



A NOTICE OF A BUSINESS MEETING OF **THE LASQUETI ISLAND LOCAL TRUST COMMITTEE**
to be held at 11:00 am on Thursday, May 2, 2013 at the Lasqueti Arts Centre,
Main Road, Lasqueti Island, BC

AGENDA

		Page No.	*Approx. Time*
1.	CALL TO ORDER		11:00 am
2.	APPROVAL OF AGENDA		
3.	TOWNHALL SESSION		
4.	MINUTES		11:15 am
4.1	Local Trust Committee Adopted Special Meeting Minutes of February 22, 2013 – <i>for information</i>	1-8	
4.2	Local Trust Committee Adopted Meeting Minutes of February 28, 2013 – <i>for information</i>	9-14	
4.3	Section 26 Resolutions Without Meeting Log dated April 23, 2013– <i>attached for information</i>	15	
5.	BUSINESS ARISING FROM MINUTES		
5.1	Follow-up Action List dated April 23, 2013 - <i>attached</i>	16-17	
6.	DELEGATIONS		
7.	CORRESPONDENCE <i>Correspondence specific to an active development application and/or project will be received by the Lasqueti Island Local Trust Committee when that application and/or project is on the agenda for consideration</i>		
7.1	Letter to Regional District of Powell River from Jane MacKay regarding Liquor Licence Application - <i>attached</i>	18-19	
8.	APPLICATIONS AND PERMITS		
	BREAK FOR LUNCH – <i>Sometime During the Following Segment</i>		
9.	LOCAL TRUST COMMITTEE PROJECTS		11:45 am
9.1	False Bay Parking Master Plan – <i>verbal update</i>		
	9.1.1 Compilation of Correspondence regarding Parking Plan dated February 24 to April 14, 2013 – <i>attached for information</i>	20-29	
9.2	Riparian Areas Regulation Mapping –		
	9.2.1 Email and Letter dated April 18, 2013 to Maggie Henigman , Ecosystems Biologist, Ministry of Forests, Lands and Natural Resource Operations - <i>attached</i>	30-31	

9.2.2	Staff Summary of the Madrone Report Memorandum dated April 28, 2013 - <i>attached</i>	32-35	
9.2.3	Madrone Report dated March 31, 2013 regarding Lasqueti Island Watershed Assessment for Presence of Fish Habitat - <i>attached</i>	36-87	
10.	REPORTS		
10.1	Work Program		
10.1.1	Top Priorities Report and Projects Report dated April 23, 2013 - <i>attached</i>	88-90	
10.2	Applications Log – <i>no applications</i>		
10.3	Trustee and Local Expenses		
10.3.1	Expenses posted to February 28, 2013 - <i>attached</i>	91	
10.3.2	Expenses posted to March 31, 2013 - <i>attached</i>	92	
10.4	Adopted Policies and Standing Resolutions - <i>attached</i>	93	
10.5	Chair's Report		
10.6	Trustees' Report		
11.	NEW BUSINESS		1:30 pm
11.1	2012-2013 Annual Budget Report Memorandum dated April 13, 2013 – <i>attached for decision</i>	94-95	
11.2	Renewable Energy Technologies in the Trust Area – Ocean Based Geo- Exchange Systems Memorandum dated February 25, 2013 – <i>attached for information</i>	96-104	
11.3	Bylaw Amendment to Bring Non-Conforming uses into Compliance – <i>for discussion</i>		
12.	BYLAWS		
13.	CLOSED MEETING: The Lasqueti Island Local Trust Committee closes the next part of the May 2, 2013 business meeting to discuss matters pursuant to Section 90(1)(b) Community Stewardship Award and Section 90(1)(c) Employee Relations of the <i>Community Charter</i> and that Staff be invited to attend this meeting.		2:30 pm
14.	RECALL TO ORDER Rise and Report from Closed Meeting		
15.	ISLANDS TRUST WEBSITE		
15.1	Lasqueti Page - <i>attached</i>	105	
16.	TOWN HALL SESSION		
17.	NEXT MEETING DATE Thursday, July 11 at 11:00 am at the Lasqueti Arts Centre, Main Road, Lasqueti Island, BC		
18.	ADJOURNMENT		3:30 pm

*Approximate time is provided for the convenience of the public only and is subject to change without notice.

ADOPTED

**MINUTES OF THE LASQUETI ISLAND LOCAL TRUST COMMITTEE MEETING
THURSDAY, FEBRUARY 28 AT 11:00 AM
AT THE LASQUETI INTERNET CENTRE,
MAIN ROAD, LASQUETI ISLAND, BC**

PRESENT: David Graham Chair
 Susan Morrison Local Trustee
 Peter Johnston Local Trustee
 Linda Prowse (by telephone) Planner and Recorder

There was (1) one member of the public in attendance.

1. CALL TO ORDER

Chair Graham called the meeting to order at 11:06 am.

2. APPROVAL OF AGENDA

The agenda was amended by consensus as follows:

- Add Section 11.4 – New Business – Electronic Meetings
- Add Section 11.5 – New Business – Public Consultation with Trust Business

Planner Prowse noted that she had received e-mail correspondence relating to the False Bay parking issue, but that she had not provided the Local Trust Committee with this correspondence as it was received too late for the agenda package. It was noted that the correspondence would be mentioned when the False Bay parking issue was being discussed, and that the correspondence would be placed on the May 2, 2013 agenda. It was also noted that the local trustees would forward any correspondence regarding the False Bay Parking matter to Planner Prowse so that it too could go onto the May 2, 2013 agenda.

3. TOWNHALL SESSION

There were no speakers for the Town Hall Session.

4. MINUTES

4.1 *Local Trust Committee Adopted Meeting Minutes of October 18, 2012 – attached for information*

It was noted that the minutes of October 18, 2012 were previously adopted; however it was felt that further changes were required.

LA-002-2013

It was **MOVED** and **SECONDED** that the October 18, 2012 Local Trust Committee adopted minutes be amended as follows:

- Section 9.2.2 on page 5 – change reference from “four known watersheds” to “three known watersheds”
- Section 17 on page 9 – change reference from the next meeting date being held “March 28, 2013” to “February 28, 2013”.

CARRIED

LA-003-2012

It was **MOVED** and **SECONDED** that the October 18, 2012 Local Trust Committee minutes be adopted as amended.

CARRIED

4.2 *Section 26 Resolutions Without Meeting Log dated October 10, 2012 – attached for information*

Received. It was noted that Resolutions Without Meeting take place between scheduled Local Trust Committee meetings to ensure that Local Trust Committee business is carried out in a timely manner and that Resolutions Without Meeting are reported on at Local Trust Committee business meetings.

4.3 *Lasqueti Island Advisory Planning Commission Meeting Minutes dated October 16, 2012 – attached for information*

The Advisory Planning Commission minutes of October 16, 2012 were received.

4.4 *Lasqueti Island Advisory Planning Commission Meeting Minutes dated January 15, 2013 – attached for information*

The Advisory Planning Commission minutes of January 15, 2013 were received.

5. BUSINESS ARISING FROM MINUTES

5.1 *Follow-up Action List dated October 10, 2012- attached*

Planner Prowse reviewed the Follow Up Action List with the Local Trust Committee.

6. **DELEGATIONS**

There were no delegations

7. **CORRESPONDENCE**

An e-mail dated February 15, 2013 from Connie Haist, Doane Grinnell, Gordon Scott, Don Dempster, Jodi Ayers, Scott Stilling, Brian Pitt, Betsy Williamson regarding liquid hydrocarbon run off into False Bay was discussed.

LA-04-2012

It was **MOVED** and **SECONDED** that staff draft a letter for Chair Graham's signature to be sent to the Ministry of Transportation and Infrastructure supporting the request to install and maintain an oil spill catchment apparatus to stop the liquid hydrocarbons from running into False Bay.

CARRIED

8. **APPLICATIONS AND PERMITS**

There were no applications or permits to be reported upon.

9. **LOCAL TRUST COMMITTEE PROJECTS**

9.1 *False Bay Parking Master Plan – Advisory Planning Commission
Recommendations – for discussion*

The trustees noted that they were encouraged after the meeting of February 22, 2013 in which parking in False Bay was discussed. Trustee Johnston hoped that there could be some provision for the Ministry of Transportation and Infrastructure to delegate the control of parking in the False Bay area to the Powell River Regional District.

Planner Prowse noted that further to the resolution made at the February 22, 2013 meeting asking staff to contact the Ministry of Transportation and Infrastructure; that this had been done and she is attempting to arrange a meeting with the ministry staff, along with the RCMP and Powell River Regional District to discuss the parking issues further. Trustee Johnston noted that he could be available to attend this meeting, and Trustee Morrison would attend if Trustee Johnston could not attend.

In regards to the Advisory Planning Commission recommendations, it was noted that letters from the public have been received along with the public input from the meeting on February 22, 2013, and it was agreed that the Local Trust Committee would continue to gather information from the public in regards to the Advisory Planning Commission recommendations and will come to a decision at a later date.

9.2 *Riparian Areas Regulation (RAR) Mapping – Staff Report dated February 21, 2013 – for information*

Trustee Morrison asked if it was possible for a regulation being placed in the Lasqueti bylaws to say that if a person was subdividing their land within a Riparian Areas Regulation watershed, they would need to obtain a report from a Qualified Environmental Professional. She noted that this, as well as using setback and screening provisions, could perhaps make it so the Local Trust Committee would be Riparian Areas Regulation compliant. She noted that the community does not have much interest in Development Permit Areas being enacted on Lasqueti to come into compliance with Riparian Areas Regulation.

Planner Prowse said that she would make note of this suggestion, and would further research this as well as the screening and setback method, and come back to the next Local Trust Committee meeting with a staff report with recommendations on how to proceed.

In regards to the \$4000 budget for mapping in this fiscal year, it was noted that the local trustees would pass along contact information of a couple of Qualified Environmental Professionals that have done work on Lasqueti and that staff would pursue them to work on Riparian Areas Regulation mapping within this budget.

10. **REPORTS**

10.1 *Work Program - Top Priorities Report and Projects List dated October 10, 2012 – attached*

It was noted that the work program top priorities should remain the same for now, but this would be revisited at the May 2, 2013 meeting given that item No. 3 (Green Shores Workshop) will have been completed.

10.2 *Applications Log - Report dated October 10, 2012- attached*

It was noted that there were no applications being reviewed.

10.3 Trustee and Local Expenses

10.3.1 Expenses posted to October 31, 2012 – attached

The October 31, 2012 expense report was reviewed.

10.3.2 Expenses posted to November 30, 2012 – attached

The November 30, 2012 expense report was reviewed.

10.3.3 Expenses posted to December 31, 2012 – attached

The December 31, 2012 expense report was reviewed.

10.3.4 Expenses posted to January 31, 2012 – attached

The January 31, 2013 expense report was reviewed.

LA-05-2012

It was **MOVED** and **SECONDED** that the Local Trust Committee allocate \$1300 from Item 65230 (LTC Special Projects) and Item 65240 (LTC Miscellaneous) to be moved to item 73001 (Lasqueti RAR) to be used to support Riparian Areas Regulation mapping.

CARRIED

10.4 Adopted Policies and Standing Resolutions – attached

The adopted policies and standing resolutions document was reviewed.

It was noted that it was time to receive nominations from the community for the Annual Lasqueti Stewardship Award. It was further noted that the local trustees would put the word out that nominations will be taken until April 15, 2013 and that people could send their nominations into Planner Prowse.

10.5 Chair's Report

Chair Graham gave his report.

10.6 Trustees' Report

The Local Trustees gave their reports.

11. **NEW BUSINESS**

11.1 *Non-conforming Housing - for discussion*

It was noted that this issue relates to how to help people who are living in substandard and potentially dangerous housing, and perhaps education, as opposed to regulation, is the way to go.

It was noted that this was not an issue specific to Lasqueti, and that it would be interesting to know if other islands are doing anything on this issue.

LA-05-2012

It was **MOVED** and **SECONDED** that the issue of "Non-conforming Housing" be placed on the Projects list.

CARRIED

11.2 *Development Approvals Information Bylaw*

It was noted that Trust Council had recommended that all Local Trust Committee adopt Development Approvals Information bylaws. It was further noted that as Lasqueti does not have any Development Permit Areas at this time, and that these Development Approvals Information bylaws are largely about receiving development approval information that relates to Development Permit areas, that this bylaw would not be worth pursuing at this time.

11.3 *Greening Our Shores Workshop*

It was noted that clarification needed to be given regarding:

- (1) Would expenses for Nikki Wright of SeaChange Marine Conservation Society be paid from funding outside of the Local Trust Committee expense account as first thought; and
- (2) Should the presenters be provided with lunch and that be paid from the Local Trust Committee expense account?

It was noted that Trustee Johnston would follow up on these points.

LA-06-2012

It was **MOVED** and **SECONDED** that up to \$50 be allocated to provide lunch to the presenters of the Greening Our Shores Workshop.

CARRIED

11.4 Electronic Local Trust Committee Meetings

It was noted that there has been interest expressed from other Local Trust Committees to change their meeting procedures bylaws to allow for Local Trust Committee meetings to be held electronically. It was further noted that the Executive Committee was currently looking into this matter to come up with recommendations to Local Trust Committees. It was further noted that the Executive Committee was looking for a groundswell of local trust committee interest on this, so it may be advisable to have this matter on the Lasqueti Projects List.

LA-07-2012

It was **MOVED** and **SECONDED** that the issue of “Electronic Local Trust Committee Meetings” be put on the Lasqueti Local Trust Committee Projects List.

CARRIED

Planner Prowse noted that an amendment to the bylaw was not necessary for staff calling into a Local Trust Committee meeting by electronic means as she was doing today.

11.5 Public Consultation Regarding Islands Trust Business

It was noted that any request for proposal communications for contracts initiated by the Islands Trust should come from staff. It was also noted that staff should ensure that any request for proposals for work on Lasqueti Island should be broadcast widely (e.g. in newspaper and not just in a professional publication) to ensure a better chance of all qualified people hearing of the request for proposals.

12. BYLAWS

There were no bylaws to be considered.

13. ISLANDS TRUST WEBSITE

13.1 Lasqueti Page – attached

It was requested that the entire 2013 Business meetings schedule be posted on the Lasqueti page under “Latest News”.

14. TOWN HALL SESSION

There was one speaker at the Town Hall session making the point that the small side roads drain down into a clam reserve in Mud Bay, and therefore should not be designated as parking areas to ensure that the environment is not compromised.

15. NEXT MEETING DATE

It was noted that the next scheduled Lasqueti Island Local Trust Committee meeting will be held on Thursday, May 2, 2013 at the Lasqueti Arts Centre.

16. ADJOURNMENT

The meeting was adjourned by consensus at 1:25 pm.



