoe Bay - 250 km (Travel time ~3.0 hrs)                       |                                       |
| <b>Langdale Road Link</b>  | <span style="color: orange;">—</span> |
| Port Mellon to Squamish - 58 km<br>Langdale to Horseshoe Bay - 105 km (Travel time ~90 mins)                             |                                       |
| <b>Langdale Bridge Link (via Anvil Island)</b>   | <span style="color: blue;">—</span>   |
| Brunswick Point to intersect with Langdale Road Link - 10 km<br>Langdale to Horseshoe Bay - 50 km (Travel time ~40 mins) |                                       |
| <b>Powell River Bridge Link (via Nelson Island)</b>  | <span style="color: green;">—</span>  |
| Earls Cove to Sillery Bay - 19 km (Travel time ~15 mins)   |                                       |
| <b>Existing BC Ferries (Routes 3 + 7)</b>  |                                       |
| Horseshoe Bay to / from Langdale (Travel time ~80 mins)<br>Horseshoe Bay to / from Powell River (Travel time ~4.5 hrs)   |                                       |

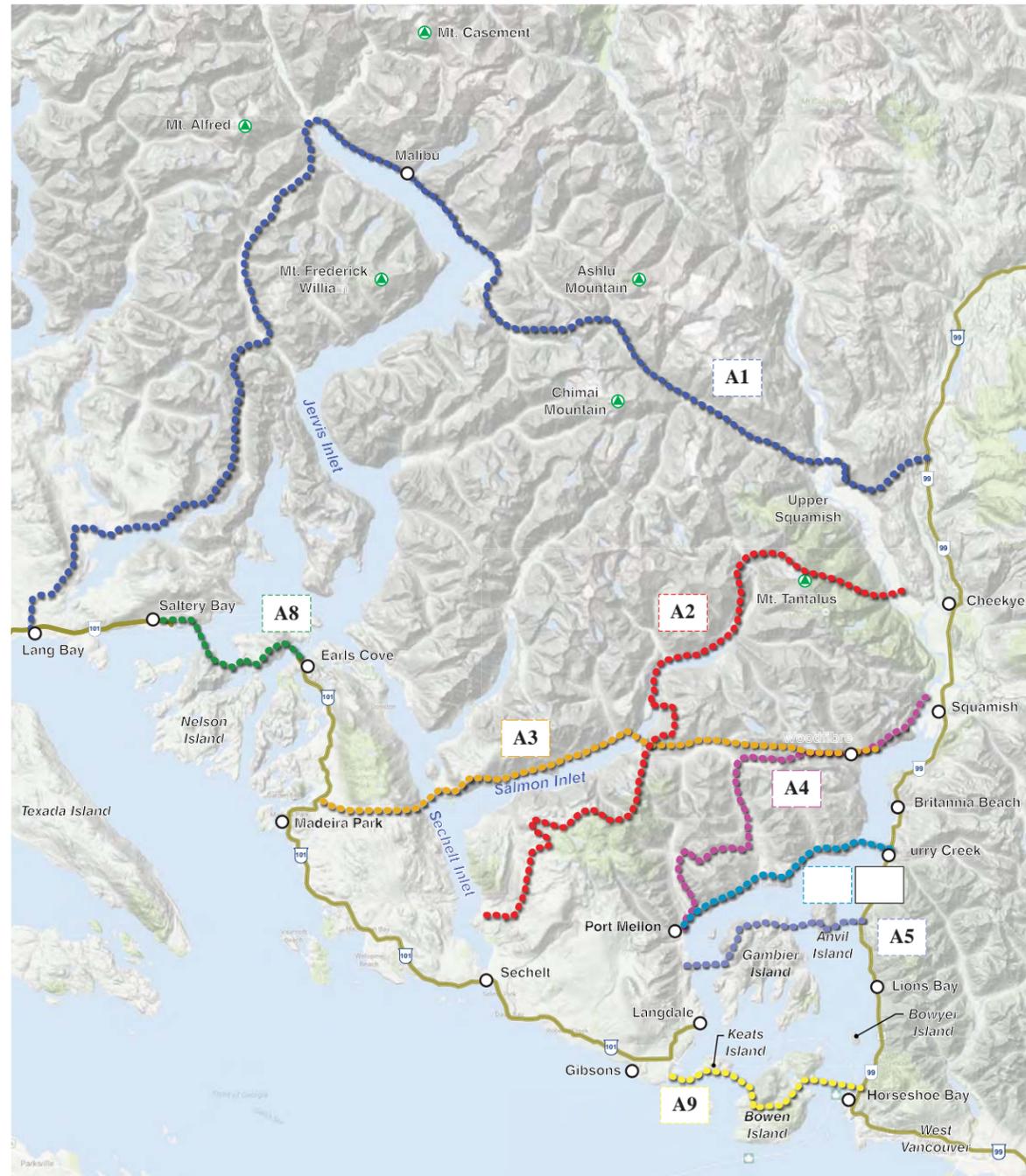


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## SUNSHINE COAST FIXED LINK FEASIBILITY STUDY

# ALTERNATIVE SCENARIOS CONSIDERED

IDENTIFIED THROUGH TECHNICAL STAKEHOLDER WORKSHOPS



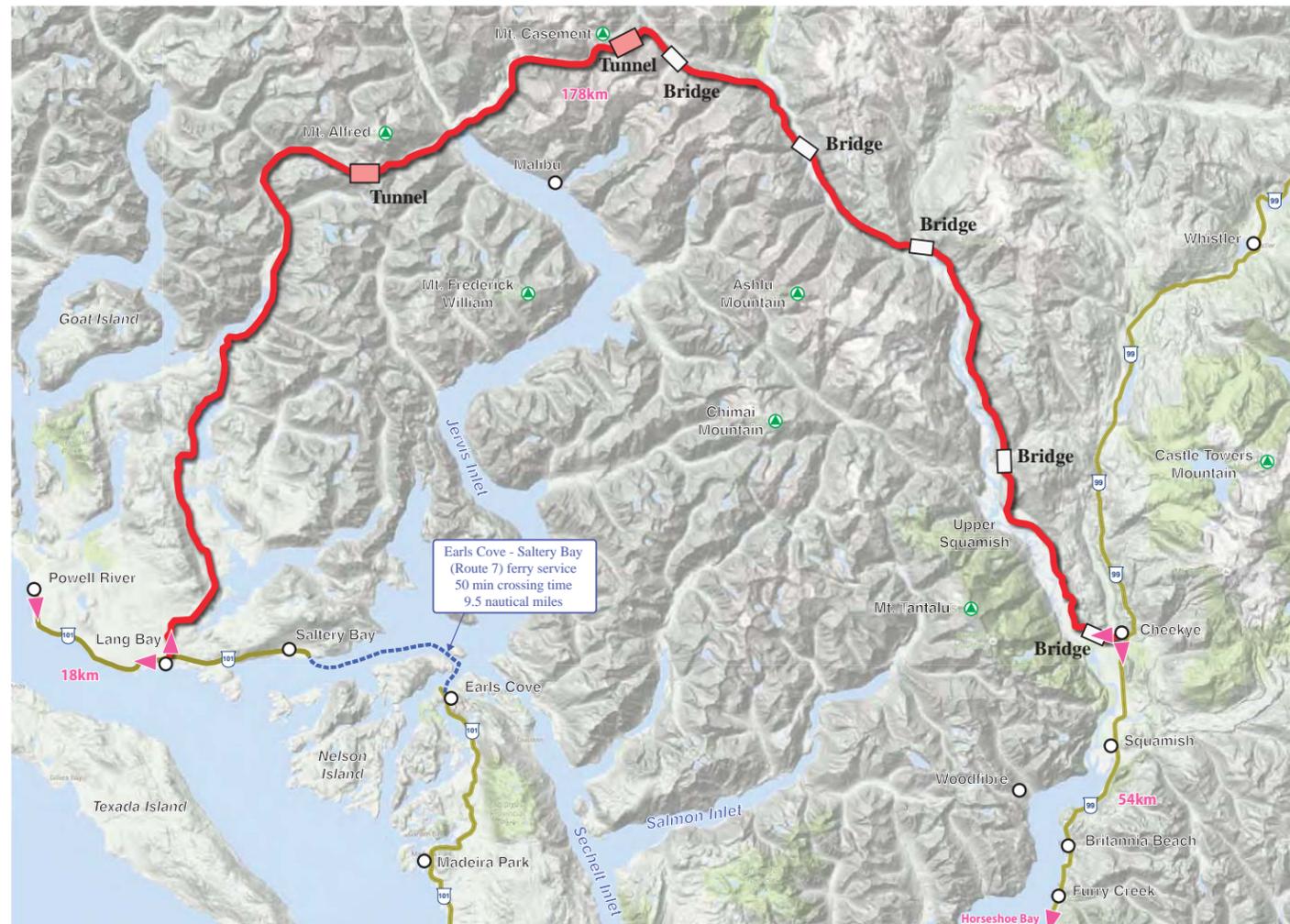
|   |   |  |
|---|---|--|
| <p>••••</p> <p><b>A1</b><br/>Alternate Powell River Road</p> <ul style="list-style-type: none"> <li>• Overland route to Powell River, closely follows Jervis Inlet</li> <li>• A shorter distance, but difficult terrain and a high avalanche risk with the steep slopes adjacent to Jervis Inlet</li> <li>• Similar cost to the Powell River Road Link</li> </ul> | <p>••••</p> <p><b>A2</b><br/>Alternate Sunshine Coast Road (North)</p> <ul style="list-style-type: none"> <li>• Follows a potential bicycle trail from Ashlu River Road to Davis Bay</li> <li>• Very circuitous and steep grades, cuts through mountainous terrain so likely need long tunnels</li> <li>• Unlikely to meet design standards and higher cost than the Langdale Road Link</li> </ul>  | <p>••••</p> <p><b>A3</b><br/>Alternate Sunshine Coast Road (Middle)</p> <ul style="list-style-type: none"> <li>• Follows the BC Hydro power line from Woodfibre to Garden Bay</li> <li>• Steep grades and two major bridges across Salmon Inlet and Sechelt Inlet</li> <li>• Unlikely to meet design standards and higher cost than the Langdale Road Link</li> </ul>  |
| <p>••••</p> <p><b>A4</b><br/>Alternate Sunshine Coast Road (South)</p> <ul style="list-style-type: none"> <li>• Follows the Fortis Gas line from Squamish to Port Mellon</li> <li>• Longer distance and steeper terrain than the Howe Sound scenario</li> <li>• Unlikely to meet design standards and higher cost than the Langdale Road Link</li> </ul>          | <p>••••</p> <p><b>A5</b><br/>Sunshine Coast Multi-bridge Link</p> <ul style="list-style-type: none"> <li>• Three bridges, Hwy 99 to Anvil Island, Anvil Island to Gambier Island and Gambier Island to Sunshine Coast</li> <li>• Was originally shown as one of the scenarios on the RFP, however the Langdale Bridge Link has a cost advantage with one less bridge and no road connection to Gambier Island</li> </ul>  | <p>••••</p> <p><b>A6</b><br/>Sunshine Coast Floating Bridge Link</p> <ul style="list-style-type: none"> <li>• Single long bridge along the 'shallower' part of Howe Sound near Furry Creek and Defence Islands</li> <li>• Considered as a combined floating bridge and cable-stayed bridge for the navigational channel</li> <li>• Much more environmental and navigational impacts, potential construction risk, along with a similar cost to the Langdale Bridge Link</li> </ul>   |
| <p>••••</p> <p><b>A7</b><br/>Sunshine Coast Floating Tunnel Link</p> <ul style="list-style-type: none"> <li>• Floating tunnel</li> <li>• Under consideration in Norway but none constructed, potential construction risk and cost is expected to be much higher than a bridge</li> </ul>  | <p>••••</p> <p><b>A8</b><br/>Powell River Multi-bridge Link</p> <ul style="list-style-type: none"> <li>• Combination bridge and cable ferry                             <ul style="list-style-type: none"> <li>• Ferry service - Earls Cove to Nelson Island</li> <li>• Bridge crossing - Nelson Island to Saltery Bay</li> </ul> </li> <li>• May create navigational issues for other vessels</li> <li>• Technical uncertainty (long cable ferry) translates into operational risk</li> <li>• Limited redundancy, temporary refit relief would be with a tug and barge</li> <li>• Capacity could become a constraint to access</li> <li>• The life cycle cost may be more expensive than the selected Powell River Bridge Link scenario</li> </ul> | <p>••••</p> <p><b>A9</b><br/>Bowen Island Multi-bridge Link</p> <ul style="list-style-type: none"> <li>• Three bridges:                             <ul style="list-style-type: none"> <li>• Highway 99 to Bowen Island</li> <li>• Bowen Island to Keats Island</li> <li>• Keats Island to Sunshine Coast</li> </ul> </li> <li>• Potential 4 km long combined floating bridge and cable-stayed bridge for navigational channel between Hwy 99 and Bowen Island:                             <ul style="list-style-type: none"> <li>• New world-record length and navigational height for this type of bridge</li> <li>• Significant impact to existing channel navigational width</li> <li>• Potential construction and future maintenance risks, along with a much higher cost than the Langdale Bridge Link</li> </ul> </li> <li>• Significant private property impacts and difficult connection to Hwy 101</li> </ul> |



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SUNSHINE COAST FIXED LINK  
FEASIBILITY STUDY

# POWELL RIVER ROAD LINK



Powell River to Squamish 200 km  
Travel time 2.5 hours @ 80 km/h

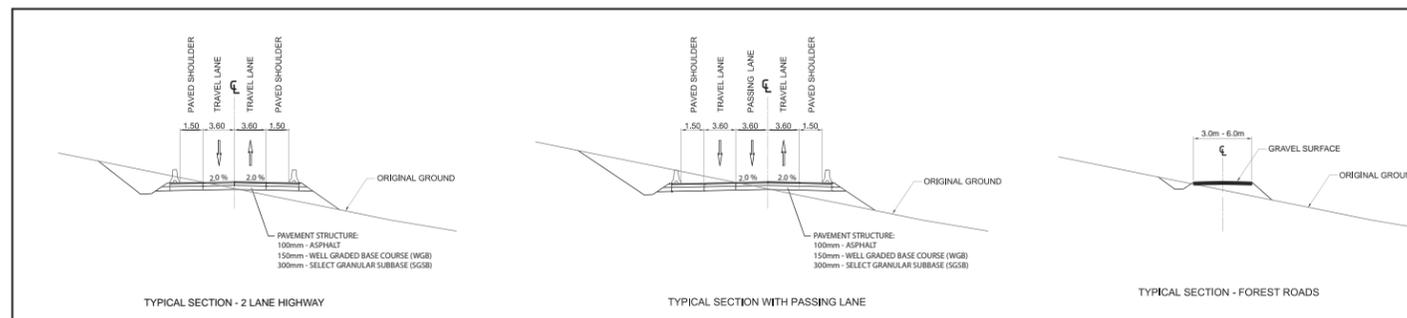
Powell River to Horseshoe Bay 250 km  
Travel time 3.0 hours @ 80 km/h

Retains both existing BC Ferries services

Construction highlights include:

- Two-lane highway, with passing lanes
- Includes 5 bridges over creeks and 2 tunnels
- Parallels existing logging roads where possible