Chairperson

Recorder

ADOPTED

**LASQUETI ISLAND LOCAL TRUST COMMITTEE SPECIAL MEETING MINUTES
FRIDAY, FEBRUARY 22, 2013 AT 11:00 AM
AT THE LASQUETI ARTS CENTRE,
MAIN ROAD, LASQUETI ISLAND, BC**

PRESENT: David Graham Chair
Susan Morrison Local Trustee
Peter Johnston Local Trustee
Linda Prowse Planner and Recorder

GUESTS: Al Radke CAO, Powell River Regional District
Merrick Anderson Regional Director, Powell River Regional District
Junior Hegedus Constable, Oceanside RCMP Detachment
Brent McCowan Constable, Oceanside RCMP Detachment

There were approximately thirty-five (35) five members of the public in attendance.

1. CALL TO ORDER

Chair Graham called the meeting to order at 11:15 am.

2. INTRODUCTIONS

Chair Graham introduced the guests who had come to the meeting, and advised that the Ministry of Transportation and Infrastructure guests who were not able to attend had sent their regrets.

3. APPROVAL OF AGENDA

The agenda was approved by consensus.

4 TOWN HALL SESSION

It was agreed that it would be best to go through a summary of the issues and that the Advisory Planning Commission make its presentation prior to members of the public making comments.

5. **FALSE BAY PARKING**

5.1 *Summary of Issues to date*

Everyone wants to park near the ferry in False Bay, and the vehicles parked on the road right of way are presenting a safety issues. There are a number of abandoned, junk, licensed and unlicensed vehicles parked on the road right of way and the cars are crowding the road. Many people leave their vehicles parked in False Bay indefinitely, and these vehicles take up valuable space for people who want to park short term.

Trustee Johnston referred to the “APC Report to Islands Trust on Parking in False Bay” dated June 13, 2011. He noted that the parking situation on the False Bay hill had gotten worse as there are more part-time people leaving their cars on the hill, plus there are more people and more cars in general on Lasqueti Island.

He stated that the Local Trust Committee's goal for today was to have people from the relevant agencies available at this meeting to discuss the issues with the public and to try to come to some solutions. He noted that there was a conference call that took place in January, 2013 with staff from the Powell River Regional District, Oceanside RCMP, and Ministry of Transportation, and there were some suggestions made at that teleconference.

Trustee Johnston went on to note that the Advisory Planning Commission has created a map showing some suggested parking solutions in the False Bay area.

Regional Director Merrick Anderson noted that the Ministry of Transportation and Infrastructure staff had said to him that they could not assist with any solutions until there was a “Master Plan” in place for the False Bay area, which is why the Islands Trust is involved.

5.2 *Lasqueti Advisory Planning Commission draft map and parking plan*

Advisory Planning Commission member, Tom Weinerth, made the following comments:

- This is not a parking issue, but a safety issue and it is getting worse. Parking solutions are important to mitigate the safety issue.
- The draft map showing proposed parking areas within False Bay is simply a method of getting things started. The map is here to critique.
- The Provincial law says that you can park for a maximum of 30 days on a public road.
- We can't make all areas in False Bay “no parking” areas as people will not be able to comply having nowhere to park their vehicles.

- A major component that is missing is that the Regional District or the Islands Trust needs to create a long term parking lot in the False Bay Area.

Pat Forbes noted that she has worked with the Regional District on this issue for a long time. She said that many cars do not have license plates and more people are breaking the law than following the law. There is a huge mountain of wrecked cars in the ship yard, and the ship yard is not accepting any more wrecks.

A discussion ensued between the audience, the guests and the Local Trust Committee, and the following was noted:

- The police cannot come to the Island to enforce parking on a regular basis as it is too expensive. Where would the money come from if the police were to come over regularly to enforce?
- It can be cost prohibitive to tow and take a vehicle off island.
- It is a lot of responsibility to tow and impound cars and you must make sure the vehicles that are towed are towed to a secure compound.
- In Bella Coola, there is a large vessel that stops to take their derelict vehicles up to Alaska for scrap.
- Other solutions besides towing include using coercion and public education. This has happened in the past via using unofficial tickets, and helped to a certain extent.
- Can the Islands Trust enforce parking on the road right of way by ticketing?
- We need a plan that we can all subscribe to and then community coercion would go a long way. The other part is we need a parking area in False Bay. If these things could take place, we might not need enforcement. However, until someone enforces parking on the vehicles illegally parked right now, nothing can happen.
- The police can remove a vehicle parked on the road right of way sooner than 30 days if that vehicle poses a safety issue, or if it is in danger of being vandalized. Usually the police would call the owner and have the vehicle towed at the owner's expense.
- There is a cost of \$75 to tow a wreck to the owner's property, or to the Lasqueti barge area.
- For people who don't have money to pay a tow truck driver, towing results in the loss of a vehicle. We need to set up an impoundment area with a locked gate and charge \$20 a day. People who can afford this can pay to get their vehicle back. We need someone there to keep track and supervise the vehicles.
- The police do not enforce to the "letter of the law" and they make discretionary decisions in smaller, more remote communities. The police tend to look long term and try to foster a good relationship with the community and to be realistic. They wouldn't accomplish much if they were enforcing the letter of the law.

- One solution could be if you want to bring a vehicle onto Lasqueti, you would have to take one off. Also, if you don't live on Lasqueti year round, you can't park in False Bay.
- Public education and public shaming could help to keep illegally parked vehicles out of False Bay.
- We could put in a tow away zone on the sidewalk so that people can use the sidewalk again.
- Another solution is to have a "landing fee" for vehicles. This would mean when a person brings a car on island, they post a bond in a fund to be held by the Regional District. If the vehicle is abandoned, they lose their bond and the vehicle is taken off island using that bond money.
- To clarify, Ministry of Transportation and Infrastructure owns the road right of way. Powell River Regional District does services. The Islands Trust does land use planning. The RCMP enforces the law. In the January teleconference, Ministry of Transportation and Infrastructure said that they may be able to grant permits for the Powell River Regional District to use the road right of way for parking, and then the Powell River Regional District would manage that parking.
- It's important not to offer FREE parking. The Church lot charges people to park and this works well, although that lot is full. Money charged for parking should be used to increase and/or making parking facilities nicer.
- There needs to be at least some 3 – 5 minute parking area for people to load and unload at the ferry.
- Sometimes, people who live in False Bay have problems entering their property because of illegally parked vehicles blocking their driveways.
- Our multipurpose ramp cannot be restricted by cars parked by it.
- There are problems with petro-chemicals coming from the parked cars and going into the ocean.
- We need the entire False Bay area to be for short term parking and some parts should be for pedestrians only.
- When it snows it gets even worse as the road into False Bay goes down to one lane.
- There are concerns from B & B owners who do not want to have parking areas made on the road right of way on the smaller side roads near False Bay. This is just moving the problem to different vicinity.

The meeting was recessed for lunch at 12:30 pm and reconvened at 1:00 pm

Keith, the Lasqueti tow truck driver, noted that if a person pays \$75 for a tow to the barge area, he can take the vehicle off island IF he can get \$150 per vehicle for scrap. However, he does not want to be policing the illegally parked vehicles, and needs to have clear direction to tow a vehicle away.

More public comments were noted:

- We need to know if it is possible for a bylaw to be enacted by the Regional District or Islands Trust to enforce and fine illegally parked vehicles.
- It was clarified that in BC, roads are under Provincial jurisdiction, except in a municipal boundary in which case care of the roads are given to the municipality. The Island Trust can create bylaws for private land parking, but not for road right of way which falls under Ministry of Transportation and Infrastructure.
- Islands Trust can enact Temporary Use Permit for commercial parking and this could be part of the solution.
- The Regional District could get a permit from Ministry of Transportation and Infrastructure for road right of way parking as part of the solution.
- Everything comes down to money, and we need to come to the best, long-term solution that will be sustainable. There will at least be a cost in the beginning.
- The Peace River Regional District can purchase property for parking, but there would need to be community support to raise taxes to pay for it.
- For temporary residents, they could get a neighbour to drive their vehicle to and from the ferry for pick up and drop off.
- Many people have vehicles on the other side and if their vehicle was illegally parked, it would be towed.
- The police have brought cards with their contact information, and are open to Lasqueti residents calling them about concerns, and they will make their best effort to get some answers and help.
- We need a list of the different kinds of possible solutions to the different problems. There are a number of smaller issues within this big one, and one solution will not deal with all the problems. If we have a list of the problems, we can come up with a specific shopping list of solutions.

LA-001-2013

It was **MOVED** and **SECONDED** that staff contact Ministry Of Transportation and Infrastructure with highlights of this meeting and find out what their role would be in solutions to parking problems in False Bay.

CARRIED

It was noted that Trustee Johnston would take a copy of the Advisory Planning Commission map home and put it on the Lasqueti website.

It was further noted that the Local Trust Committee would be discussing this matter at its meeting next week.

Chair Graham noted that there needs to be some coordination in getting money from a car owner for the tow truck driver to take cars to the barge area and barged off for scrap. The owner of the vehicle has to arrange for their own car to go off island. The Local Trust Committee has the power to appoint a Transportation Advisory body to identify the problems and enact a solutions shopping list.

More public discussion ensued, and the following was noted:

- In the January teleconference, the Ministry of Transportation and Infrastructure indicated that there may be some money in its budget to deal with some of the illegally parked vehicles.
- There is a jurisdiction issue, and we need to find out if the Ministry of Transportation and Infrastructure can assign some of their jurisdiction to the Islands Trust for the Regional District. We need to resolve this issue, but either the Ministry of Transportation and Infrastructure has to do it or they need to give the local government(s) authority to do it.
- Part of the education process entails when a person sells a vehicle, to make sure it's done officially with transfer papers being submitted to the Motor Vehicle Branch. This will help for when a vehicle is being towed and its owner contacted, that the correct owner is the one contacted as opposed to a previous owner .
- Williams Road, Laing Lane and Pemberton Road should be red flagged as not being 30 day parking zones. This is expanding the problem to dump derelict vehicles on the smaller roads and would have an adverse effect for people living on these roads.
- Lot 4 in False Bay is a 2-acre property owned by the Ferry company, and is used for a "ferry house". The ferry company does not want to make this property into a parking area.
- We could write a formal letter to the ferry company and ask them officially if they would consider having a parking lot on this property.
- There is potential parking on the undeveloped road beside the Arts Centre and could have 30-day parking there. This would not impact property owners and it would also open up a parking area at the back of the Arts Centre to be used only for patrons of the Arts Centre. However the road access could be open for other car parking.

Chair Graham thanked the public and guests who attended the meeting and said that he was encouraged with all of the comments and ideas that were brought forward for consideration.

6. **ADJOURNMENT**

Chair Graham adjourned the meeting at 3:00 pm.



Recorder

Chairperson



RWM From: February 19, 2013 To: April 23, 2013

Lasqueti Island

Resolution #	Action	Resolution Description	Resolution Date
2013-02	In Favour THAT the Lasqueti Island Local Trust Committee adopt the minutes of its regular business meetings of Friday, February 22, 2013 and Thursday, February 28, 2013.	THAT the Lasqueti Island Local Trust Committee adopt the minutes of its regular business meetings of Friday, February 22, 2013 and Thursday, February 28, 2013.	Apr 04, 2013



Islands Trust

Follow Up Action Report w/ Target Date

Lasqueti Island

Jan-12-2012

No.	Activity	Responsibility	Target Date	Status
1	Up to \$250 from Local Trust Committee expense account be used to conduct a community information workshop on oil and effluent spills.	Nancy Roggers	Feb-28-2012	Done

May-03-2012

No.	Activity	Responsibility	Target Date	Status
1	Staff to prepare draft watercourse setback provisions for LTC review that would be in accordance with the Riparian Areas Regulation	Linda Prowse	Jun-06-2012	On Going

Jul-12-2012

No.	Activity	Responsibility	Target Date	Status
1	LTC wishes to fund up to \$150 for the APC to draft a False Bay Area parking brochure to educate the public about parking regulations	Linda Prowse Nancy Roggers	Jul-31-2012	Done

Oct-18-2012

No.	Activity	Responsibility	Target Date	Status
1	Staff contact Ministry of Environment staff to request that they hold a RAR workshop on Lasqueti Island.	Linda Prowse	Nov-07-2012	On Going

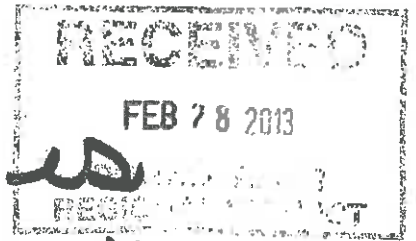
Feb-28-2013

No.	Activity	Responsibility	Target Date	Status
1	Staff draft a letter for the Chair to be sent to the Ministry of Transportation and Infrastructure supporting the request to install and maintain an oil spill catchment apparatus to stop the liquid hydrocarbons from running into False Bay.	Linda Prowse	Mar-07-2013	Done

1	Staff arranging a meeting with MOTI/PRRD/RCMP at the MOTI office in Nanaimo and Trustee Johnston to attend. If Trustee Johnston not available, Trustee Morrison can attend. This meeting is to further discuss False Bay Parking.	Peter Johnston Linda Prowse	Mar-08-2013	Done
1	LTC re-allocates \$1300 from its LTC Budget (LTC projects and LTC Misc.) to its RAR mapping budget.	Linda Prowse Nancy Roggers	Mar-08-2013	Done
1	That the October 18, 2012 meeting minutes be adopted, AS AMENDED (see Feb 28/13 minutes).	Theresa Warren	Mar-12-2013	Done
1	The issue of 'Electronic Local Trust Committee Meetings' be put on the Projects List.	Linda Prowse	Mar-14-2013	Done
1	The Local Trust Committee receives the APC minutes of October 16 and January 15. These minutes can be filed.	Becky McErlean	Mar-15-2013	Done
1	When staff are advertisting requests for proposals for Lasqueti, to ensure that these are broadcast widely (e.g. in a local newspaper and not just in a professional publication) to ensure a better chance of all qualified people hearing of the request for proposals.	Linda Prowse Nancy Roggers	Mar-20-2013	Done
1	The issue of 'Non-conforming Housing' be placed on the projects list.	Linda Prowse	Mar-20-2013	Done
1	Staff forward e-mails and letters to trustees (and vice versa) that are in response to the False Bay Parking issue.	Linda Prowse	Mar-22-2013	Done
1	Local Trustees to advertise for nominations for the yearly Lasqueti Stewardship Award and nominations to be received by Planner by April 15, 2013.	Peter Johnston Susan Morrison Linda Prowse	Mar-28-2013	Done
1	Staff to contact additional Qualified Environmental Professionals to see if they can work with the 2012-13 fiscal budget for RAR mapping on Lasqueti.	Linda Prowse	Mar-29-2013	Done
1	Staff make meeting arrangments (Arts Centre booking, minute take booking, etc) for the May 2, 2013 Lasqueti LTC meeting.	Theresa Warren	Mar-29-2013	On Going
1	Staff to submit report to next Local Trust Committee meeting after further researching the option of using setbacks/screening and applicant's providing a QEP report provision in the Land Use Bylaw. Need to ensure this approach is RAR compliant.	Linda Prowse	Apr-03-2013	On Going