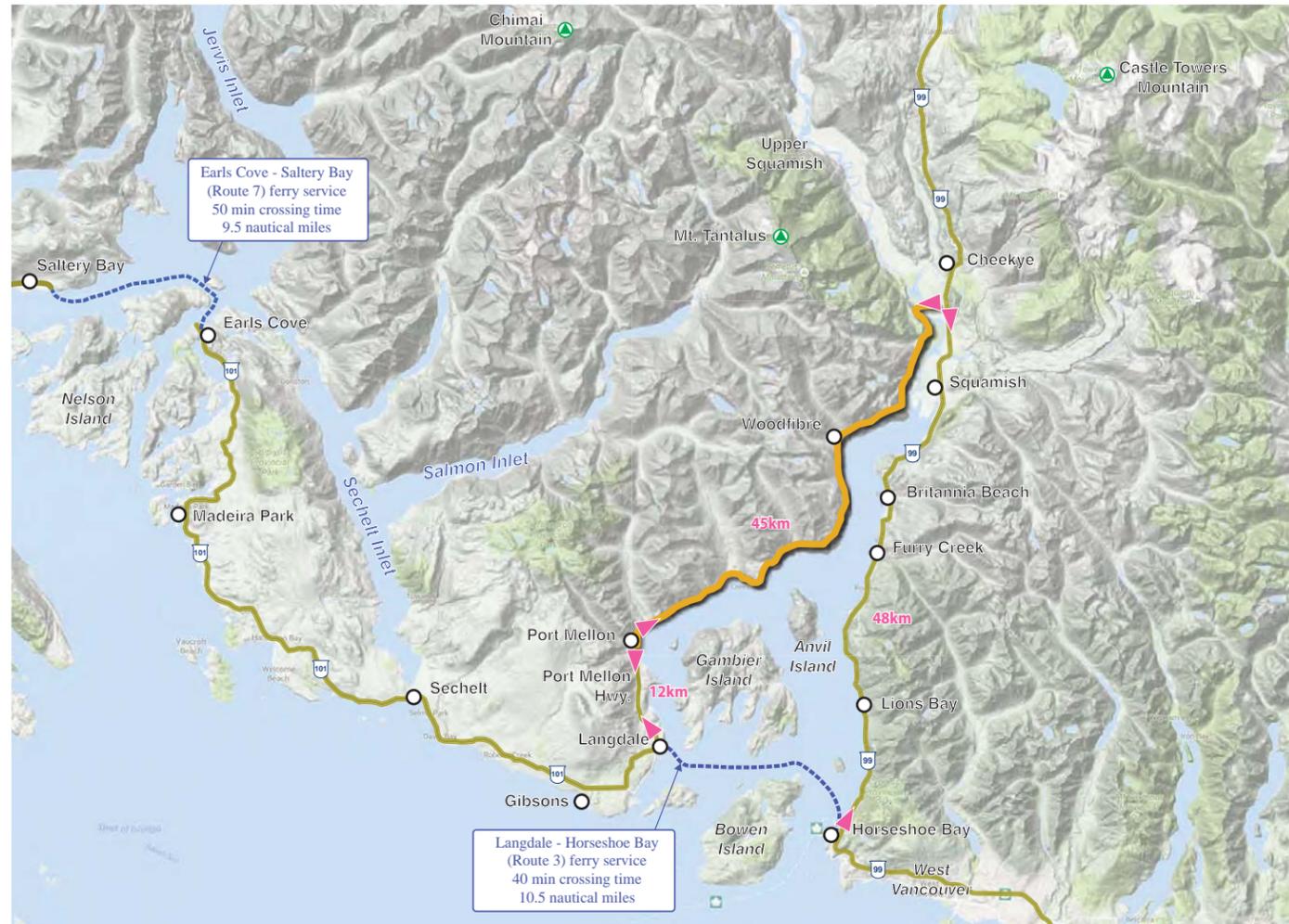
Total Project Cost - Approx. \$2.5 B - \$3.0 B



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**SUNSHINE COAST FIXED LINK  
FEASIBILITY STUDY**

# LANGDALE ROAD LINK



Port Mellon to Squamish 58 km  
Travel time 45 minutes @ 80 km/h

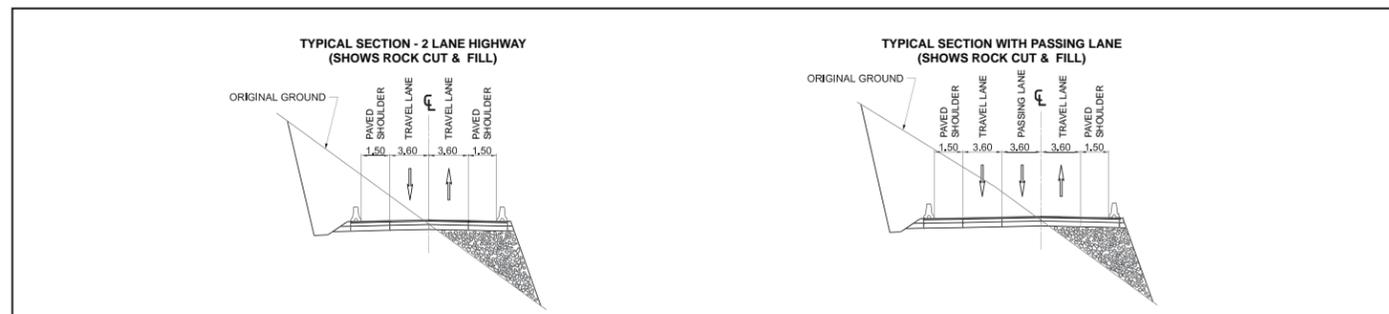
Langdale to Horseshoe Bay 105 km  
Travel time 90 minutes @ 80 km/h

Retains existing BC Ferries service to Powell River but eliminates Langdale service

Construction highlights include:

- Two-lane highway, with passing lanes
- Significant rock cut and fills
- Approximately 5 km of bridges for creek and gully crossings (not shown)
- Contingency added for acid rock and slope stabilization
- Contingency added for 'wire mesh' retaining walls and/or short tunnels

Total Project Cost - Approx. \$1.5 B - \$2.0 B



# LANGDALE BRIDGE LINK

## VIA ANVIL ISLAND



Brunswick Point to intersect with the Langdale Road Link - 10 km  
Travel time 8 minutes @ 80 km/h

Langdale to Horseshoe Bay 50 km  
Travel time 40 minutes @ 80 km/h

Retains existing BC Ferries service to Powell River but eliminates Langdale service

Construction highlights include:

- Two-lane highway, with passing lanes
- New Interchange at Highway 99
- Bridge - Highway 99 to Anvil Island
  - 1.5 km clear span suspension bridge
  - 60+m vertical navigational clearance
  - 200+m deep channel
- Highway construction on north side of Anvil Island (assumes no direct access)
  - Significant rock cut and fills
- Bridge - Anvil Island to Sunshine Coast
  - 1.5+ km clear span suspension bridge
  - 60+m vertical navigational clearance
  - 190m deep channel
- Highway construction on Sunshine Coast to Port Mellon
  - Significant rock cut and fills

Total Project Cost - Approx. \$2.0 B - \$2.5 B

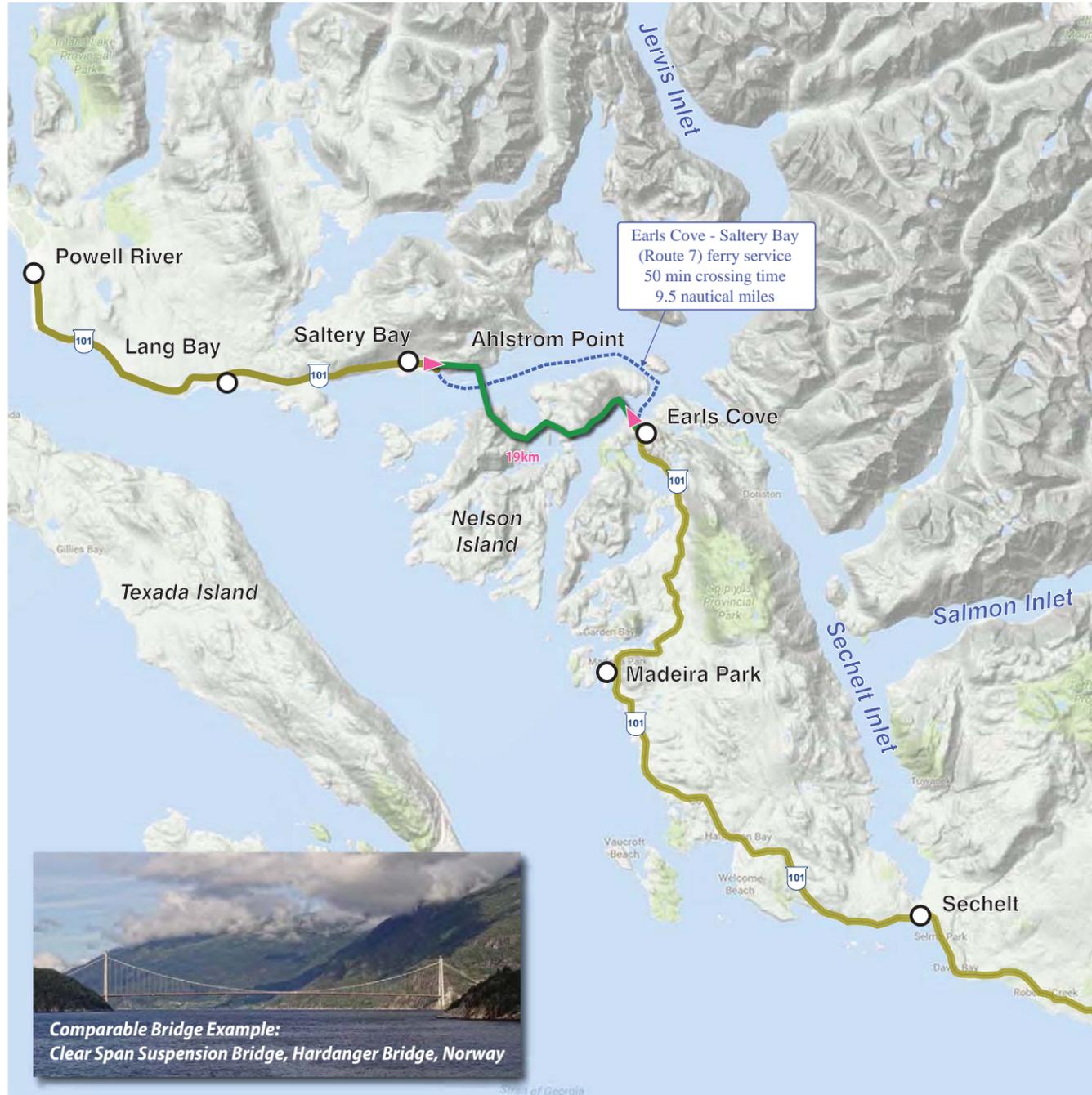


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## SUNSHINE COAST FIXED LINK FEASIBILITY STUDY

# POWELL RIVER BRIDGE LINK

## VIA NELSON ISLAND



Earls Cove to Saltery Bay 19 km  
Travel time 15 minutes @ 80 km/h

Retains existing BC Ferries service to Langdale but eliminates Powell River service

Construction highlights include:

- Two-lane highway, with passing lanes
- Bridge - Earls Cove to Nelson Island
  - 1.5 km clear span suspension bridge
  - 30+m vertical navigational clearance
  - 170m deep channel
- Highway construction on Nelson Island
- Bridge - Nelson Island to Ahlstrom Point
  - 2.0+ km clear span suspension bridge
  - 50+m vertical navigational clearance
  - 500m deep channel
- Highway construction to Saltery Bay

Total Project Cost - Approx. \$1.5 B - \$2.0 B



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**SUNSHINE COAST FIXED LINK  
FEASIBILITY STUDY**

# EVALUATION METHODOLOGY

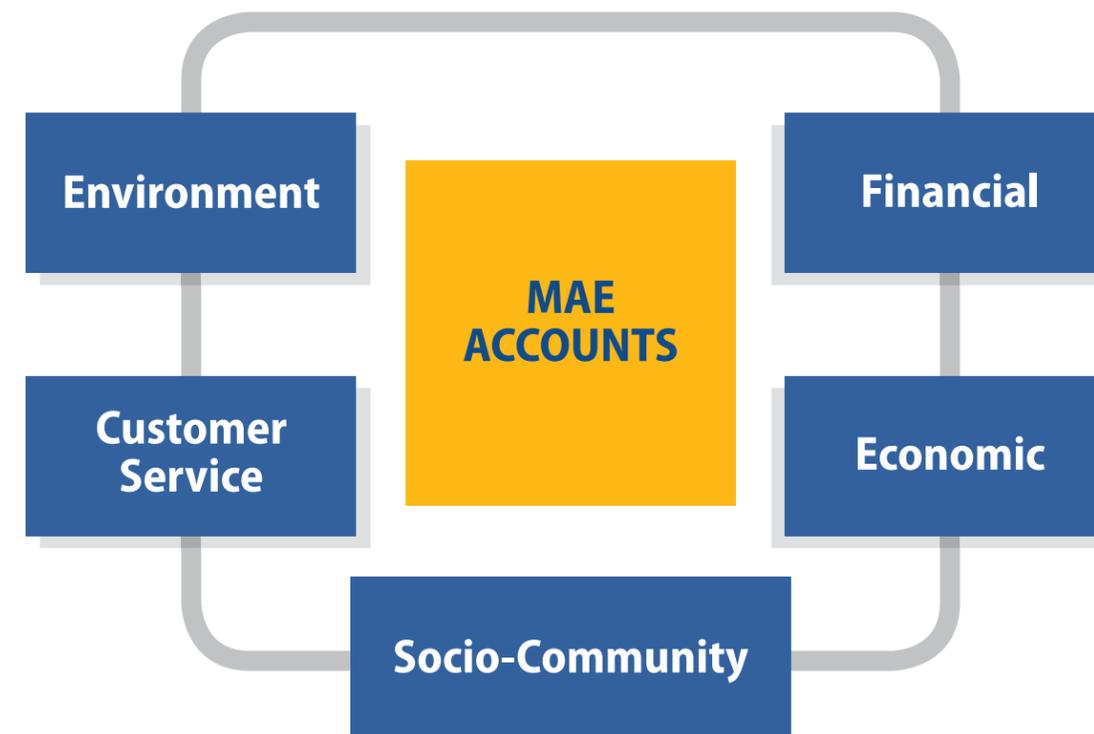
A Multiple Account Evaluation (MAE) of the scenarios was conducted in accordance with the Ministry's guidelines. The MAE compares expected benefits and impacts of the various scenarios against the Base Case (existing ferry service), and illustrates trade-offs between the scenarios.

The Base Case assumes the following:

- Existing ferry service levels and capacity changes required to maintain existing levels if / as demand changes
- Includes full life-cycle analysis of financial considerations (including vessel replacement as needed)
- 25 year life-cycle (first 10 years of data provided by BC Ferries)
- For Powell River route scenarios, the Base Case is Earls Cove – Saltery Bay ferry service data
- For Langdale route scenarios, the Base Case is Horseshoe Bay – Langdale ferry service data

Standard Ministry evaluation accounts include Financial, Customer Service, Environment, Economic and Socio-Community. The Ministry is also engaging with area First Nations and the results of these discussions will be incorporated into the final report.

The criteria, or factors, for each account were developed based on Ministry requirements, best practice, and results of consultation and engagement to date.



# CUSTOMER SERVICE ACCOUNT

| Criteria   | Sunshine Coast Scenarios |  | Powell River Scenarios |   |
|--|--------------------------|--|------------------------|---|
|  | Langdale Road Link       | Langdale Bridge Link<br>(via Anvil Island) | Powell River Road Link | Powell River Bridge Link<br>(via Nelson Island) |
| <b>Travel Time Reliability</b>                                 | ✓                        | ✓✓   | ✓✓                     | ✓   |
| <b>Multimodal Accessibility</b><br>(for bikes and pedestrians) | X                        | X  | ---                    | X   |
| <b>Accessibility to<br/>Emergency Services</b>                 | ✓                        | ✓✓   | ✓                      | ✓   |
| <b>Emergency Evacuation</b>                                    | ✓✓                       | ✓  | ✓                      | ✓   |
| <b>Travel Quality/Experience</b>                               | X                        | ---  | X                      | ---   |
| <b>Safety</b>  | X                        | X  | X                      | X   |

**Legend:** --- Neutral    ✓ Better    ✓✓ Much Better    X Worse    XX Much Worse

**Travel Time Reliability** includes consideration of availability, travel time consistency, and potential for delay due to weather or capacity

**Multimodal Accessibility** includes consideration of availability and convenience for all modes of travel

**Accessibility to Emergency Services** includes consideration of access to hospitals, availability of emergency responders, as well as cell phone coverage

**Emergency Evacuation** includes consideration of capacity to support community evacuation in the event of a major emergency or disaster

**Travel Quality/Experience** includes consideration of availability of amenities, such as food services and washrooms, driver comfort and stress/fatigue, Sunshine Coast views, and driver experience

**Safety** includes accident rates, types, and severity of collisions based on Ministry statistics for roadway types



# ECONOMIC DEVELOPMENT ACCOUNT

| Criteria  | Sunshine Coast Scenarios |  | Powell River Scenarios |   |
|---|--------------------------|--|------------------------|---|
|   | Langdale Road Link       | Langdale Bridge Link<br>(via Anvil Island) | Powell River Road Link | Powell River Bridge Link<br>(via Nelson Island) |
| Effects on Private Property Values  | ✓                        | ✓✓   | ✓✓                     | ✓   |
| Influence on Tourism and Other Local Business Development                             | ✓                        | ✓✓   | ✓✓                     | ✓   |
| Natural Resource Development Potential  | ✓                        | ---  | ✓✓                     | ---   |
| Marine Navigation Effects   | ✓✓                       | ✓  | ---                    | ✓   |
| <b>Legend:</b> --- Neutral    ✓ Better    ✓✓ Much Better    X Worse    X X Much Worse |                          |  |                        |   |

**Effects on Private Property Values** includes consideration of increased value commensurate with increased accessibility