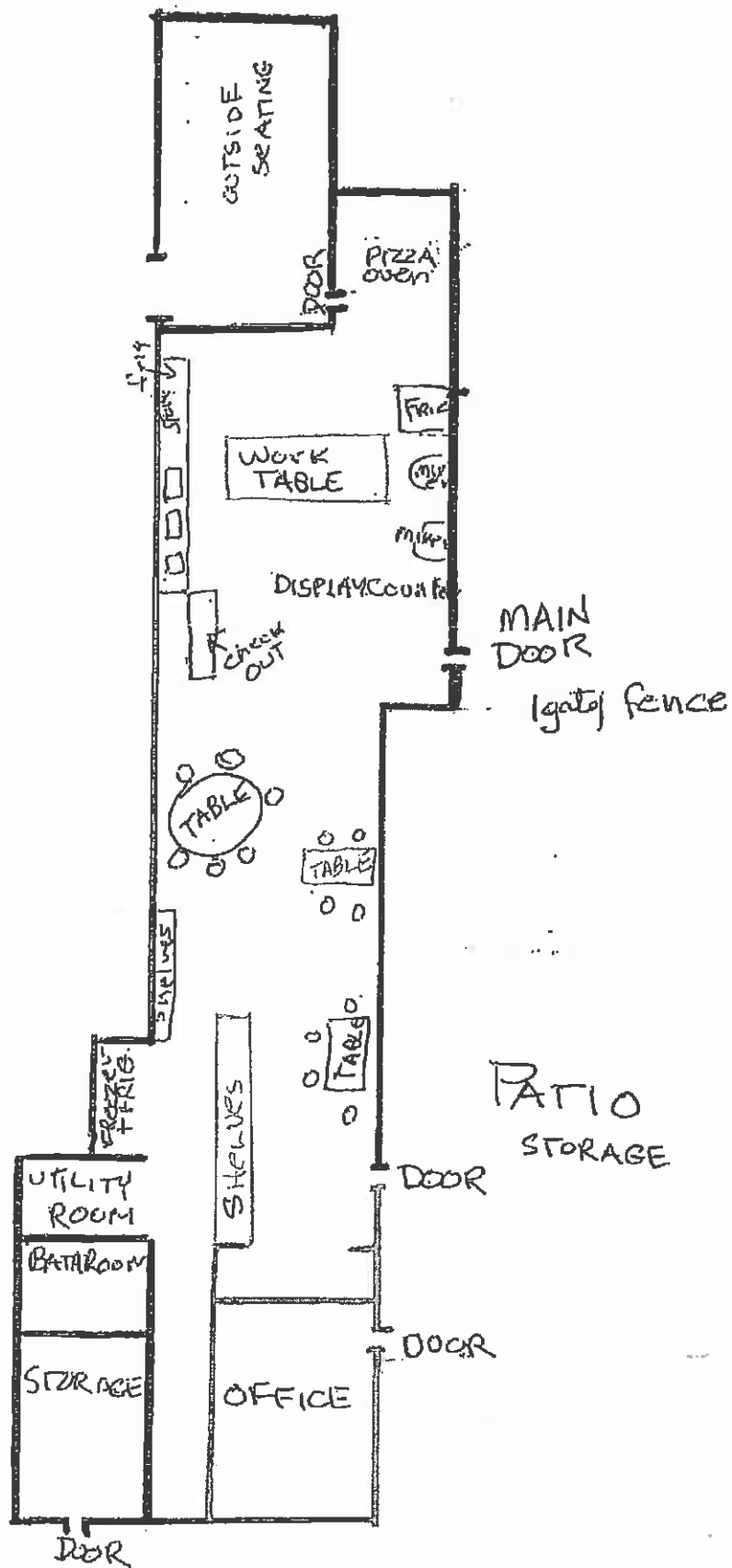
* Called + left a message for
JANE - April 11/13

7.1



Hi Shawn my name is
Jane Mackay. I spoke to you
in November. I live on HASQUET
ISLAND and own/operate
a small store/bakery/CAFE
I AM in the process of applying
for a food primary liquor licence.
one of the requirements is a floor
plan. drawn in scale - it must have
the occupant load as determined ^{and stamped} by local fire
or building officials (a separate occupant-load
certificate is not sufficient. as we don't
have those officials here. I ask for your
help. I have spoken to Ross Thompson (our
local fire chief) I have had him + he suggested
2 turn two doors to open out + I have
since had that done - his # 250 333 8680

1" = 10'



Linda Prowse

From: Kathy Fisher <kathy@wildwood.ca>
Sent: February-24-13 10:33 AM
To: Linda Prowse
Subject: Lasqueti parking

I have lived 42 years on Lasqueti and found the map with the draft that was recently submitted as a great idea. Particularly the reminder that Williams road and Pemberton Road are public roads and should be used as part of the solution. I know those that live near there are not for it but this is for the good of all and it is public space, not their personnel, private concern this "once onto Lasqueti is great but then pull in the plank so no one else comes" and all that attitude brings has no place here. This is the future not yesterday's news !! As owner of one of the biggest land tracts on Lasqueti, we made it into a land coop to benefit many. We have donated the school lot, free store lot, north end firehall lot and The Last Resort lot and Church lot. None of which we benefitted from directly but for the benefit of all. We also sold the entire water works and everything connected to it to the water users society for \$1. We have to look out for each other and this selfish attitude some hold is deeply bothering

I wish you enough. xxx

Linda Prowse

From: Richard Smith <richard.joseph.smith@gmail.com>
Sent: February-25-13 7:26 PM
To: Linda Prowse
Cc: richard.j.smith@hc-sc.gc.ca
Subject: Lasqueti Island Parking Proposal

Dear Ms Prowse

Please provide background rationale for the proposal to increase road parking on lasqueti island. I find it most distressing that the owners of the affected properties fronting the roads have not been contacted to alert them of this proposal. We are to be directly affected and yet know nothing of the concerns that are driving this .

Our property is located on Williams road which is one of the side roads to be designated 30 day parking. To date this road has collected 3 wrecked cars and two abandoned boats over the last two years in addition to several cars that have stayed put for greater than 6 months. Some have been there for years .This is without designation as " long term parking". From my observation I believe it is fair to say there is no community will to enforce the current parking regulations . To my knowledge there is no system or person designated to police this bylaw on island. I have never heard of or seen any means of keeping track of how long a car is parked in a given site other than on the hill where months long parking in the 3 day zone is frowned upon. Only moral pressure is used on " violators " of the current parking . Any side road that is removed from daily view is removed from moral pressure . To designate our access road as long term parking is to doom us to become a dump site .

From my observation the church lot is well run and does not have the same issues of abandoned cars. I suggest that the community approach the appropriate body that owns the unused road right of way beside the legion lot and buy it / transfer it to the community. This could then be developed along with the adjacent unused portion of the legion lot into a pay parking area .The revenues gathered would be used to pay for the land or be directed to the community . By having this privately owned the community can manage the use much more readily . There would be a revenue stream to pay for car removal and disposal. There would also be significant moral pressure to not abuse the parking area.

Many of the current parked cars lack insurance and or lack plates so they can not be traced .Even if you want to remove them it is a long and involved process. As I recall with the shutting down of the Scotty Bay car recycling site there is no place to remove abandoned cars to . Similarly there is no place to remove parking violators to . Nor can fines be collected . I suggest that there is likely no intent to enforce the proposed regulations as any bylaw enforcement requires a visit from the off island bylaws officer.**No law should exist if there is no means or intent to enforce it.**

From what I can read the parking issue is being positioned as a safety issue . I suggest that the issue is one of convenience and one of respect for others , not one of safety . Once you have a car parked the safety risk is the same regardless if it is there for one day or months . A filled parking space poses the same risk no matter how long the car stays.

There is perhaps an environmental risk to long term parking as from my personal observation the

cars parked for lengthy periods tend to be the junkers . Regularly used cars are generally in much better shape than those that are used infrequently. Junkers generally leak oil , antifreeze etc.

We came to Lasqueti to escape the city, not to have to an environmental nightmare of leaking cars of dubious integrity at my front door . This is a community problem . Deal with it so the entire community bears the burden , not just those close to the ferry .It is not that there is not enough space . It is that the space is abused. If the vehicles that abused the parking on False Bay hill were removed regularly so that one knew beyond a doubt that to park too long was to lose your car most of the "parking problem" would disappear . Long term parking would naturally gravitate to the next convenient spot which should be a community owned parking lot .

People should be encouraged to leave their cars at home when absent from the Island for long periods . Consider setting up a ride share system where long term parkers help each other out with rides to and fro.

This situation is like trying to rid yourself of mice and rats . You can make it unpleasant for them in your house but as long as there is no place for them to go that is at least as nice as your house they will not move . Provide them with a nice habitat somewhere else and away they go . Long term parkers are not going to stop parking close to the ferry until it becomes untenable to do so , even then they have to have a **convenient** place to park or just like the rats they will be back.

Start with enforcing the current law before giving moral permission for people to park their vehicles for months at a time on the side roads and provide a controlled privately owned space to park in like the combination of a small portion of the Legion lot and the undeveloped adjacent side road .

Linda Prowse

From: Dennis Bergen <Dennis.Bergen@rpacan.com>
Sent: February-27-13 11:52 AM
To: Peter Johnston; Susan Morrison; merrickanderson9@gmail.com
Cc: Linda Prowse; laurie@lasqueti.ca
Subject: FW: Parking Proposals - lasqueti

If this is a duplicate I apologize, I had some not delivered messages sent to me

Dennis

From: Dennis [<mailto:boatcove@lasqueti.ca>]
Sent: Wednesday, February 27, 2013 9:05 AM
To: 'pjohnston@islandstrust.bc.ca'; 'merrickanderson9@gmail.com'; 'smorrison@islandstrust.bc.ca'
Cc: 'lprowse@islandstrust.bc.ca'; laurie@lasqueti.ca
Subject: Parking Proposals - lasqueti

Dear Trustees & Regional Representatives

Maybe this entry will strike a chord. With apologies to the Five Man Electrical Band

"Signs, Signs, Everywhere there's signs.
Blocking out the scenery. Breaking my mind.
Do this! Don't do that! Can't you read the signs?"

It seems that we have forgotten the past and the reasons we come to a spot like Lasqueti when we put forth this number of rules for parking. And as to the potential for blocking off the "old ramp", for the sake of 1 or 2 spots, well that ramp probably saved a house and a lot more damage when the LVFD was able to roll down to the largest available water source to fight a fire in the area. An area that is the most populated on the island and may some day need that level of response again. Not to mention the ease of access for kids and adults to get to the beach, an access that is well used through the summer months and even in the winter.

Let's cut the signs and excessive number of rules – we do not need the local politicians, RCMP or MOT to resolve issues and adding some 15 parking rules is ludicrous. Oh and our road sides will look so good with a bunch of "No Parking" signs posted.

So, here is the simple version,

One, let the RCMP enforce the vehicle registration, that is their job. if you can afford a car you can afford the isolated island policy, if not then walk. To enforce vehicle registration, let the RCMP send a community officer over unannounced from time to time – who knows the RCMP might come to realize that the island is not a total haven for hardened criminals. But really is that the biggest crime issue in the Parksville – Lasqueti area?

Two, let our neighbours and occasional residents know that long term parking is at their home – use social pressure and social support (offer to bring their car down for those occasional weekend visits) to move this concept forward.

Three, relax, enjoy the walk to where you park, talk to people as you walk up or down, look at the trees, consider just how good we have it on Lasqueti. Did any of us come here for more rat race? I sure did not.

The rules proposed for parking are not, in my opinion, related to safety, that is simply a motherhood comment used to disguise the purpose for any number of planned actions. It sounds so good but is not real.

If this is the most pressing issue maybe everyone should sit back and do some yard work, gardening or just relaxing. Think of it, if the ship is moving smooth and steady do not rock the boat, save us taxpayers money – now there is an issue worthy of your support. Pressing forth with this parking issue is a senseless waste of time and money.

Thank you for your attention. And to drive the point home, I will leave it to you to remember the rest of the song.

Best regards

Dennis Bergen

Tel 250 333 8529

Cell 250 240 2572

This e-mail and any attachments are confidential. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.

Linda Prowse

From: Rose Sailmakers <rosesail@shaw.ca>
Sent: February-27-13 12:41 PM
To: Linda Prowse; email_list@lasqueti.bc.ca
Subject: proposed parking.

Dear Ms Prowse; We would like to address the proposed parking plan for False Bay. While we are fully aware of the need to resolve the parking problem, we are adamantly opposed to the proposed plan, which we feel is hardly a solution. Cramming cars down side roads,(which are hardly more than driveways to begin with), only serves to move the problem from the majority of the public's view, while shifting it onto the doorsteps of those residents who happen to live on the side roads in question.

We live on Williams Rd and as Mr Smith mentioned in his (well worded), letter, we are at the present time subject to the presence of two derelict boats as well as having dealt with four abandoned vehicles over the last three years. The same can be said of both Laing Lane and Pemberton Rd. This, without designated parking!

All three according to the plan, would be a 30 day parking limit. Really, can anybody tell us who will enforce that limit, or the three day, or the one day. What penalties will be in place for those who overstay those limits, or, just plain dump their vehicles? At the moment, unless we are mistaken, there is no where to take an abandoned vehicle and assuming there is someone who will tow it, who does he charge for the service? Until we as a community find a way to police our parking, this problem will continue to exist. Again, it is not a solution.

The ferry company owns a sizeable piece of property, which they may be amenable to selling or leasing. A charge for short and long term parking, would generate revenue for the community and offset the costs associated with the removal of abandoned and ticketed vehicles. A workable mechanism could be put in place, be it the ferry company who oversees it - or the community as a business investment. This, with the proposed lot behind the arts center, seems to us to be do-able, provided we have the will!

Very few people (on the Island), would opt for either a car ferry or a police presence and unless we as a community institute a "proper", public parking area within easy reach of the ferry and "downtown", instead of "sweeping the dirt under the rug", that is what we will end up with!

When we first came to Lasqueti, we were impressed with the respect shown for one's privacy. That's why we bought and plan to retire here! Quite definitely, our privacy would be in peril as would that of our guests.

Another concern is that of the environment. Years ago it was impressed upon us that we were adjacent to the shellfish preserve in China Cloud Bay and that it is a delicate ecosystem. With that in mind are we not putting that ecosystem at risk with the heavy parking suggested in the proposed plan? Are leeching oil, gas and brake fluid helpful in that regard?

If we keep on with this plan in mind, we'll soon be parking on the "ultimate frisbie" field. Then we'll really hear about it!

We would like to be a part of the solution and will gladly work to bring it about. However we do not want to be victims of a badly thought out plan.

Sincerely, Rob and Jo Rose. The Old Bakery.

Linda Prowse

From: Richard Smith <richard.joseph.smith@gmail.com>
Sent: March-04-13 11:37 AM
To: Linda Prowse
Subject: Re: Lasqueti Island Parking Proposal

Thanks for the reply . Might consideration be given to having this topic discussed in the summer when many of the individuals who park long term are on the island ? Every winter the migratory residents move off the island to either Mexico or back to work in a city . A well publicised meeting could be of use .

Re abandoned cars:

Part of the issue may be linked to the intermittant use of the vehicles , in that cars tend to not start after sitting for extended periods of time . Given that it is difficult to have a car repaired on island let anone get it fixed in a parking site I suspect that this is how we end up with derelicts in the parking area. To the owner it might lok like : Car will not start , Tough to find a mechanic , costs can be prohibitive compared to the value of the beater. To heck with it

Perhaps we could publish tips on how to store your car so it will start easily when you return ?

I find that adding double tha ammount of gas stabilizer and using a photocell battery charger from Canadian Tire (under \$40) has vastly improved the operation of my vehicle . Batteries last for many years longer so the charger payus for it's self Adding octane booster is also a good idea to help counteract the ravages of time on todays finicky gas. (Too much gas stabilizer will loosen the crud in your gas tank and plug your gas filter so do not go wild thinking is some is good a lot more is better .)

If you think these thoughts are of value would you mind passing them onto the APC

Thanks

Richard Smith

604 666 5788

Richard.j.smith@hc-sc.gc.ca

On Wed, Feb 27, 2013 at 12:22 PM, Linda Prowse <lprowse@islandstrust.bc.ca> wrote:

Thanks for your comments on this issue, Richard. We really appreciate your input to the APC's DRAFT plan.

Linda

Linda Prowse

Planner 2

Islands Trust Northern Office

Ph) 250-247-2200

E-Mail) lprowse@islandstrust.bc.ca

Website) www.islandstrust.bc.ca

From: Richard Smith [mailto:richard.joseph.smith@gmail.com]

Sent: February-25-13 7:26 PM

To: Linda Prowse

Cc: richard.j.smith@hc-sc.gc.ca

Subject: Lasqueti Island Parking Proposal

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Linda Prowse

From: Susan Morrison
Sent: April-15-13 9:15 AM
To: Linda Prowse
Cc: pjohnston@lasqueti.ca
Subject: FW: Parking at False Bay

Just received this. Susan

From: Shawna Karras [shawnnaka@yahoo.ca]
Sent: Sunday, April 14, 2013 11:59 PM
To: Susan Morrison
Subject: Parking at False Bay

Dear Islands Trust, I do not agree with the concept of encouraging people to park on the little side roads such as the one Gwen and Austin Bigsby live on. (Pemberton?) It would be aesthetically unpalatable on the lovely country roads, be awful for the people who live there, would invade their peace, and possibly make them more vulnerable to theft. If we have to put up with the congestion, it's better to keep it on the main drag where we're already used to it. (I'm speaking mostly in terms of aesthetics.) I like the idea of getting stricter with the rules, and getting more power to enforce the rules. Yours sincerely, Shawna Karras

From: Linda Prowse
Sent: April-18-13 2:44 PM
To: 'Henigman, Margaret FLNR:EX'
Subject: Riparian Area Regs relating to Lasqueti Island

Hi Maggie,

My name is Linda Prowse, and I am the Islands Trust planner working with the Lasqueti Island Local Trust Committee. You and I were in contact back in 2011 in regards to a subdivision and a QEP report that was done for that subdivision on Lasqueti. Since then, the Local Trust Committee has had "RAR Compliance" as their top work program priority, and most recently to work towards that priority, they hired a consultant (Madrone Environmental Ltd.) to conduct a stream study in the "unverified" Lasqueti watersheds. I have attached a copy of that report, as well as a staff summary of the report for your information and also for any feedback you may have about the report/summary. I have reiterated this in a cover letter, also attached.

The Local Trust Committee is trying to explore some alternative routes to come into RAR compliance other than getting the Lasqueti streams mapped and put in DP Areas. Staff is exploring one possibility being the use of setbacks and screening provisions under the Local Government Act. In the coming month, we will be exploring this option more closely, and I'm hoping I will be able to contact you (or another staff member if you are not the person I should be contacting) to find out if possible solutions we come up with to ensure RAR compliance would be acceptable to your Ministry.

In the meantime, please contact me if you have any questions or feedback on any of the attachments or this e-mail.

Thank you.
 Linda

Linda Prowse
 Planner 2
 Islands Trust Northern Office
 Ph) 250-247-2200
 E-Mail) lprowse@islandstrust.bc.ca
 Website) www.islandstrust.bc.ca



700 North Road, Gabriola Island, BC, BC V0R 1X3
Telephone **(250) 247-2063** Fax (250) 247-7514

Toll Free via Enquiry BC in Vancouver 660-2421. Elsewhere in BC **1.800.663.7867**

Email northinfo@islandstrust.bc.ca

Web www.islandstrust.bc.ca

April 18, 2013

File: 6500-02 - RAR

Maggie Henigman, Ecosystems Biologist
Ministry of Forests, Lands and Natural Resource Operations
West Coast Region
(Sent by e-mail)

Dear Maggie:

Re: Lasqueti Island Watershed Assessment for Presence of Fish Habitat – March 31, 2013 – Prepared by Madrone Environmental Services Ltd. for the Lasqueti Island Local Trust Committee, Islands Trust.

As part of the Lasqueti Island Local Trust Committee's efforts to come into compliance with the Riparian Areas Regulation, I have attached the above noted report and Islands Trust staff summary of the report. These documents are providing the Local Trust Committee with information about the 22 watersheds on Lasqueti Island. We would be interested in any feedback you may have about the attachments.

The Lasqueti Island Local Trust Committee is continuing to explore options to amend Lasqueti's bylaws to come into compliance with the Riparian Areas Regulation. I hope to be in contact with you in the near future to discuss some alternative possibilities to come into compliance other than mapping all streams on Lasqueti.

If you have any questions or feedback, please contact me at 250-247-2200 or lprowse@islandstrust.bc.ca. Thank you.

Sincerely,

Linda Prowse
Planner 2
Local Planning Services

Attachments

pc: Lasqueti Island Local Trust Committee



Memorandum

700 North Road Gabriola Island, BC V0R 1X3

Telephone (250) 247-2063 FAX: (250) 247-7514

Toll Free via Enquiry BC in Vancouver 660-2421. Elsewhere in BC 1.800.663.7867

northinfo@islandstrust.bc.ca www.islandstrust.bc.ca

Date April 18, 2013

File Number 6500-02 - RAR

For meeting to be held May 2, 2013

To Lasqueti Island Local Trust Committee

From Linda Prowse
Planner 2
Local Planning Services

Re Lasqueti Island Watershed Assessment for Presence of Fish Habitat - Madrone Report March 31, 2013

Attached is a copy of the "Lasqueti Island Watershed Assessment for Presence of Fish Habitat – Madrone Report March 31, 2013" ("the Madrone Report") that the Local Trust Committee requested be done to assist in working towards compliance with the Riparian Areas Regulation (RAR). Below is a summary of the Madrone Report.

The primary objective of the project was to determine which watersheds on Lasqueti Island possess fish habitat rendering them subject to the RAR. The Ministry of Forests, Lands and Natural Resource Operations have designated three RAR watersheds of the 22 watersheds on Lasqueti Island due to the presence of fish habitat. It is important to note that although the Ministry of Forests, Lands and Natural Resource Operations designated these three watersheds as RAR applicable due to the presence of fish habitat, the Madrone Report recommends that further investigation of these streams be conducted into the information that led to this designation as information provided by local residents indicates otherwise. These watersheds include Hadley Creek, Boat Cove and Sam Creek, and were not the subject of the Madrone Report.

The remaining 19 unverified watersheds were to be assessed by Madrone (the contractor) using RAR methodology to help establish the watershed applicability to RAR.

Of the 19 unverified watersheds in the study area, only the mainstem stream was assessed as tributaries would also be applicable under RAR if the mainstem stream was RAR applicable. Three of the 19 watersheds were inaccessible due to land owners not granting permission to access the properties. However, one of those watersheds was previously assessed for a subdivision, and was determined to not be RAR applicable. Of the 16 remaining watersheds that were assessed in the field, 10 were identified as having fish habitat and meeting the definition of a "stream" under RAR. The remaining three watersheds were deemed to be not applicable under RAR.

On the following page is a Watershed Designation Map and a breakdown of the watersheds under the categories "Watersheds with Perennial Fish Habitat", "Watersheds with Potential Barriers to Fish", "Watersheds Requiring Further Investigation", and "Watersheds with No Fish Habitat". Following the map is a brief description of these categories, and a listing of the watersheds that fall under each.

1. Watersheds with Fish Habitat

Even if streams dry up in the summer months, some fish species which do not require perennial rearing habitat or juveniles could potentially occur in these systems if water is consistently available from fall to late spring. The "Watersheds with Fish Habitat" category is broken down as follows:

1.1 Watersheds with PERENNIAL Fish Habitat (RAR Applicable)

This category includes watersheds that were determined to have the characteristics required to support fish on a perennial or seasonal basis due to the lack of barrier and adequate flow regimes.

- Jenkins Creek
- Wamer Creek

1.2 Watersheds with POTENTIAL BARRIERS to Fish (POSSIBLY RAR Applicable)

These watersheds display fish habitat, however they possess features that may be a barrier to fish such as a log jam at the outlet, or potentially discontinuous water flows during critical seasons. Further investigation into these watersheds is recommended to ensure they are accurately designated to determine if they are RAR applicable.

- Billdown Swamp Drainage (Fisher, Toy Bay)
- Trematon Creek
- Unnamed Stream (Osland Nature Reserve)
- Unnamed stream (Powder Flask, Driftwood Cove)
- Unnamed Stream (Windy Bay)
- Monahan Creek (Anderson Bay)
- Tucker Brook (Long Bay)
- Deane Creek (Tucker Bay)

2. Watersheds Requiring Further Investigation (POSSIBLY RAR Applicable)

Due to time constraints in contacting landowners, permission was not granted to access two of the watersheds. The other two watersheds had barriers at the tidewater, but need further investigation to determine whether perennial fish habitat is available.

- Unnamed Stream (Mine Bay)
- Unnamed Stream (Cocktail Cove)
- Unnamed Stream (Johnson's Lagoon)
- Stonehouse Creek

3. Watersheds with No Fish Habitat (NOT RAR Applicable)

These four watersheds either have streams with a permanent barrier or they lack stream characteristics. In addition, none of these streams had headwaters that could provide perennial habitat. These streams are being referred to by their geographic location or name of the current property owner as they do not have gazette names.

- Tom and Marcy's
- Willy's

- Rouse Bay
- Little Squitty Bay
- West Point Creek

NEXT STEPS

At the time of writing, staff continues to investigate alternate measures (i.e. other than mapping) to enable local trust committees to come into RAR compliance. Ministry of Forests, Lands, and Natural Resource Operations are being consulted and staff hopes to bring back details at a future Local Trust Committee.

Pc Courtney Simpson, Regional Planning Manager



LASQUETI ISLAND WATERSHED ASSESSMENT FOR PRESENCE OF FISH HABITAT

Prepared for:

**Ms. Linda Prowse
Islands Trust Northern Office
700 North Road, Gabriola Island, BC, V0R 1X3**

Prepared by:

**Jennifer Morgen, M.Sc., A.Sc.T., B.I.T.
MADRONE ENVIRONMENTAL SERVICES LTD.
1081 Canada Avenue, Duncan, BC, V9L 1V2**

March 31, 2013

Dossier 13.0054

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LASQUETI ISLAND RAR WATERSHED IDENTIFICATION



1.0 INTRODUCTION

The Riparian Areas Regulation (RAR) is the basis of streamside protection in British Columbia (BC). The RAR was enacted in 2004 under Section 12 of the Fish Protection Act. The RAR is a joint initiative with Fisheries and Oceans Canada (DFO), the Ministry of Environment (MoE) and local government. The RAR uses a science-based approach to help ensure land development activities do not result in a harmful alteration, disruption or destruction (HADD) of fish habitat.

In BC, the definition of fish habitat includes all aquatic and terrestrial areas that affect fish life processes. Fish habitat, therefore, includes the area directly adjacent to a stream (*i.e.*, the riparian area) because it provides food, nutrients, and other functions vital to fish survival.

Islands Trust retained Madrone Environmental Services Ltd. (Madrone) to assess and identify watersheds on Lasqueti Island. The primary objective of the project was to determine which watersheds possess fish habitat and may become subject to the RAR. According to a map provided by the Islands Trust, of the 22 watersheds on Lasqueti Island, only three have been designated RAR watersheds by the Ministry of Forests, Lands and Natural Resource Operations (MFLNRO), those being Hadley Lake, Boat Cove and Sam Creek.

The remaining, 19 un-verified watersheds were to be assessed using the RAR methodology, to close the knowledge gap and provide a basis to make further decisions regarding the implementation of the RAR on Lasqueti Island. If adopted, any proposed development within the 30 m Riparian Assessment Area (RAA) of a watercourse within a watershed determined as having fish habitat, would trigger the RAR process. Development within the RAA would be permitted if a Qualified Environmental Professional (QEP) completes and submits a Riparian Assessment Report to the local government (Islands Trust), DFO and the MoE.

2.0 METHODOLOGY

2.1 Background Research

Background research was carried out using the Fisheries Information Summary System (FISS) (<http://a100.gov.bc.ca/pub/fidq/fissSpeciesSelect.do>) and Habitat Wizard (<http://www.env.gov.bc.ca/habwiz/>) to determine whether any documented stream information existed for the study area. Base maps provided by Islands Trust were also reviewed prior to conducting the field assessment. The Islands Trust also provided copies of RAR reports previously submitted by QEP's as part of subdivision applications on Lasqueti. At the time of the assessment (March 2013), only three properties had been assessed under RAR—two of the properties were not applicable (LA SUB 2011.1 and LA SUB 2012.1). However, it was determined that residential lot (LA SUB 2011.2) was subject to the RAR process.

Local stream names were taken from the “Lasqueti Island Water Allocation Plan” (Bryden & Barnett, 1992) and applied to streams identified in the field. Where streams were not listed in the 1992 Ministry of Environment report, stream names were assigned based on local resident knowledge, or other identifiers such as the outlet bay name.

2.2 Assessment Areas

The 19 “unverified watersheds” defined the study area (Figure 1). Within these watersheds, only the mainstem stream was assessed, as any tributaries would also be applicable under the RAR, if adopted. We did not assess streams located outside the study area.

2.3 Definition of a “Stream” under the RAR

In order to identify applicable drainages in the field, the definition of a “stream” as listed under the provincial RAR, was used as a standard. As per Section 1.4.2 of the RAR Assessment Methodology;

(http://www.env.gov.bc.ca/habitat/fish_protection_act/riparian/documents/assessment_methods.pdf), a “stream” is defined as follows:

“...any watercourse – natural or human made – that provides fish habitat that contains water on a perennial or seasonal basis, is scoured by water or contains observable deposits of mineral alluvium, or has a continuous channel bed including a watercourse that is obscured by overhanging or bridging vegetation or soil mats. A watercourse may not itself be inhabited by fish, but may provide water, food and nutrients to streams that do support fish.”