**Influence on Tourism and Other Local Business Development** includes consideration of increased economic development and potential for increased tourism related to exposure to higher travel demand volumes, improved access to goods and services, and improved access to back country tourism areas

**Natural Resource Development Potential** includes consideration of improved road access to back country areas

**Marine Navigation Effects** includes consideration of economic implications of increases or decreases in vessel traffic and/or increases or decreases in impediments to marine travel (e.g. new bridge piers or reduced ferry crossing conflicts for other vessels)



# SOCIO-COMMUNITY ACCOUNT

| Criteria  | Sunshine Coast Scenarios |  | Powell River Scenarios |   |
|---|--------------------------|--|------------------------|---|
|   | Langdale Road Link       | Langdale Bridge Link<br>(via Anvil Island) | Powell River Road Link | Powell River Bridge Link<br>(via Nelson Island) |
| Population  | ✓                        | ✓✓   | ✓✓                     | ✓   |
| Property Requirements                                       | X                        | X  | XX                     | X   |
| Consistency with Community Policies, Character and Identity | ---                      | X  | ---                    | ---   |
| Effects on Population-supporting Infrastructure             | X                        | XX   | X                      | X   |
| Visual/Aesthetic Effects                                    | X                        | ---  | ---                    | X   |
| Noise Effects   | X                        | X  | ---                    | ---   |
| Community Severance and Connectivity                        | ✓                        | ✓  | ✓                      | ✓   |
| Recreation Effects  | ✓✓                       | ✓  | ✓✓                     | ✓   |

**Legend:** --- Neutral    ✓ Better    ✓✓ Much Better    X Worse    XX Much Worse

**Population** includes consideration of potential to support population growth

**Property Requirements** includes consideration of impacts to private property or otherwise designated crown lands for roadway development

**Consistency with Community Policies, Character and Identity** includes consideration of potential to support the realization of the vision of Official Community Plans and related neighbourhood and transportation plans

**Effects on Population-supporting Infrastructure** includes consideration of potential requirement for increased investment in local roads, sewers, potable water supply, waste handling and other utilities as a result of increased population and temporary visitors

**Visual/Aesthetic Effects** includes consideration of changes in viewsapes through communities as a result of new roads and bridges

**Noise Effects** includes consideration of noise levels through communities as a result of new roads and bridges, and/or increased traffic volumes, as well as the elimination of ferries and ferry terminals and associated traffic impacts

**Community Severance and Connectivity** includes consideration of changes in community accessibility and connectivity between local communities

**Recreation Effects** includes consideration of changes in recreation potential resulting from increased access to back country areas



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## SUNSHINE COAST FIXED LINK FEASIBILITY STUDY

# ENVIRONMENT ACCOUNT

| Criteria                                     | Sunshine Coast Scenarios |  | Powell River Scenarios |   |
|--|--------------------------|--|------------------------|---|
|  | Langdale Road Link       | Langdale Bridge Link<br>(via Anvil Island) | Powell River Road Link | Powell River Bridge Link<br>(via Nelson Island) |
| Air Quality                                  | X                        | X  | X                      | ---   |
| Freshwater Fish,<br>Wildlife & Habitat       | X                        | ---  | XX                     | ---   |
| Marine Resources                             | ✓                        | X  | ---                    | X   |
| Parks and Protected Areas                    | XX                       | ---  | XX                     | ---   |
| Effects of the Environment<br>on the Project | XX                       | X  | XX                     | X   |

**Legend:** --- Neutral    ✓ Better    ✓✓ Much Better    X Worse    XX Much Worse

**Air Quality** includes consideration of potential changes in criteria air contaminants and greenhouse gases as a result of increased vehicle traffic and decreased ferry traffic

**Freshwater Fish, Wildlife & Habitat** includes consideration of potential effects on these biophysical resources as a result of new roadways and vehicle use

**Marine Resources** includes consideration of potential effects on marine life and habitat as a result of changes in ferry service, as well as new bridge crossings over marine areas

**Parks and Protected Areas** includes consideration of physical effects on these designated areas as a result of new roadways

**Effects of the Environment on the Project** includes consideration of factors such as climate change and extreme weather events



# FIRST NATIONS CONSIDERATIONS

| Consideration  | Sunshine Coast Scenarios |  | Powell River Scenarios |   |
|--|--------------------------|--|------------------------|---|
|  | Langdale Road Link       | Langdale Bridge Link<br>(via Anvil Island) | Powell River Road Link | Powell River Bridge Link<br>(via Nelson Island) |
| Aboriginal Rights  | XX                       | X  | XX                     | ---   |
| Archaeological Resources   | X                        | X  | XX                     | X   |
| Economic and Land Development  | Discussions underway     |  |                        |   |
| <b>Legend:</b> --- Neutral    ✓ Better    ✓✓ Much Better    X Worse    XX Much Worse |                          |  |                        |   |

**Aboriginal Rights** includes consideration of publicly available information with respect to overlap with First Nations Land claims, tenure or known sacred or conservancy/wildland areas

**Archaeological Resources** includes consideration of overlap with areas of known or high potential for archaeological and heritage sites

**Economic and Land Development** (discussions underway) will include confirmation with First Nations regarding any other interests or concerns

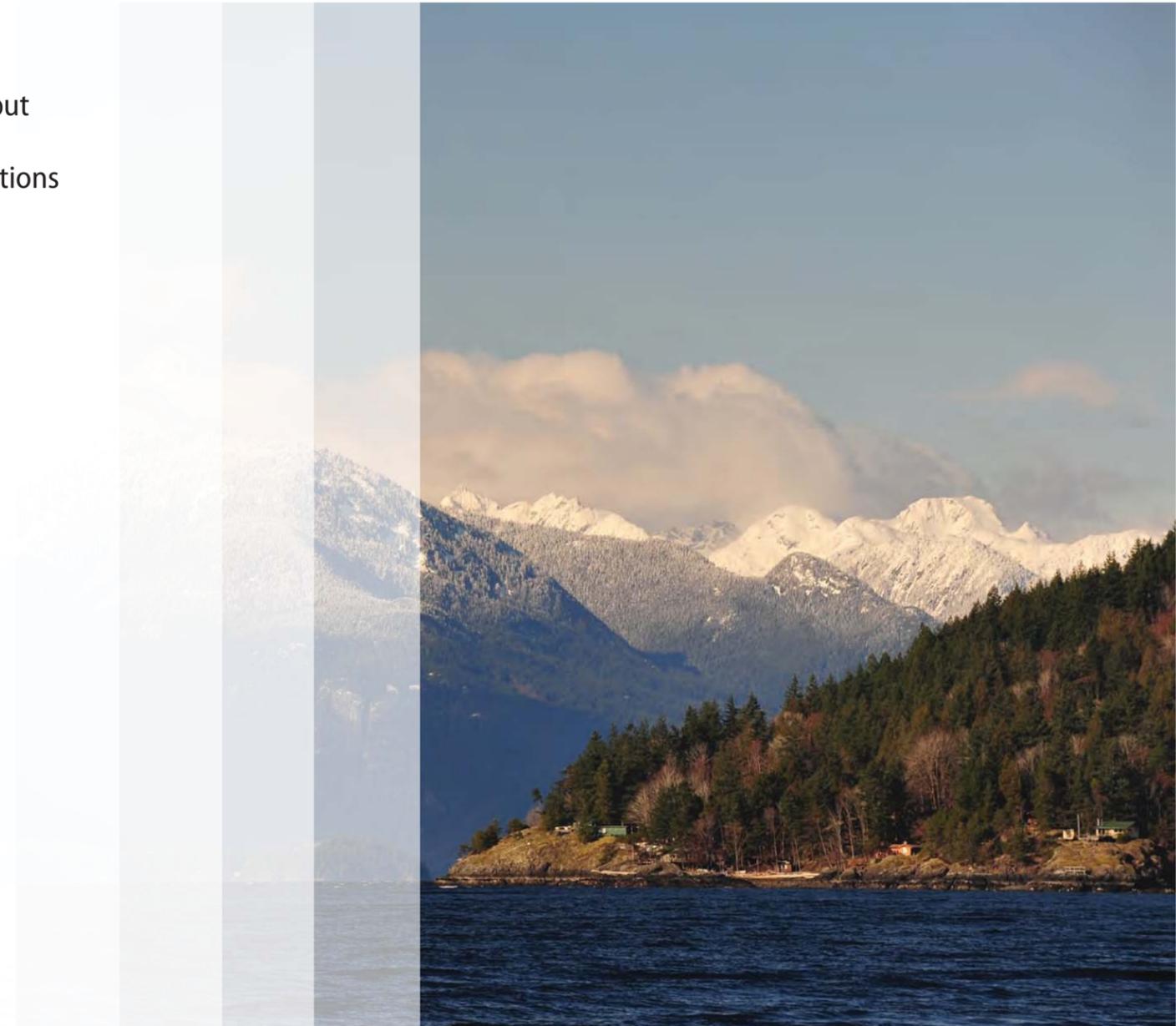
# NEXT STEPS

**Thank you for participating in the consultation for the Sunshine Coast Fixed Link Feasibility Study.**

Your feedback is important. Please take some time today to complete a Feedback Form, or visit [gov.bc.ca/sunshinecoastfixedlink](http://gov.bc.ca/sunshinecoastfixedlink) to view the consultation materials and complete one electronically.