The RAR further identifies a stream as:

“...any of the following that provides fish habitat:

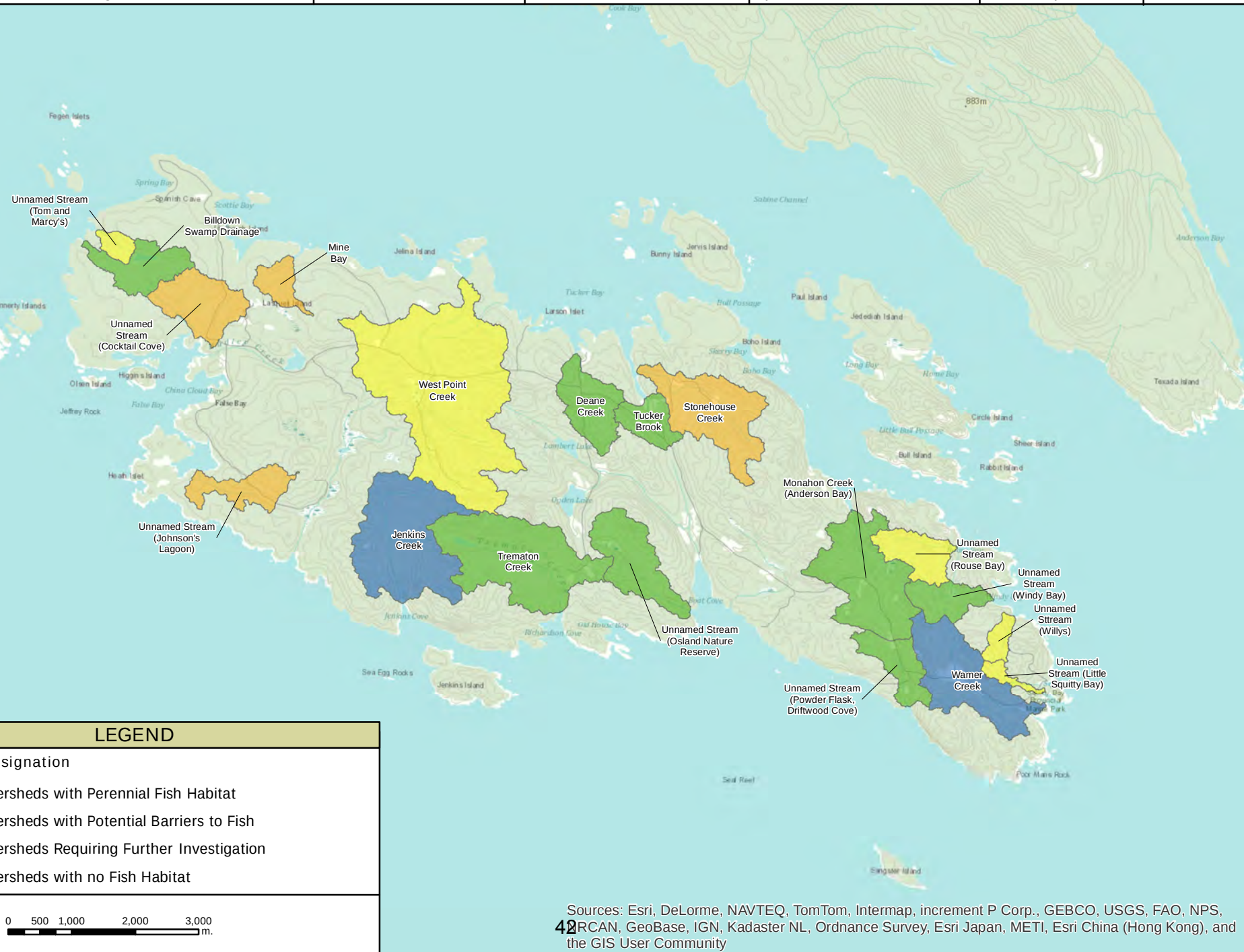
- (a) a watercourse, whether it usually contains water or not;
- (b) a pond, lake, river, creek, brook;
- (c) a ditch, spring or wetland that is connected by surface flow to something referred to in paragraph (a) or (b).

If a barrier (either definitive or non-permanent) to the migration of fish is identified, a watercourse is classified as a stream above the barrier if there is potential fish habitat downstream of the barrier. Any part of a watercourse that is not inhabited by fish (e.g. above a barrier) that connects by surface flow to fish habitat is considered a stream under the RAR process.

Watercourses that do not support fish or connect by surface flow to fish habitat (e.g. isolated wetlands) are not considered “streams” under the RAR process. It should be noted that wetland ecosystem types still provide benefits to a range of species and provide important functions (e.g. stormwater retention).



PROJECT: Watershed Assessment for Riparian Area Designation		LOCATION: Lasqueti Island, B.C.	CLIENT: Islands Trust	DOSSIER NO: 13.0054	
ASSESSED BY: Jennifer Morgen, M.Sc., B.I.T., A.Sc.T.	FIELD VISIT: March 22, 2013	MAP SCALE: 1:80,067	MAPPING DATE: April 03, 2013	DRAWN BY: Erin Philip	



LEGEND

Watershed Designation

- Watersheds with Perennial Fish Habitat
- Watersheds with Potential Barriers to Fish
- Watersheds Requiring Further Investigation
- Watersheds with no Fish Habitat

0 500 1,000 2,000 3,000
m.

Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, 40RCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), and the GIS User Community

2.4 Field Assessment Procedures

Field work for the Lasqueti Island assessment was conducted by one field crew of two people during the period March 22nd to March 24th, 2013. Stream surveys during the winter months represent the best season regarding the delineation of drainage networks, as flows are near maximum.

Recent maps with orthophotos, TRIM stream data, watershed boundaries, lot lines and road networks were provided by the client. These were used to identify the main drainage for each watershed. The drainage was assessed in the field, beginning from the outlet at the tidal boundary to identify any immediate barriers to fish migration upstream.

Basic habitat data was collected at the tidal boundary, including gradient, channel morphology (e.g. riffle-pool/cascade pool or step-pool) and fish habitat potential. Representative site photographs were taken at the stream mouth, and upstream if habitat existed (Appendix I).

As many of the streams on Lasqueti Island flow through private property, it was important to gain land owner permission prior to accessing the stream. Due to time constraints, the Islands Trust personnel were unable to provide land owners with information packages prior to commencement of the project. However, Doug Hopwood, R.P.F., local resident and field crew member, identified land owners requiring contact and obtained approval prior to the site visit. Of the 19 watersheds, only three were inaccessible due to land owners not granting permission to access the property, and those streams (and therefore watersheds) were not assessed. However, one of the watersheds had been surveyed under RAR previously for subdivision application (LA SUB 2011.1). It was determined that West Point watershed was not applicable under RAR due to a barrier to fish passage at the outlet and a lack of perennial water source above the barrier.

2.5 Assessing for Fish Presence or Potential Fish Presence

While background research using databases is useful in determining the general distribution of fish, it cannot be relied upon as a complete inventory. For example, a lack of data for any given stream or watershed cannot be interpreted as indicating that the stream or watershed does not contain fish. Proving non fish presence generally requires rigorous sampling procedures during optimal seasons. Given the fact that the project was focused on identifying fish bearing or **potential** fish bearing watersheds,

no detailed sampling procedure was carried out. Fish sampling, therefore, was beyond the scope of this assessment.

For low gradient streams that connected directly to the ocean without a barrier, a default “potentially fish-bearing” status was used (considering the potential for access to the drainage by anadromous fish). It should be noted that a stream is considered to be fish bearing even if it provides potential habitat for fish during a very short period of time, such as seasonal spawning/rearing habitat or high flow ephemeral off-channel security habitat if it is connected to a larger freshwater system with fish habitat.

Identifying **permanent** barriers or high gradient reaches that could potentially limit the upstream movement of anadromous fish were a focal issue of the assessment when encountered at tidewater. Streams with barriers at tidewater, that according to local residents, lack perennial habitat for resident fish, were not considered “streams” under the scope of this assessment. However, it would be important to further confirm the lack of perennial habitat by assessing these watersheds when the flow is at its minimum. If perennial habitat and/or a source of fish was identified upstream of a barrier, the drainage would be considered potentially fish bearing and, therefore, classified as a “stream” under RAR.

Flow periodicity and the identification of potential fish “sources” (e.g. lakes or permanently wetted open water wetlands) were factors that were considered when assessing the potential for fish to occur. Based on a lack of habitat attributes for resident fish, the potential for seasonal use of the drainages by anadromous fish became the most important factor to consider. As a result, assessing the drainage outlets at tidewater for potential habitat and barriers was critical. Log debris at the tidewater boundary is not necessarily considered a permanent barrier to fish migration, though further investigation may prove otherwise.

3.0 RESULTS

3.1 Documented Stream Data

Fish distribution data for Lasqueti Island is limited. Only three watersheds are listed under FISS, and only two have documented fish observations. Hadley Lake (watershed code 905-119500-40900; waterbody identifier 00078PARK) is the primary water supply for the residents of Lasqueti Island. In January 1990 and October 1998, two endemic species of stickleback were observed in the lake, Hadley Lake limnetic threespine (*Gasterosteus aculeatus*) and Hadley Lake benthic threespine (*Gasterosteus*

aculeatus). However, by 1999 each population of stickleback had been eradicated by the introduced brown bullhead “catfish” (*Ameiurus nebulosus*). The two species of stickleback were listed as being extinct in May 2000 by the Committee on the Status of Endangered Wildlife in Canada (COSEWIC) (COSEWIC, 2013).

Lambert Lake (watershed code 905-119500-09100-70100; waterbody identifier 00097PARK) and Ogden Lake (watershed code 905-119500-09100; waterbody identifier 00105PARK) are both headwaters for Ogden Creek, which drains into Boat Cove. Fish stocking records for Ogden Lake indicate that it was stocked with brook trout (*Salvelinus fontinalis*) in 1915 and westslope cutthroat trout (*Oncorhynchus clarkii lewisi*) in 1930. There have been no recorded fish observations since the initial stocking program was introduced. Trematon Lake (watershed code 905-119500-16100, waterbody identifier 00112PARK) does not have any records of fish observations or releases.

3.2 Watersheds with Fish Habitat

Of the 16 watersheds that were assessed in the field, 10 were identified as having fish habitat and meet the definition of a “stream” under RAR. The majority of the streams on the island are known to dry up in the summer months, however, species such as chum salmon (*Oncorhynchus keta*) or pink salmon (*O. gorbuscha*), which do not require perennial rearing habitat for juveniles after emerging, could potentially occur in these systems if water is consistently available from fall to late spring. As such, we’ve divided this category into two groups: Streams with Fish Habitat and Streams with Potential Barriers to Fish. Please note the name in brackets represents the local name or drainage basin.

3.2.1 Watersheds with Perennial Fish Habitat

Within this category are watersheds that were determined to have the characteristics required to support fish on a perennial or seasonal basis due to the lack of barrier and adequate flow regimes.

3.2.1.1 Jenkins Creek

This stream flows into Jenkins Cove on the southwest coast of the island near Jenkins Island. It follows a consistent, low to medium gradient (on average 7%) to the ocean. Habitat enhancement has taken place on this creek, including the placement of scour logs, log structures, and boulder clusters within the stream. Also, a summer retention pond was created at the headwaters (see Appendix 2) to store water for use during dry periods.

During the assessment, some log debris was observed at the mouth of the stream in the cove, but it did not appear to be blocking the outlet. However, the local landowner adjacent to the outlet mentioned that in previous years, salmon were observed in the cove, but unable to navigate beyond the log barrier. Logs have since been removed, though this appears to be a recurring problem in this location.

No permanent barrier to fish passage was observed on this creek and excellent, low-gradient fish habitat was observed throughout.

3.2.1.2 Wamer Creek

Wamer Creek is located in the southeast corner of Lasqueti Island. The headwaters are a series of wetlands/ponds located along the road to Squitty Bay Provincial Park. The local landowner has worked with several biologists to carry out habitat enhancement projects within the stream, including the creation of rearing ponds for juvenile Coho Salmon (*Oncorhynchus kisutch*) (See Appendix 2). Other enhancements such as the placement of scour logs, boulder clusters and log structures were also evident.

The creek follows a low-gradient (<5% slope) course from the wetlands to the ocean with no observed barrier to fish migration. At the ocean, the mouth of the stream is currently blocked by debris, but it doesn't appear to be preventing water flow. The riparian vegetation is intact, though over-grazing was apparent. Some sections of the stream had been fenced along the banks to keep the sheep out and allow vegetation to recover. There is also evidence of tree planting in some spots as well.

The habitat enhancement projects have not been as successful as hoped, but the presence of suitable fish habitat with perennial water makes this one of the more likely streams to support fish on Lasqueti Island.

3.2.2 Watersheds with Potential Barriers to Fish

Although these are watersheds with fish habitat, they possess features that may be a barrier to fish, such as a log jam at the outlet, or potentially discontinuous water flows during the critical season. Further investigation into these watersheds is recommended to ensure they are accurately designated, especially if RAR is to be adopted.

3.2.2.1 Billdown Swamp Drainage (Fisher, Toy Bay)

Billdown swamp is the headwaters of this watershed, and is drained by a single low-gradient stream, which drains into Toy Bay, located on the northwest coast of Lasqueti Island. Approximately 100 m upstream of the ocean, the stream transitions into a confined steep sided ravine. The gradient of the stream increases to approximately 15% (cascade-pool channel type).

The average channel width (at bankfull) of the stream is 1 m – 2 m and the substrate consists of a mix of cobbles and gravels, which provides potential spawning habitat for various salmonid fish species (*i.e.* trout and adult salmon). Cover in the form of LWD is abundant; pools and undercut banks are also well represented, providing potential security habitat for fish. Riparian vegetation is intact and provides biological function in the form of shade, leaf/litter input, insect drop and bank stability.

Chum and anadromous rainbow trout (“steelhead”) (*Oncorhynchus mykiss*) have been observed in Toy Bay, but not within the stream. It is possible that water quality limitations currently preclude the use of the stream by fish.

3.2.2.2 Trematon Creek

Trematon Creek is the main outlet from Trematon Lake, located at the base of Mt. Trematon, the highest peak on Lasqueti Island. The stream flows into the west side of Richardson Cove, located on the south coast of the island, to the east of Jenkins Cove. The outlet was blocked by log debris but water was still observed flowing over the beach. Adjacent to the stream (east side), a private residence exists. The depth of riparian vegetation along this stream bank is sufficient in that it is functioning biologically (*i.e.*, providing shade and nutrients to the stream).

At the tidewater boundary, the creek has a minimal slope and habitat suitable for anadromous fish. Approximately 150 m upstream from the tidewater boundary a tributary stream flows into Trematon Creek. The tributary flows from the north, but its headwaters are unknown as it was not traversed. It did appear to flow from the Richardson Bay Road area.

At the confluence with the tributary, the mainstem and its natural course has been anthropogenically altered by the creation of a holding pond, likely for irrigation purposes. The outlet of the pond was completely blocked by a dam, and the water flow out of the pond regulated by a valve positioned on a pipe. Fish cannot pass through this pipe to access the habitat upstream; as a result the dam is a barrier to

upstream fish migration. It is important to note that a natural cascade with 35% gradient does exist approximately 50 m upstream from the inlet of the pond. If the dam was to be removed in the future, this cascade would be a barrier to upstream migration.