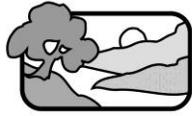
Following this consultation, the Project Team will:

- Review and prepare a summary report on consultation input
- Continue technical analysis and engagement with First Nations
- Develop a final report, using the feedback received



Ministry of  
Transportation  
and Infrastructure

**SUNSHINE COAST FIXED LINK  
FEASIBILITY STUDY**



File No.: [GM-RZ-2004.1  
District Lot 696]

DATE OF MEETING: November 14, 2016

TO: Gambier Island Local Trust Committee

FROM: Aleksandra Brzozowski, Island Planner  
Northern Office

SUBJECT: Draft Bylaws 143 and 144 (Rezoning for District Lot 696, Keats Island)

Applicant: Creus Engineering for Convention of Baptist Churches of BC

Location: District Lot 696, Keats Island

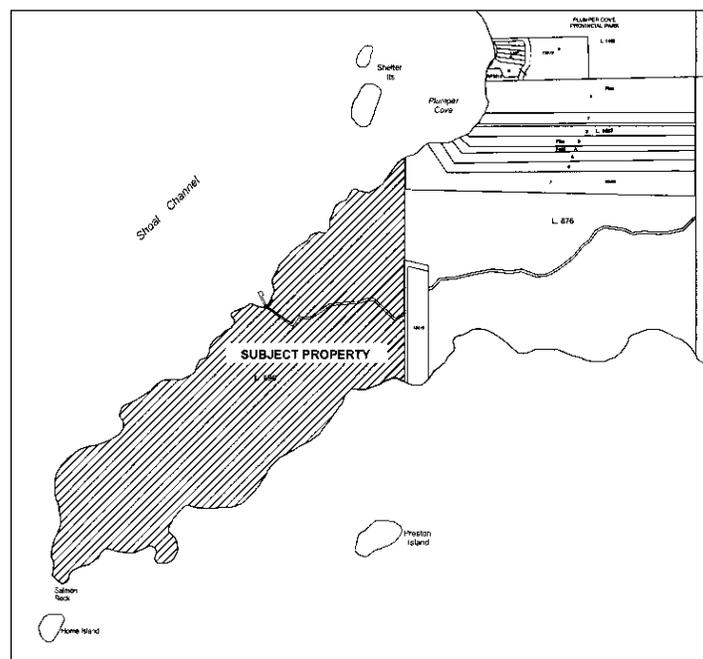
## RECOMMENDATION

1. THAT the Gambier Island Local Trust Committee refer Draft Bylaws Nos. 143 and 144 (GM-RZ-2004.1, DL 696) to the Sunshine Coast Regional District Planning and Community Development Services and Infrastructure Services Departments, the Ministry of Transportation and Infrastructure, and the Squamish and Tsleil-Waututh First Nations for early comment.

## REPORT SUMMARY

This report outlines the draft bylaws for amendments to the District Lot 696 Land Use Contract (Bylaw No. 4, 1978) and to the Keats Island Land Use Bylaw (No. 78, 2002) which are required to permit a proposed 110-lot subdivision on the subject property, shown in Figure 1.

**Figure 1: Subject Property**



## **BACKGROUND**

Staff reports and other information related to application GB-RZ-2004.1 are available on the Islands Trust website at [www.islandstrust.bc.ca/islands/local-trust-areas/gambier/current-applications](http://www.islandstrust.bc.ca/islands/local-trust-areas/gambier/current-applications).

## **ANALYSIS**

### **Policy/Regulatory:**

Please refer to the staff report presented at the November 29, 2013 Gambier Island Local Trust Committee (LTC) meeting for detailed information on relevant policies and zoning designations.

### **Anticipated Bylaw Amendments:**

Using the subdivision application information provided to date, as well as language crafted during previous consideration of this rezoning application, Staff has prepared draft bylaws for the anticipated amendments to Keats Island Land Use Bylaw No. 78 and the District Lot 696 Land Use Contract Bylaw No. 4.

#### ***Draft Bylaw No. 143***

Draft Bylaw No. 143 proposes amendments to the Land Use Bylaw. Summaries and rationale for the amendments were provided in the staff report presented at the October 13, 2016 LTC meeting. Staff has determined that amendments to lot coverage should not be included in Draft Bylaw No. 143.

The plan map attached to the draft bylaw denotes lands to be rezoned; this includes changing the boundaries for the P1 zone, adding a PI1(a) zone at Campfire Rock, and expanding the CR2 zone to encompass all land that would become common property for the residential subdivision including septic fields and access trails.

#### ***Draft Bylaw No. 144***

Draft Bylaw No. 144 proposes amendments to the DL 696 Land Use Contract obligations, in order to allow the Convention to proceed to subdivision. The draft bylaw reflects the proposed amendments regarding a nature reserve in lieu of a public park, as well as amendments regarding the specific placement of the 110 permitted lots and details of the trail right-of-way.

One detail in Draft Bylaw No. 144 that will require confirmation concerns the proposed public trail running southwest to Salmon Rock. The trail must be dedicated to either the Ministry of Transportation and Infrastructure (MOTI) or the Sunshine Coast Regional District with one of these agencies assuming responsibility for ownership and maintenance. It is proposed that the responsible agency will be MOTI.

### **Comments on parkland dedication at time of subdivision:**

In the Islands Trust area, land use bylaw regulations become recommended conditions of preliminary layout approval (PLA) in referral responses to the Provincial Approving Officer (PAO). Once PLA is issued, the applicant works to satisfy the conditions of subdivision that are required by the Islands Trust and PAO (as well as other agencies).

The Land Use Contract obligations regarding natural and park areas speak to amenities required prior to subdivision. Policies in the Keats Island Official Community Plan strongly support parkland dedication at the time of subdivision as well; these policies were provided in the staff report presented at the October 13, 2016 LTC meeting.

To date, the LTC has indicated that it wishes to see parkland dedicated to the Sunshine Coast Regional District (SCRD) at time of subdivision, but has not yet indicated any specific areas within District Lot 696 that it would like to be dedicated as parkland.

**Consultation:**

The SCRD has requested a formal referral package for RZ-2004.1; staff recommends that Draft Bylaws Nos. 143 and 144 be referred early to the SCRD to engage discussion related to potential park dedication. SCRD Infrastructure Services should be consulted early regarding proposed subdivision servicing (water and wastewater management). Staff also recommend early referral to the Ministry of Transportation and Infrastructure (MOTI) as well as to the Squamish and Tsleil-Waututh Nations in advance of First Reading.

**Rationale for Recommendation:**

The SCRD requests a full referral package to facilitate their consideration of the rezoning and subdivision referral. Referral to the SCRD, MOTI, and First Nations is considered a priority toward advancing the bylaws.

**ALTERNATIVES**

**1. Give Draft Bylaws Nos. 143 and 144 First Reading**

The LTC can give the draft bylaws First Reading. This would trigger a regular referral to all agencies and to the public for comment. The bylaws could still be amended at Second Reading before a Public Hearing is scheduled.

Should the LTC wish to give Draft Bylaws Nos. 143 and 144 First Reading, the following resolutions are recommended:

“That Gambier Island Local Trust Committee Draft Bylaw No. 143 cited as “Keats Island Land Use Bylaw, 2002, Amendment No. 2, 2016”, and that Gambier Island Local Trust Committee Draft Bylaw No. 143 cited as “Gambier Island Trust Committee Land Use Contract Authorization Bylaw, 1978 (Convention of Baptist Churches of British Columbia), Amendment No. 1, 2016” be read a first time; and,

That Gambier Island Local Trust Committee refer Proposed Bylaws No. 143 and 144 to the *Islands Trust Fund, Islands Trust – Bylaw Enforcement, Ministry of Transportation and Infrastructure, Ministry of Forests, Lands, and Natural Resource Operations – Ecosystems Branch and Water Protection Branch, Agricultural Land Commission, Sunshine Coast Regional District Planning and Community Development Services and Infrastructure Services Departments, Bowen Island Municipality, Fisheries and Oceans Canada, Squamish Nation, and Tsleil-Waututh Nation.*”

**2. Receive for information and do not send referral.**

**NEXT STEPS**

Planning staff will discuss Draft Bylaws Nos. 143 and 144 with MoTI and SCRD. Planning staff will also follow up on early referrals to the Squamish and Tsleil-Waututh Nations.

|               |   |                   |
|---------------|---|-------------------|
| Submitted By: | Aleksandra Brzozowski, MCIP, RPP<br>Island Planner  | November 14, 2016 |
| Concurrence:  | Ann Kjerulf, MCIP, RPP<br>Regional Planning Manager | November 15, 2016 |

**ATTACHMENTS**

- 1. Draft Bylaw No. 143
- 2. Draft Bylaw No. 144

# DRAFT

## GAMBIER ISLAND LOCAL TRUST COMMITTEE

### BYLAW NO. 143

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#### A BYLAW TO AMEND THE KEATS ISLAND LAND USE BYLAW, 2002

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The Gambier Island Local Trust Committee, being the Trust Committee having jurisdiction in respect of the Gambier Island Local Trust Area under the *Islands Trust Act*, enacts as follows:

1. Citation

This bylaw may be cited for all purposes as “Keats Island Land Use Bylaw, 2002, Amendment No. 2, 2016”.

2. Gambier Island Local Trust Committee Bylaw No. 78, cited as “Keats Island Land Use Bylaw, 2002” is amended as shown on Schedule 1, attached to and forming part of this bylaw.

|  |        |        |
|--|--------|--------|
| READ A FIRST TIME THIS                                   | DAY OF | , 2016 |
| READ A SECOND TIME THIS                                  | DAY OF | , 2016 |
| PUBLIC HEARING HELD THIS                                 | DAY OF | , 2016 |
| READ A THIRD TIME THIS                                   | DAY OF | , 2016 |
| APPROVED BY THE EXECUTIVE COMMITTEE OF THE ISLANDS TRUST |        |        |
| THIS   | DAY OF | , 2016 |
| ADOPTED THIS   | DAY OF | , 2016 |

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**SECRETARY**

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**CHAIRPERSON**

# DRAFT

## Gambier Island Local Trust Committee

### Bylaw No. 143

#### Schedule 1

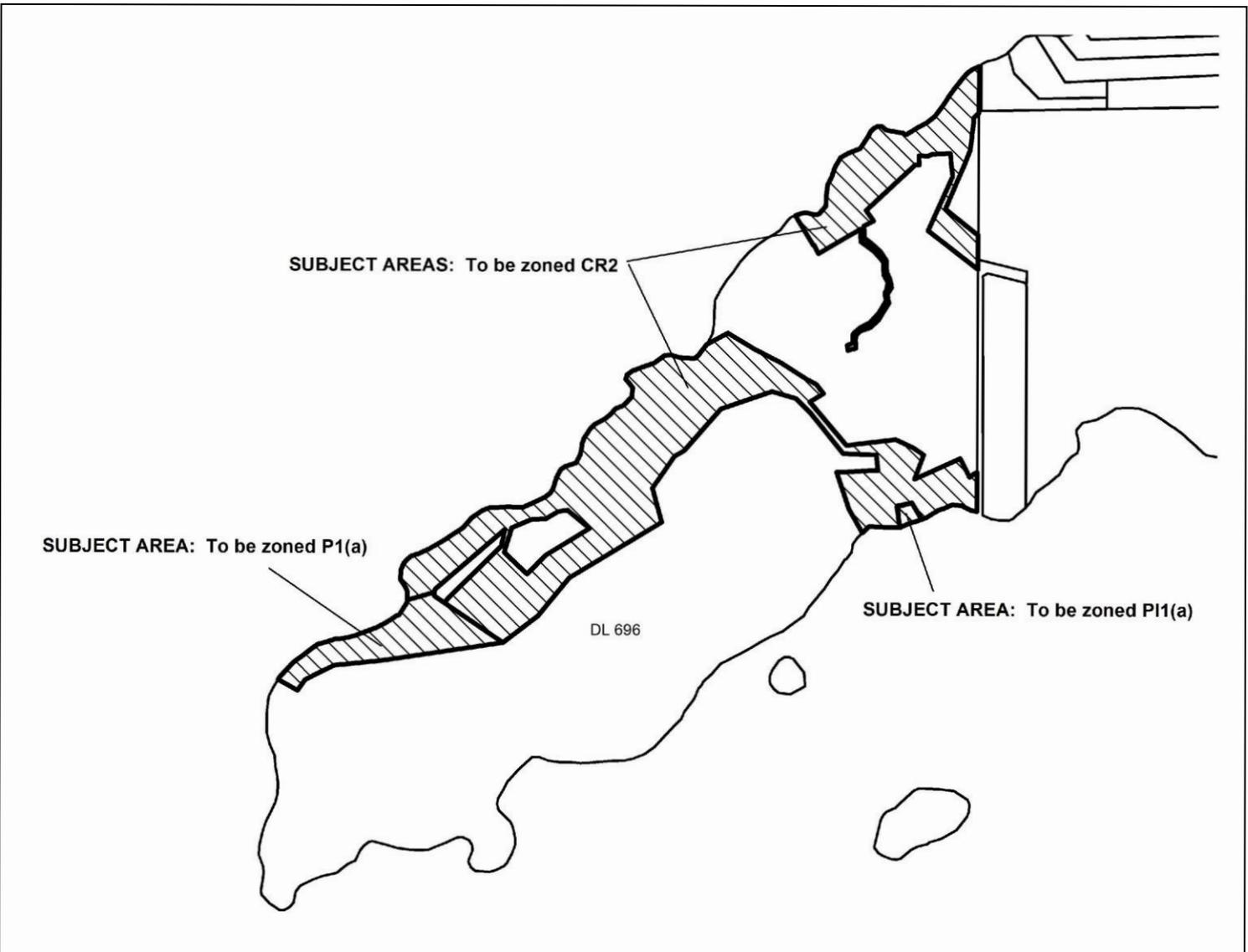
- 2.1 **PART 1 – ADMINISTRATION AND INTERPRETATION**, Section **1.5 DEFINITIONS**, Subsection 1.5.1 is amended by deleting the words “where such use is established by a Regional District, government or other public agency” at the end of the definition for “public service utility use”;
- 2.2 **PART 4 – ZONE REGULATIONS**, Section **4.6 PRIVATE INSTITUTIONAL 1 (PI1) ZONE**, Subsection 4.6.3 is amended by deleting the words “and located in the area identified on Schedule B as PI1(a)” from the second and third bullets, and by adding the text “community water system facilities” to the list of permitted buildings and structures;
- 2.3 **PART 4 – ZONE REGULATIONS**, Section **4.6 PRIVATE INSTITUTIONAL 1 (PI1) ZONE** is amended by adding a new Subsection 4.6.17, as follows:  
**“Site Specific Use and Density Regulations**  
.17 On land shown on Schedule B as site-specific zone PI1(a) [Camp Fire Rock]:
  1. despite Subsection 4.6.1 the only use permitted is natural park area and private institutional camp;
  2. despite Subsection 4.6.3, no buildings or structures are permitted; and
  3. despite Subsection 4.6.16, no subdivision is permitted”;
- 2.4 **PART 4 – ZONE REGULATIONS**, Section **4.8 PRIVATE CONSERVATION (PC) ZONE** is amended by adding a new Subsection 4.8.9, as follows:  
**“Site Specific Use and Density Regulations**  
.9 Despite Subsection 4.8.2, not more than two additional buildings totalling not more than 4,000 sq. ft. (combined floor area) are permitted in addition to the existing building which may be reconstructed or replaced subject to the use, design and location of all buildings being acceptable to the Local Trust Committee.”;
- 2.5 **PART 4 – ZONE REGULATIONS**, Section **4.11 NATURAL AREA COMMUNITY PARK (P1) ZONE** is amended by adding a new Subsection 4.11.9 as follows:  
**“Site Specific Use and Density Regulations**  
.9 On land shown on Schedule B as site-specific zone (P1(a)):
  1. despite Subsection 4.11.2, no buildings are permitted.”;
- 2.6 **PART 7 – SUBDIVISION**, Section **7.2 EXEMPTIONS FROM MINIMUM AND AVERAGE LOT SIZE**, Subsection 7.2.2, first bullet is amended by inserting the words “a nature reserve” following the words “a conservation area”;