3.2.2.3 Unnamed Stream (Osland Nature Reserve)

The headwater of this unnamed stream is a large wetland located within a property recently donated to the Islands Trust Fund as a nature reserve. It was named after the previous owner, John Osland who lived on the property for 62 years before leaving the property to the Trust in his will (Islands Trust Fund, 2013). In the past, the wetland had been ditched for agricultural purposes, but once it became a nature reserve, the ditch was filled in and water was allowed to settle in the fields.

The stream follows a steady slope from the wetland to the outlet at the ocean where there is a large log debris jam. The habitat at the top end of the stream is relatively flat, with many excellent habitat features for fish. The riparian corridor is intact, though lacks a well-developed understorey due to over-grazing by feral sheep. Many tall, mature trees exist, but young trees have been unable to establish. Evidence of historic logging was also present.

The lower reaches of the stream, down to the ocean, are channelized and flow through a steep sided ravine. Within the ravine, the stream flows over a series of small cascades. These likely act as a fish barrier, though gradient was not taken due to inaccessibility. Even if the cascade is a barrier, habitat does exist from the tidewater to the base of the first cascade. Therefore, this watercourse is classified as a “stream” and would be applicable under RAR.

3.2.2.4 Unnamed stream (Powder Flask, Driftwood Cove)

Located east of Boat Cove on the southeast coast, this stream drains from a manmade pond into the ocean at Driftwood Cove. The pond has been constructed with a dam on the south side, but the outlet is not blocked and, therefore, not a barrier to fish migration. The stream possesses a low gradient (5%) to the tidewater boundary. The outlet of the stream was blocked by log debris.

The riparian habitat has been anthropogenically altered and contains a mixture of exotic and native vegetation species. The depth of vegetation growth is limited to a few metres. Any watercourses entering the pond from the north were not assessed at this time.

Due to the presence of perennial habitat and lack of a permanent barrier, this drainage and watershed are applicable under the RAR. Despite the presence of the pond as a perennial water source, it is possible that water quality limitations currently inhibit the use of both the stream and pond by fish.

3.2.2.5 Unnamed stream (Windy Bay)

Located on the north east tip of the island, this watershed drains into Windy Bay. The main source of water for this watershed appears to be a wetland located approximately 500 m from the outlet at the ocean. Any tributaries into the wetland were not observed during the field assessment.

From the wetland, the outlet drainage flows through subdued terrain (5% slope) for approximately 200 m at which the topography changes such that the stream becomes more enclosed into a steep sided ravine. The overall stream gradient does not increase significantly. Evidence of historic logging is prevalent throughout the riparian zone and the understorey is comprised mostly of moss and lichens due to overgrazing by feral sheep.

At the tidal boundary, the outlet of the stream was blocked by driftwood and other debris. Wave action had also deposited gravel, creating a berm on the beach. The stream flows subsurface for a few metres prior to re-emerging and flowing into the ocean. Although this might initially be considered a barrier, it would not be considered a permanent barrier under RAR. As the stream only goes subsurface for a few metres beneath the log debris, it is possible that at high tide, the water levels will be such that the stream no longer flows subsurface. Further investigation would be required in order to confidently conclude that the stream is not continually connected to the ocean via surface flow and there is no potential for fish to migrate upstream. This was beyond the scope of the project at this time.

3.2.2.6 Monahan Creek (Anderson Bay)

The outlet of this watercourse empties into Bull Passage located on the north east coastline between Lasqueti Island and Bull Island. From the orthophoto imagery, the headwaters for the mainstem appear to be a cluster of small wetlands.

At the tidal boundary, the stream flows over cobbles and boulders. The landscape within the stream's eastern riparian corridor has been greatly altered by human use, with a residence, driveway and overgrazing by feral sheep observed. A thin strip of salmonberry (*Rubus spectabilis*) and sword fern (*Polystichum munitum*) comprises the

vegetation along the eastern stream bank. The stream channel is less than 1 m in width and possesses a gentle (3%) gradient for the first 30 m upstream of the ocean, where it then increases to 12%. Approximately 50 m upstream, a small cascade with 30% gradient would likely act as a barrier to fish passage. Above the cascade, the stream gradient is approximately 10%. Approximately 100 m upstream of the first cascade, a larger cascade exists immediately below a residential driveway.

Because there is some fish habitat, albeit limited, from the tidal boundary to the first cascade, this stream would be applicable under RAR.

3.2.2.7 Tucker Brook (Long Bay)

Tucker Brook flows into Long Bay, located along the northern shore of the island. This brook is located on a farm, though the property is currently uninhabited. The main source of this watershed is a large, manmade pond that could provide perennial habitat for fish if water quality was sufficient. The pond has a constructed dam along the northern edge. The outlet drainage channel flows out of the north east corner of the pond.

The stream follows a defined channel for less than 30 m before falling over a small step-pool cascade at the tidewater boundary. The gradient of the cascade at low tide is near 25%, though there may be opportunities for fish to pass at a higher tide when more water is available. This could not confidently be determined a barrier at the time of assessment. In addition, the presence of the perennial water source above the cascade contributes to the fact this drainage classifies as a “stream” under RAR.

3.2.2.8 Deane Creek (Tucker Bay)

Located on the north central coast of Lasqueti Island, Tucker Bay is located just west of Long Bay. The main headwater of the stream is a manmade pond, but there are at least three tributaries to the pond from within the watershed.

Near the tidewater boundary, the gradient of the stream is minimal (5%) and contains good spawning habitat for salmon. Upstream, the channel is approximately 1 m to 2 m wide with a well-established riparian canopy of western redcedar (*Thuja plicata*) and Douglas-fir (*Pseudotsuga menziesii*) and dense understorey of ferns and salmonberry. In-stream features such as woody debris, undercut banks and pools could provide shelter to juvenile salmonids.

At approximately 250 m upstream from the ocean, the gradient begins to increase and reaches slopes of 15% to 20%. A bedrock cascade of greater than 35% is located just below a residential driveway. This would be the natural barrier to upstream migration.

3.3 Watersheds Requiring Further Investigation

These watersheds were not classified during the field visit. Due to the time constraints in contacting landowners, permission was not granted to access two of the watersheds. The other two watersheds had barriers at the tidewater, but need further investigation to determine whether perennial fish habitat is available, as this was not made obvious during the site assessment.

3.3.1 Unnamed Stream (Mine Bay)

The landowner of this property was willing to have us investigate the stream, but required more notice. Upon investigation of orthophotos, it appears that there is no evidence of a perennial water source as the headwaters to this stream. The lack of perennial habitat and the relatively small size of the watershed would suggest that the stream dries up and has very limited habitat potential for fish. However, unless there is a barrier at the tidal boundary or water flows are shown to be inconsistent, this stream may provide fish habitat.

3.3.2 Unnamed Stream (Cocktail Cove)

At the tidewater boundary in Cocktail Cove, a small cascade acts as a barrier to upstream fish migration. The stream dropped approximately 1.5 m – 2 m over a cascade to the ocean, and no plunge pool was available.

The main headwater for this watercourse is a wetland swamp located adjacent to Conn Road. According to a local landowner, some water is retained in the swamp throughout the summer. The water from the swamp drains into a second wetland, approximately 100 m from the tidewater boundary. The water flowing out from the lower wetland is channeled through a wood box culvert, under a dirt road where it flows for approximately 30 m to the top of the cascade. The average channel width (at bankfull) in this area is 1 m. Despite the presence of the road, the riparian vegetation is mostly intact and provides biological function in the form of shade, leaf/litter input, insect drop and bank stability.

It is uncertain whether a resident fish population could be supported in the swamp as unfavourable habitat conditions (*i.e.*, high temperature and low oxygen) would likely

exist. If suitable perennial habitat does not exist, then this watershed would not provide fish habitat.

3.3.3 Unnamed Stream (Johnson's Lagoon)

One of the landowners of the property at Johnson's Lagoon was very cooperative and provided information regarding this watercourse. However, only being a ¼ owner of the property, he was not able to grant us permission to access the stream. He described the stream as low gradient up to a cascade beneath the driveway, which was several hundred metres from the tidal boundary. He mentioned chum salmon had been observed in the area, but was uncertain as to whether they utilized the stream. Due to the low gradient nature and lack of barrier, it is likely this stream would provide fish habitat if water flow requirements were met.

3.3.4 Stonehouse Creek

This stream was assessed during the field visit; however, the information obtained was not sufficient to confidently classify this watershed.

Located on the north central coast of the island, Stonehouse Creek empties into a small cove on the east side of Long Bay. This creek drains Oasis Swamp located approximately 2 km from the bay and is a part of relatively large watershed. At the tidal boundary, there is a 45% cascade barrier that would prevent upstream migration of fish. According to the Water Allocation Plan (Bryden & Barnett, 1992), Oasis Swamp has no outflow during the summer months. However, a local resident of the bay mentioned the stream continues to flow until late summer, and then flows again after the first rains in early fall. Habitat features observed within the stream corridor include; deep pools, closed tree canopy and undercut banks, ideal for supporting fish. If water was available year round, this stream would be able to support resident fish.

3.4 Watersheds with No Fish Habitat

Four watersheds were determined to not meet the definition of a stream under RAR and therefore do not have potential for fish. One watershed was not assessed as it had previously been assessed under the RAR for a subdivision application. All of these watersheds have streams with either a permanent barrier (*i.e.*, waterfall at tidewater), or they lack stream characteristics (alluvial deposits, evidence of scour) and categorizes them as non-classified drainages (NCD's) (Ministry of Forests, 1998). In addition, none of these streams had headwaters that could provide perennial habitat.

None of the mainstem watercourses visited had gazetted names and will be referred to by their geographic location or name of the current property owner.

3.4.1 Tom & Marcy's

Located on the northwest tip of Lasqueti Island, this watershed is adjacent to the Bulldown Swamp watershed. The TRIM streams data inaccurately shows that the main drainage from the swamp goes through this watershed. There appeared to be no significant headwaters and the stream gradient is relatively steep throughout. A cascade with a 30% gradient at the tidal boundary was observed and determined to be a barrier to fish passage.

3.4.2 Willy's

Located just east of Windy Bay, this stream drains a series of ponds and possesses a relatively steep gradient (20%). The stream flows through a ravine to the ocean, where it flows over a bedrock cascade into the bay. Due to the steep nature of the habitat, the barrier was only observed from above. However, it was determined to be significantly greater than 25%, which would be the upper limit for fish passage. In addition, it is unlikely the small ponds provide perennial habitat for resident fish.

3.4.3 Rouse Bay

A barrier to fish migration was observed at the tidewater boundary in Rouse Bay, which is located on the east tip of the island. The gradient of the barrier (step-cascade habitat) is approximately 35% with no plunge pool at the base to assist upward migration by fish. A recent storm had caused several of the trees along the stream banks to blow down, making the outlet of the stream difficult to see. Although some low gradient habitat was observed upstream, evidence from the orthophotos do not suggest that significant headwaters exist to provide perennial habitat. Therefore, this watershed is does not have fish habitat.

3.4.4 Little Squitty Bay

Located just east of Squitty Bay, this drainage empties into Little Squitty Bay. Errors in the TRIM data show this watercourse flows into Squitty Bay. The drainage was hardly recognizable as there was less than 10 cm of water in the channel. In addition, there did not seem to be a headwater source and the water within the depression went subsurface approximately 30 m upstream from the ocean. It lacked scour and alluvial deposits, therefore designating it as a non-classified drainage (NCD).

3.4.5 West Point Creek

This creek was not assessed during the field reconnaissance due to the landowner at its outlet stating it had previously been assessed under the RAR for a subdivision application. Therefore, this stream did not need to be reassessed. The results of the assessment showed that there is a barrier at the tidal boundary which would prevent upstream migration of fish, and there was no significant headwater source to provide perennial habitat. Although the information provided in the RAR assessment cannot be used by Madrone, it has been provided to the Islands Trust, and conclusions regarding lack of perennial fish habitat can be drawn by those with authority to do so.

4.0 DISCUSSION

Detailed background research using appropriate databases, orthophotos, existing reports and contour data, in conjunction with field reconnaissance trips, resulted in the identification of ten watersheds (in addition to the three already designated) that have some potential to provide fish habitat, though further investigation may prove otherwise. It was determined that five watersheds have no fish habitat and four require further investigation.

Under the RAR methodology, any watercourses within watersheds that connect by surface flow to the mainstem of any potential fish bearing systems, including modified watercourses and ditches, would be subject to the regulation, if it were to be adopted. A stream may not itself be inhabited by fish, but if it has a reasonable connection by surface flow to fish habitat, it is considered a stream under the RAR definition.

General fish habitat attributes on the majority of streams were low, based on information from locals regarding the seasonality of flow and the history of the streams. At this time, these streams and their watersheds have been included as having fish habitat because the ability to prove there are no fish is beyond the scope of this study.

The watercourses with the greatest potential for fish to occur include Jenkins Creek and Wamer Creek, as these both appear to have perennial habitat. The riparian area of several streams was relatively undisturbed with intact riparian vegetation. Evidence of over-grazing by sheep was a limiting factor to understorey development in some watersheds. Three watercourses had been drastically-altered for human use, though potential habitat still existed at all of these. Low gradient courses and favourable in-stream features such as undercut banks, CWD, pool-riffle habitat and diverse stream bed materials provide excellent opportunities for use by anadromous fish.

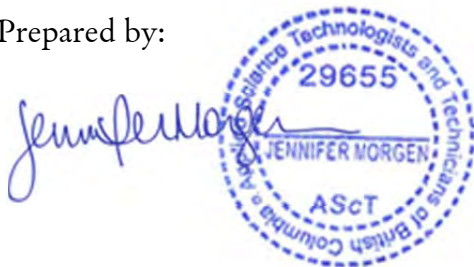
Four watersheds that need further investigation were also identified. Two of these were not verified during the field visit due to lack of landowner permission at the time. Based on the information provided by one of the landowners, it appears that the stream flowing into Johnson's Lagoon near the oyster farm would be applicable under RAR. However, this would need to be assessed at a later date.

Although there is a barrier at the tidal boundary on Stonehouse Creek and at Cocktail Cove, perennial habitat may exist. We recommend these systems be reassessed during the late summer when the flows are at their minimum to determine if they provide fish habitat.

On several of the south and east-facing beaches, logs brought in by winter storms often blocked the outlets of the streams at the tidewater boundary. These logs were only considered to be temporary barriers to fish migration. Further investigation into whether fish are able to pass through the logs will be required. If the logs are determined as a permanent barrier and there was no perennial habitat upstream, the watershed would not be considered to provide fish habitat.

Three watersheds were already designated by MFLNRO as being applicable under RAR due to presence of fish habitat. We recommend that the Islands Trust investigate further into the information that led to this designation as information provided by local residents indicates otherwise.

Prepared by:

A circular blue stamp for the Association of Science Technologists and Technicians of British Columbia (ASTT). The stamp contains the number 29655, the name JENNIFER MORGEN, and the acronym ASCT. A handwritten signature in blue ink is written over the stamp.

Jennifer Morgen, M. Sc., A.Sc.T., B.I.T.

Reviewed by:

A circular blue stamp for the College of Applied Biology (CAB). The stamp contains the name Justin Lange, the acronym R.P. Bio, and the number 2406. A handwritten signature in blue ink is written over the stamp.

Justin Lange, B.Sc., R.P.Bio. A.Sc.T



5.0 REFERENCES

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APPENDIX I – PHOTOS

Watersheds with Fish Habitat

Watersheds with Perennial Fish Habitat

Jenkins Creek



Figure 1. The outlet of Jenkins Creek at the tidewater boundary.



Figure 2. Facing south from the outlet toward Jenkins Bay.





Figure 3. The morphology of the drainage, upstream of the ocean. Note the lack of understorey vegetation due to overgrazing.



Figure 4. Placement of rock clusters and woody debris were part of past stewardship and stream restoration activities to improve habitat for fish.

Wamer Creek



Figure 5. Looking east from Wamer Creek to the tidal boundary. Note the amount of debris on the beach.



Figure 6. Photograph showing some of the in-stream features created to enhance fish habitat. Here, logs have been placed perpendicular to the stream and buried into each bank to create a cascade-pool channel habitat.



Figure 7. A sign located adjacent to the stream near the restoration work, which recognizes the funders and the local stewardship society.

Watersheds with Potential Barriers to Fish

Billdown Swamp Drainage



Figure 8. Outlet of the stream at the tidal boundary. Note the dense riparian vegetation and low gradient habitat.



Figure 9. Instream features such as pools, undercut banks and woody debris provide excellent opportunities for juvenile salmonids.

Trematon Creek



Figure 10. The outlet of Trematon Creek at the tidal boundary.



Figure 11. Looking south from the outlet of the stream.



Figure 12. Looking north at the outlet of the stream.



Figure 13. The manmade dam on Trematon Creek. Water flows through a pipe, not visible through the debris. This is a barrier to upstream fish migration.



Figure 14. The outlet pipe from the dam, which drains the pond into the mainstem of the creek. This point is also the confluence of an Unnamed Tributary with Trematon Creek.



Figure 15. The tributary to Trematon Creek. Photo was taken near to Richardson Bay Road.



Figure 16. The bedrock cascade, which is a barrier to fish migration. The cascade is located on Trematon Creek, upstream of the pond.

Unnamed Stream (Osland Nature Reserve)



Figure 17. The headwaters for the stream located within the Osland Nature Reserve. This wetland was recently re-created by filling in the agricultural ditches and allowing the fields to flood.



Figure 18. Looking north at the outlet of the stream. Note the accumulation of woody debris and that the stream flows under the logs.



Figure 19. The cascade located upstream of the ocean, which is likely a barrier to fish passage. It should be noted that suitable habitat exists downstream of this barrier.

Unnamed Stream (Powder Flask, Driftwood Cove)



Figure 20. The outlet of the stream, which is barely visible through the log debris on the beach.



Figure 21. Looking upstream from the ocean. The stream flows within a residential property and shows signs of human influence.



Figure 22. The manmade pond located approximately 100 m upstream from the ocean. There is a dam on the pond; however, water flow is not blocked.



Figure 23. Looking down at the outlet from a bridge that crosses over the stream. Note that water flow from the pond is not impeded.

Unnamed Stream (Windy Bay)



Figure 24. The outlet of the stream at tidewater, which is not visible due to the volume of debris located on the beach in Windy Bay.



Figure 25. Wave action has deposited a large amount of gravel onto the beach. Note how the stream appears to resurface from the gravel. It is uncertain whether this will be a barrier to fish migration during periods of high tide when the water levels are increased.



Figure 26. Photograph showing the low gradient habitat upstream from the tidewater boundary. Note the lack of established understorey vegetation due to overgrazing by feral sheep.

Monahan Creek (Anderson Bay)



Figure 27. The tidewater boundary of Monahan Creek at Anderson Bay. Note the residence located on the eastern bank of the stream.



Figure 28. Looking south at the stream. Low gradient habitat exists from the tidal boundary and approximately 30 m upstream. Note the lack of vegetation along the eastern bank.



Figure 29. The lower cascade, located approximately 50 m upstream from the ocean. It should be noted that of the gradient is greater than 30% and likely a barrier to upstream fish migration.

Tucker Brook (Long Bay)



Figure 30. The manmade causeway dam and pond, created to hold water. If favourable water quality conditions exist within the pond, this could provide suitable habitat for fish. It is also considered a perennial water source under RAR.



Figure 31. Looking down at the confluence of the stream with the tidewater. Note how the water cascades down to the beach.



Figure 32. Looking south at the cascade from the beach. Although steep (25%), the cascade is short and may not act as a barrier to fish passage.

Deane Creek (Tucker Bay)



Figure 33. Looking upstream from the tidewater boundary. Note the well-established vegetation within the riparian corridor.



Figure 34. Low gradient habitat with a dense canopy of riparian vegetation is found throughout the lower reach of this stream.

*Field Verified Watersheds with Potential Fish Habitat***Unnamed Stream (Cocktail Cove)**

Figure 35. The outlet of the stream at the tidewater boundary. The cascade will likely act as a barrier to upstream migration at low tide.



Figure 36. Habitat upstream from the cascade is low gradient and is fed by a perennial water source, though water quality is likely an issue.



Stonehouse Creek



Figure 37. The tidewater boundary of Stonehouse Creek. Note how the water enters the ocean over a steep bedrock cascade (45% gradient). A perennial source of water may exist above this barrier and will need to be revisited during the period of low flows.

Watersheds with No Fish Habitat

Tom & Marcy's



Figure 38. A cascade of greater than 30% at the tidewater boundary acts as a barrier to upstream fish migration. In addition, a lack of perennial flow classifies this as not a stream under RAR.

Willy's



Figure 39. The stream possesses a relatively high gradient throughout (20%), and empties into the ocean over a steep cascade. There is no perennial habitat above the barrier.

Rouse Bay



Figure 40. Looking at the stream prior to its entry into the ocean. It should be noted the gradient is steep, at 35%.



Figure 41. Looking upstream from the beach. The cascade is barely visible (in the centre of the photo) through the recent blowdown at the tidewater boundary.

Little Squitty Bay



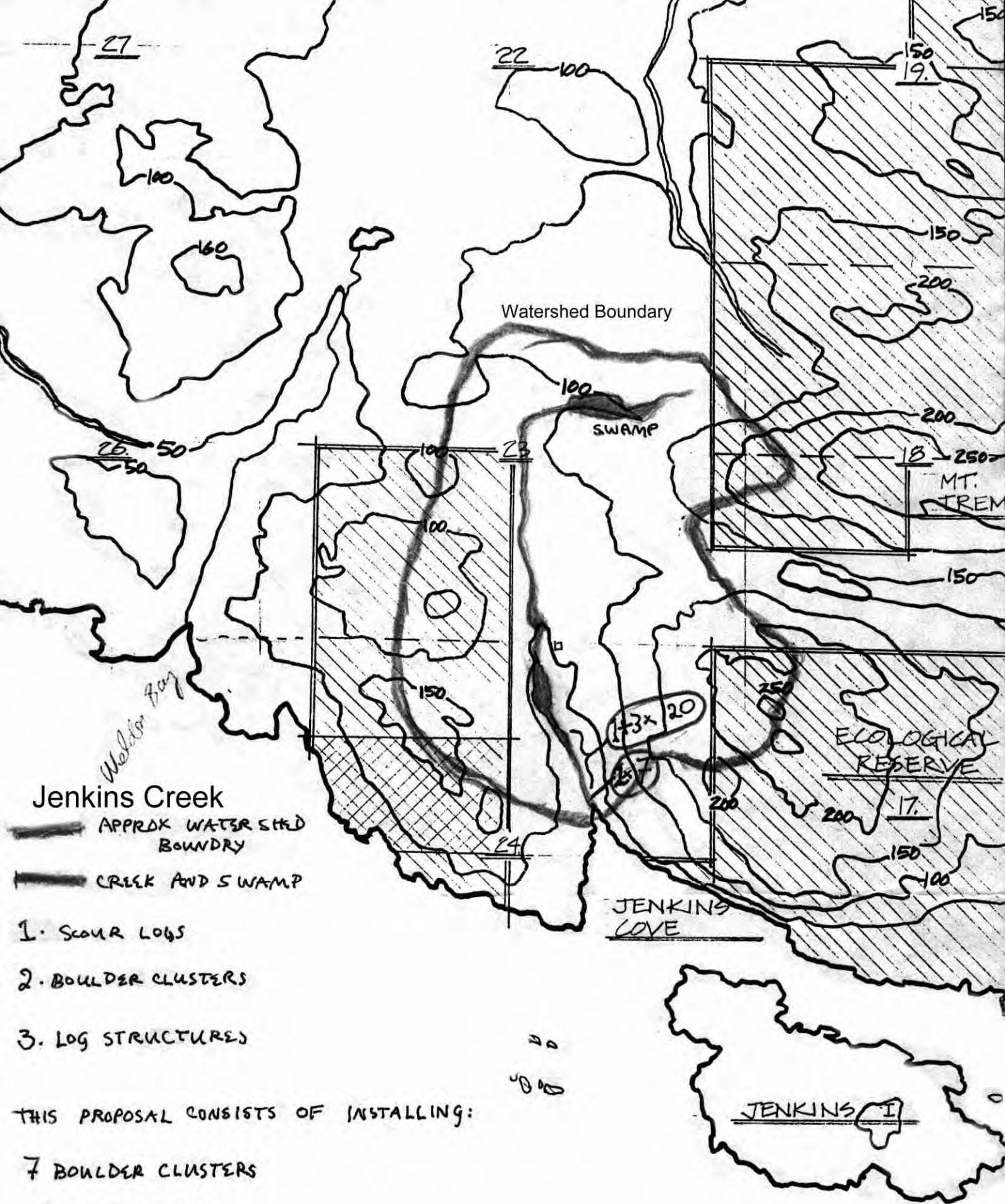
Figure 42. The tidal boundary of the non-classified drainage (NCD). Note the small amount of water and lack of a defined channel.

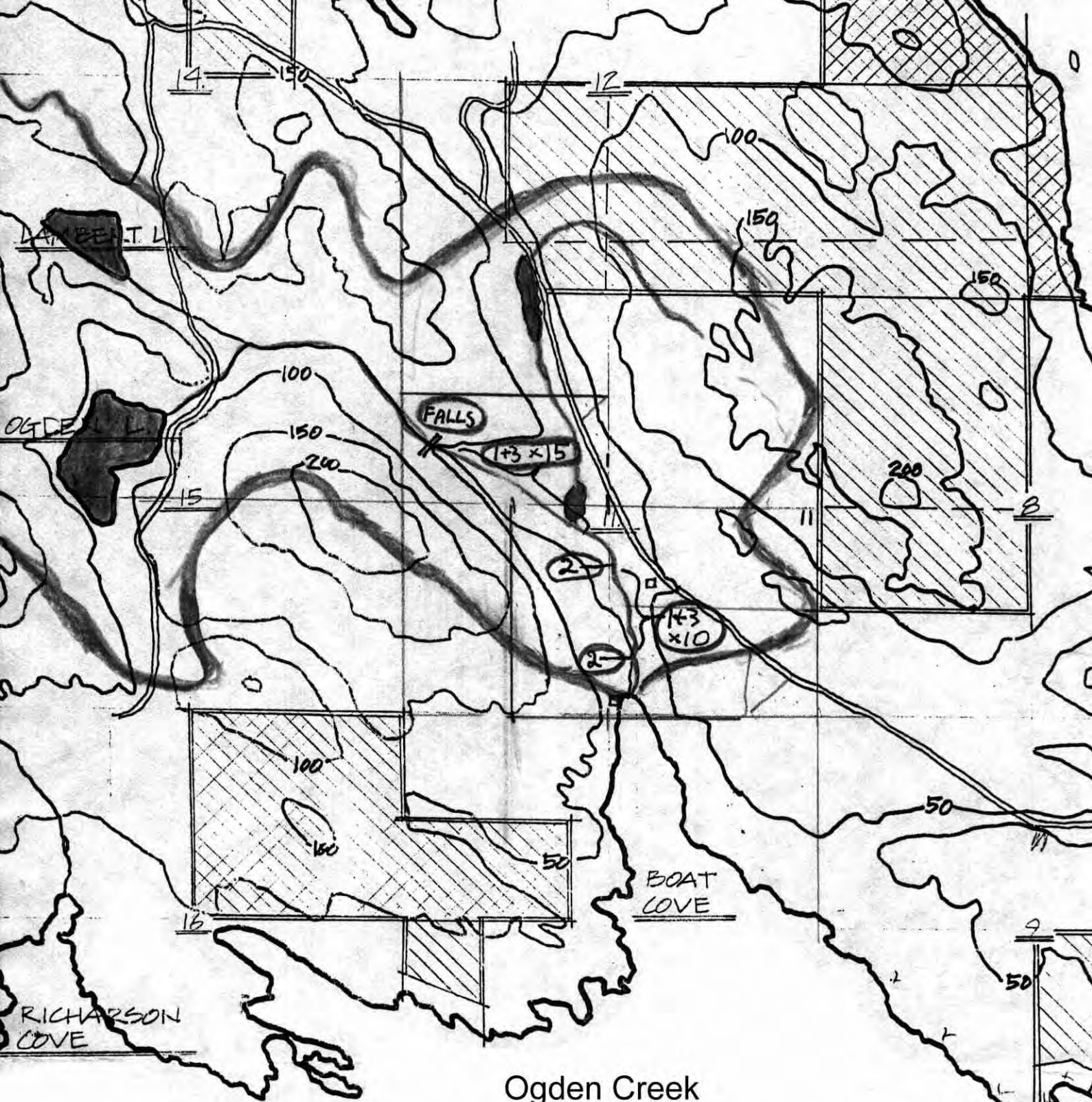


Figure 43. Approximately 30 m upstream from the ocean. Note the flow stops and goes subsurface. Also, note the lack of scour and alluvium.