# DRAFT

- 2.7 **PART 7 – SUBDIVISION**, Section **7.4 LOT CONFIGURATION** is amended by adding a new Subsection 7.4.3 as follows:
- “.3 Pursuant to Section 512(2) of the *Local Government Act*, Subsection 7.4.1 does not apply to District Lot 696, Keats Island, Group 1, New Westminster District”;
- 2.8 **PART 7 – SUBDIVISION**, Section **7.9 LOTS DIVIDED BY A ZONE BOUNDARY** text is deleted in its entirety and replaced with:
- .1 If a lot proposed to be subdivided is divided by a zone boundary, a separate calculation of the number of lots permitted shall be made for each portion, and no lot may be created in respect of any fractional area resulting from such calculation.
- .2 The creation of an additional lot lying within two or more zones is prohibited unless part of a lot is within a Private Conservation Zone. If lots lying within two or more zones are subdivided, lot boundaries shall correspond with zone boundaries.
- .3 Subsection 7.9.2 does not apply to District Lot 696, Keats Island, Group 1, New Westminster District.”;
- 2.9 **PART 7 – SUBDIVISION**, Section **7.10 SPLIT LOTS** is amended by adding a new Subsection 7.10.2 as follows:
- “.2 Subsection 7.10.1 does not apply to District Lot 696, Keats Island, Group 1, New Westminster District.
2. Keats Island Land Use Bylaw, 2002, Schedule B, is amended as follows:
- 2.1 by changing the zoning classifications of specified areas of District Lot 696, Keats Island, Group 1, New Westminster District, to those shown on Plan 1, attached to and forming part of this Bylaw.

# DRAFT

## GAMBIER ISLAND LOCAL TRUST COMMITTEE BYLAW NO. 143 PLAN 1



# DRAFT

## GAMBIER ISLAND LOCAL TRUST COMMITTEE

### BYLAW NO. 144

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#### A BYLAW TO AMEND THE GAMBIER ISLAND TRUST COMMITTEE BYLAW, 1978

---

The Gambier Island Local Trust Committee, being the Trust Committee having jurisdiction in respect of the Gambier Island Local Trust Area under the *Islands Trust Act*, enacts as follows:

1. Citation

This bylaw may be cited for all purposes as “Gambier Island Trust Committee Land Use Contract Authorization Bylaw, 1978 (Convention of Baptist Churches of British Columbia), Amendment No. 1, 2016”.

2. Gambier Island Trust Committee Bylaw No. 4, cited as “Gambier Island Trust Committee Land Use Contract Authorization Bylaw, 1978 (Convention of Baptist Churches of British Columbia),” is amended as shown on Schedule 1, attached to and forming part of this bylaw.

|  |        |        |
|--|--------|--------|
| READ A FIRST TIME THIS                                   | DAY OF | , 2016 |
| PUBLIC HEARING HELD THIS                                 | DAY OF | , 2016 |
| READ A SECOND TIME THIS                                  | DAY OF | , 2016 |
| READ A THIRD TIME THIS                                   | DAY OF | , 2016 |
| APPROVED BY THE EXECUTIVE COMMITTEE OF THE ISLANDS TRUST |        |        |
| THIS   | DAY OF | , 2016 |
| ADOPTED THIS   | DAY OF | , 2016 |

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**SECRETARY**

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**CHAIRPERSON**

# DRAFT

## Gambier Island Local Trust Committee

### Bylaw No. 144

#### Schedule 1

- 2.1. Land Use Contract, Paragraph **3.** is amended by deleting the last line "... permitted on each lot shown in the inset plans of Schedule "C". and replacing it with the following text:

*"permitted on each of 110 residential lots shown within Areas A, B and C on the plan accompanying Schedule "C".*

- 2.2. Land Use Contract, Paragraph **4.** is amended by deleting the text "... in compliance with the current Building and Plumbing Code By-law #126 of the Sunshine Coast Regional District." and replacing with the following text:

*"in compliance with the current building and plumbing regulations set by the appropriate authorities."*

- 2.3. Land Use Contract, Paragraph **8.** is deleted in its entirety and replaced with :

*"8. A nature reserve and a covenanted nature area shall be provided and preserved in accordance with Schedule "E"."*

- 2.4. Land Use Contract, Paragraph **11.** is deleted in its entirety and replaced with:

*"11. The owner shall dedicate the road right-of-way at the time of the first subdivision on the property."*

- 2.5. Land Use Contract, **SCHEDULE "B"** text is deleted in its entirety and replaced with:

*"The use of land including buildings and structures erected thereon shall be subject to the provisions of Schedule "E".*

*No more than one (1) residence or seasonal cottage shall be constructed on any residential lot created under the provision of Schedule "C" and no residence other than residences required for the exclusive use of employees of the Owner and their families, and in any case not more than five (5) residences for such employees, shall be constructed on land not within Areas A, B, C, D, E and F as shown on the plan accompanying Schedule "C"."*

- 2.6. Land Use Contract, **SCHEDULE "C"** text is deleted in its entirety and replaced with:

*"SCHEDULE "C"*

*(a) Within District Lot 696, lots for residence and seasonal cottages may be subdivided, or created by other means subject to the number of residential lots being restricted to a maximum of 110 and to such number being further restricted to the numbers and locations shown on the plan accompanying and being a part of this Schedule.*

*(b) The location of the 110 residential lots shall, subject to minor variation upon survey, be as shown on the plan accompanying this Schedule."*

# DRAFT

(c) *Within District Lot 696, in addition to the maximum 110 residential lots that may be created by subdivision, the following three non-residential lots may be created by subdivision as shown on the plan accompanying and being part of this Schedule, subject to minor variation upon survey:*

- *In Area C one lot in the area known as Campfire Rock;*
- *In Area E one lot for a nature reserve; and*
- *In Area F one lot or lease area for a BC Hydro facility.”*

2.7. The plan accompanying Schedule “C” is deleted and replaced with “Plan 1” attached to this Bylaw;

2.8. Land Use Contract, **SCHEDULE “D”** text is deleted in its entirety and replaced with:

“SCHEDULE “D”

*A 20 metres wide public road right-of-way shall be dedicated from the community dock (D.L. 6215) through the camp campus through to the eastern boundary of D.L. 696 as shown generally on the plan accompanying Schedule “C”. A 760 square metre parking lot shall also be dedicated abutting the public road as shown generally on the plan accompanying Schedule “C”. Such road shall be constructed on an alignment and to the standards required by the Ministry of Transportation and Infrastructure but shall not involve any clearing beyond a 12 metre width. This road is designated a scenic/heritage road in the Ministry of Transportation/Islands Trust letter of Agreement dated October 20, 1992 and as such, any construction or changes made to this road requires a referral to the Gambier Island Local Trust Committee pursuant to the Letter of Agreement. Road standards shall not exceed the Ministry of Transportation/Islands Trust Letter of Agreement dated October 20, 1992 and amended July 18, 1996 regarding Road Standards, Classification and the Consultative Process in the Islands Trust Area.”*

*Other access ways required for the servicing of the lots created in Areas A, B, and C, shall be registered as common lots or access routes or dedicated as public road as may be required by the Approving Officer, when the lots are created. Constructed access routes should be constructed to the minimum standard possible and preferably designed for non-automotive use.*

*An unopened road not exceeding 6 metres in width extending from the public road in the vicinity of the dock through the camp campus to the southwestern point of D.L. 696 as shown generally on the plan accompanying Schedule “C” shall be dedicated to the Ministry of Transportation and Infrastructure for use by the public to access the nature reserve and the point at Salmon Rock. The unopened road shall be constructed and located to the satisfaction of the Ministry of Transportation and Infrastructure but there shall be a minimum disturbance of trees and bushes.”*

2.9. Land Use Contract, **SCHEDULE “E”**, text in first paragraph, is deleted in its entirety and replaced with:

*“A nature reserve shall be dedicated in the area indicated as Area E on the plan accompanying Schedule “C”. The nature reserve will be transferred to the Island Trust Fund. Keats Camp officials shall work with the Islands Trust Fund Board and the Keats Island community to develop a management plan for the nature reserve.”*

# DRAFT

## GAMBIER ISLAND LOCAL TRUST COMMITTEE

### BYLAW NO. 144

#### PLAN 1