APPENDIX II – HABITAT RESTORATION PROJECTS ON LASQUETI ISLAND





Ogden Creek

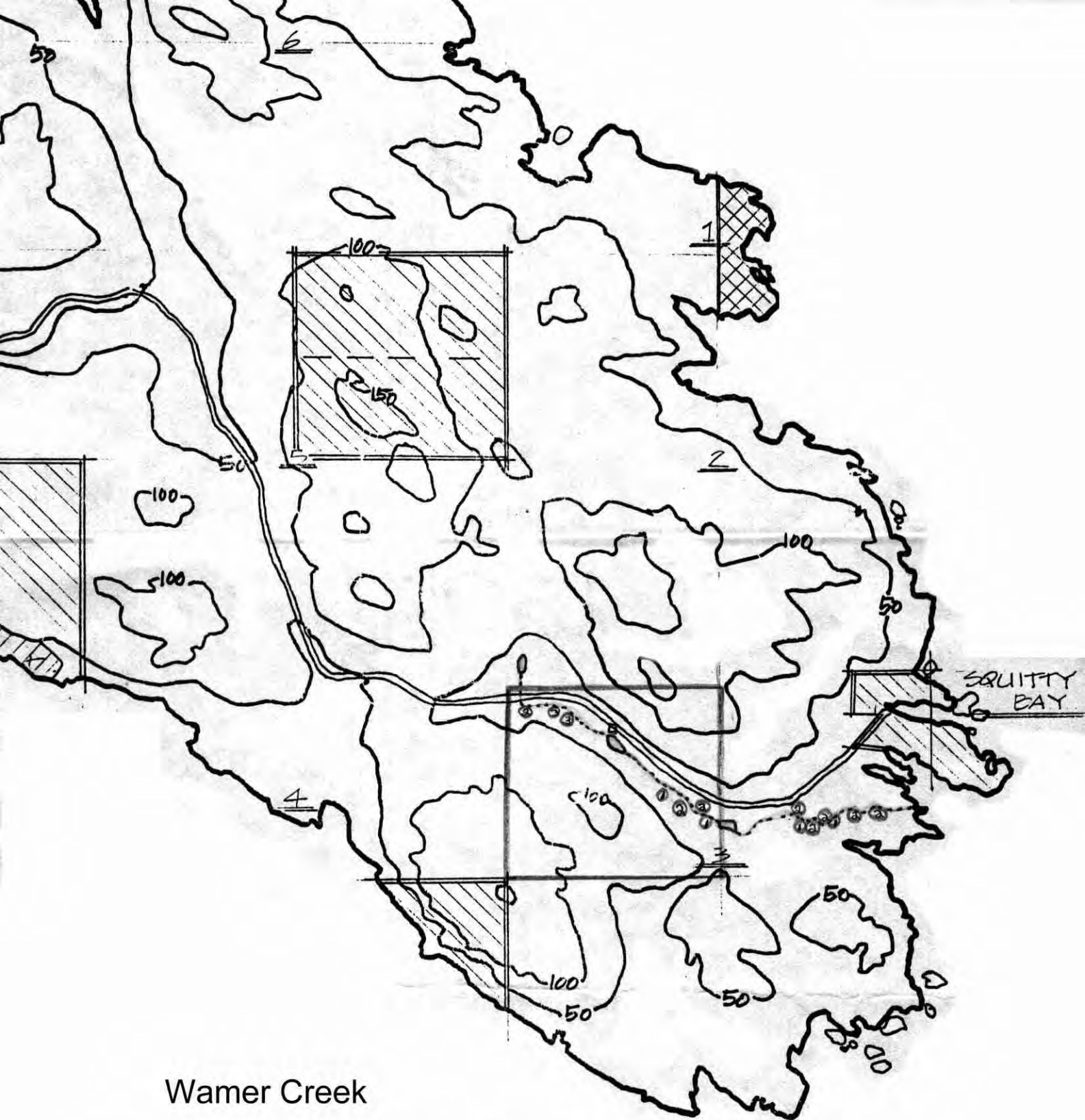
— APPROX WATERSHED BOUNDRY

— CREEKS AND LAKES

1. SCOUR LOGS
2. BOULDER CLUSTERS
3. LOG STRUCTURES

THIS PROPOSAL CONSISTS OF INSTALLING

- 2 BOULDER CLUSTERS
- 13 SCOUR LOGS
- 12 LOG STRUCTURES



Wamer Creek

wamer creek (intermittant) -----

coho summering ponds ○

property lines NW $\frac{1}{4}$ sec 3 ———

scour logs #1 □

boulder clusters #2 ▲

log structures #3 ●



Islands Trust

Top Priorities

Lasqueti Island

No.	Description	Activity	Received/Initiated	Responsibility	Target Date	Status
1	Riparian Areas Regulation Compliance Mapping and Bylaw Enactment		Aug-17-2011	Linda Prowse		On Going
2	False Bay Parking and Master Plan		Jun-30-2011	Linda Prowse		On Going
3	Integrated Shoreline Mapping Workshop		Jan-12-2012	Linda Prowse	Dec-13-2012	On Going

Projects

Lasqueti Island

No.	Description	Activity	Received/Initiated	Status
1	Draft a protocol agreement with Sliammon First Nation. Work with RPM and TAS.		Jun-20-2008	On Going
1	Lasqueti Crown Lands - TAS informed LTC this is currently on hold until Protocol Agreement is finalized.		Feb-16-2007	On Going
1	Update the Lasqueti Official Community Plan by: 1. adding policy requiring all marinas applying for rezoning or a development permit to provide pump out facilities; and 2. adding advocacy policy encouraging neighbouring local governments to require that marinas servicing vessels traveling within the Trust Area install pump-out facilities when applying for rezoning or a development permit (Recommendations from Trust Council to all LTC's)			On Going
1	Update Official Community Plan and Land Use Bylaw to include provisions for food security. (Direction from Trust Council - December, 2010)		Mar-03-2011	On Going
1	Enter into an informal discussion and take part in a cultural exchange with the Sliammon First Nation		Sep-02-2010	On Going
1	Update the Lasqueti Official Community Plan with intertidal zone policies using specific recommendations from the Forage Fish workshops.		Jul-12-2012	On Going

1	Consider Procedures Bylaw amendment to allow the Local Trust Committee to hold electronic meetings when needed.	Feb-28-2013	On Going
1	Non-conforming housing.	Feb-28-2013	On Going

From: Nicole Ranger
Sent: February-27-13 9:24 AM
To: David Graham; Linda Prowse; Peter Johnston; Susan Morrison; Becky McErlean
Cc: Nancy Roggers
Subject: Lasqueti Expense Report Feb/13

Islands Trust				
LTC EXP SUMMARY REPORT F2012				
Invoices posted to February 28, 2013				
640 Lasqueti	Invoices posted to February 28, 2013	Budget	Spent	Balance
65000 640	LTC "Trustee Expenses"	1,500.00	178.18	1,321.82
65200 640	LTC Local Exp LTC Meeting Expenses	1,000.00	549.19	450.81
65210 640	LTC Local Exp APC Meeting Expenses	200.00	10.00	190.00
65220 640	LTC Local Exp Communications	200.00	204.00	(4.00)
65230 640	LTC Local Exp Special Projects	1,000.00	124.83	875.17
65240 640	LTC Local Exp Miscellaneous	600.00	-	600.00
TOTAL LTC Local Expense		3,000.00	888.02	2,111.98
73001 640 3004	Lasqueti RAR	4,000.00	135.29	3,864.71
TOTAL Project Expense		4,000.00	135.29	3,864.71

Nicole Ranger

Finance Clerk
 Islands Trust
 200-1627 Fort Street
 Victoria, BC V8R 1H8
 Phone: (250) 405-5152
 Fax: (250) 405-5155

Preserving [Island](#) communities, culture and environment



Please consider the environment before printing this email

From: Nicole Ranger
Sent: March-26-13 11:50 AM
To: David Graham; Linda Prowse; Peter Johnston; Susan Morrison; Becky McErlean
Cc: Nancy Rogers
Subject: Lasqueti Expense Report March 2013

Islands Trust LTC EXP SUMMARY REPORT F2012 Invoices posted to March 31, 2013					
640 Lasqueti	Invoices posted to March 31, 2013	Budget	Spent	Balance	
65000 640	LTC "Trustee Expenses"	1,500.00	178.18	1,321.82	
65200 640	LTC Local Exp LTC Meeting Expenses	1,000.00	549.19	450.81	
65210 640	LTC Local Exp APC Meeting Expenses	200.00	10.00	190.00	
65220 640	LTC Local Exp Communications	200.00	221.00	(21.00)	
65230 640	LTC Local Exp Special Projects	1,000.00	124.83	875.17	
65240 640	LTC Local Exp Miscellaneous	600.00	-	600.00	
TOTAL LTC Local Expense		3,000.00	905.02	2,094.98	
73001 640 3004	Lasqueti RAR	4,000.00	135.29	3,864.71	
TOTAL Project Expense		4,000.00	135.29	3,864.71	

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Lasqueti Island Local Trust Committee

POLICIES AND STANDING RESOLUTIONS

No	Meeting Date	Resolution No.	Issue	Policy
1.	November 4, 2010	LA-LTC-34-2010	Annual Lasqueti Stewardship Award	It was MOVED and SECONDED that the Local Trust Committee establish a standing resolution for an Annual Lasqueti Stewardship Award to be presented in the spring by way of voluntary nominations up to a maximum of two awards to show public recognition.



Memorandum

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Toll Free via Enquiry BC in Vancouver 660-2421. Elsewhere in BC **1.800.663.7867**

northinfo@islandstrust.bc.ca www.islandstrust.bc.ca

Date April 13, 2013 File Number 3030-01
(For meeting to be held on May 2, 2013)

To Lasqueti Island Local Trust Committee

From Linda Prowse
 Planner
 Local Planning Services

Re Lasqueti Island Local Trust Committee – Work Item contribution for Islands Trust Annual Report for April 1, 2012- March 31, 2013

Each local trust committee is being asked to provide and approve a short description of the LTC work that has been done for the **April 1, 2012 – March 31, 2013 fiscal year** to be included in the Islands Trust annual report.

Below is a list of the work items proposed to go into the Islands Trust annual report on behalf of the Lasqueti Island Local Trust Committee.

MEETINGS AND WORKSHOPS

The Lasqueti Island Local Trust Committee (LTC) held five regular business meetings. The Local Trust Committee also held the following workshops:

- Forage Fish
- False Bay Parking and Master Plan
- Integrated Shoreline and Watershed Mapping

PROJECTS

- The False Bay Parking and Master Plan project moved forward and agency cooperation was garnered. The LTC continues to work with the Ministry of Transportation and Infrastructure, the Powell River Regional District, and the Oceanside RCMP Detachment to work towards resolving the parking issues in False Bay.
- The LTC worked towards Riparian Areas Regulation compliance including receiving a report completed entitled “Lasqueti Island Watershed Assessment for Presence of Fish Habitat”.
- A new Lasqueti Island Advisory Planning Commission base bylaw was adopted

APPLICATIONS

A significant application to note was the approval of a Temporary Use Permit to accommodate the Lasqueti Island Post Office being moved to its new location.

RECOMMENDATION:

THAT the Lasqueti Island Local Trust Committee approve the work report dated April 13, 2013 to be included in the Islands Trust Annual Report for April 1, 2012 – March 31, 2013.



Memorandum

11.2

Date **February 25, 2013** **File Number** **FILE**

To **Local Trust Committees**

From **Local Planning Committee**

Re **Renewable Energy Technologies in the Trust Area – Ocean Based Geo-Exchange Systems**

At its meeting on February 7, 2012, the Local Planning Committee passed a resolution requesting that the attached report be circulated to all Local Trust Committees for information.

The report outlines the ocean loop geo-exchange technology and how it is being permitted currently within the Trust Area. It includes background information on ocean loop geo-exchange systems, the possible impacts and benefits of their use and briefly outlines what is currently being done or proposed on some of the Islands (i.e. North Pender, Saturna, Executive Islands, Galiano, Mayne, Salt Spring, South Pender and Thetis) in accommodating ocean loop geo-exchange systems.

Attachment: Renewable Energy Technologies in the Trust Area – Ocean Loop Geo-Exchange Systems Report

REQUEST FOR DECISION

To: Local Planning Committee

For the Meeting of: February 7, 2013

From: Kris Nichols, Island Planner

Date: January 31, 2013

SUBJECT: RENEWABLE ENERGY TECHNOLOGIES IN THE TRUST AREA - OCEAN LOOP GEO-EXCHANGE SYSTEMS

RECOMMENDATION:

That the Local Planning Committee circulate this report, *Renewable Energy Technologies in the Trust Area - Ocean Loop Geo-Exchange Systems*, dated January 31, 2013, to all Local Trust Committees and planning staff so that they are aware of the implementation options for ocean loop geo-exchange systems and their status in other Local Trust Areas.

CHIEF ADMINISTRATIVE OFFICER COMMENTS: N/A

IMPLICATIONS OF RECOMMENDATION

ORGANIZATIONAL: Adoption of bylaws to accommodate the utilization of geo-exchange systems will enable owners to implement heating and cooling technology that reduces Greenhouse Gas Emissions and is therefore environmentally responsible.

FINANCIAL: Staff time would be required to develop and implement bylaws or amend existing bylaws to accommodate ocean loop geo-exchange systems.

POLICY: There are six (6) Trust Policy statements to be considered with the accommodation of ocean loop geo-exchange systems into Local Trust Area (LTA) bylaws. All LTA OCPs should contain targets, policies and actions to reduce greenhouse gas emissions (GHG) as a result of changes to the *Local Government Act* and the implementation of bylaws to permit ocean loop geo-exchange supports this.

IMPLEMENTATION/COMMUNICATIONS: The LTC and staff would work with clients to educate them on the options available to accommodate the use of geo-exchange systems within their Local Trust Area.

BACKGROUND

Description of Issue:

At the last Committee meeting a briefing report was reviewed outlining the ocean loop geo-exchange technology and how it is being permitted within the Trust Area currently. The Committee requested some further clarification on the use the ocean loop geo-exchange systems presenting a critical overview of the ocean based geo-exchange approaches being used.

This report will expand on the previous report considered at the November 7, 2012 meeting, presenting background information on ocean loop geo-exchange systems, the possible impacts

and benefits of their use and briefly outlining what is currently being done or proposed on some of the Islands (i.e. North Pender, Saturna, Executive Islands, Galiano, Mayne, Salt Spring, South Pender and Thetis) in accommodating ocean loop geo-exchange systems.

The report is not to be interpreted as an endorsement of this type of system versus the more conventional forms of heating and cooling that are being used based on climate change or any other environmental efficiency or cost saving. The fact is that these systems are becoming more frequent and will likely continue to be so in the future and Local Trust Committees will have to find a way to consider accommodating these new technologies within the current land use regulations. Many of the islands are already accommodating them as the systems are introduced or as bylaws are being updated.

REPORT:

Local Planning Committee has on its Work Program List: "1. Encouraging Green Technologies" with the intent that LPS staff will develop model policy and regulatory wording to address ocean based geo-exchange and draft an RFD for the LPC.

Changes to technology and an increasing demand for the use of this technology has resulted in an increase in proposals within the Islands Trust Area to install ocean based geo-exchange systems, typically for new construction. An ocean based geo-exchange system uses temperature gradients in the ocean to provide heating and cooling. The infrastructure typically consists of pipes containing a heat transfer fluid that are anchored to the seabed and connected to a structure (typically a house, but commercial properties may look at this as well) on the upland property.

Although geo-exchange heating, using latent heat from the ground, and heat pumps using heat from the air, is not new, these systems are typically located on the same lot as the building and thus have not been an issue with respect to zoning. These systems are infrastructure accessory to building (the principal use) and are permitted outright in all zones on the same lot as the principal use (in the same way a septic field would be accessory). Ocean-based loops, however, differ in that the foreshore is generally in a different zone and therefore, that portion of the system is not located on the same lot as the building and thus would not meet the definition of an accessory use. Being partially located on the ocean floor also requires a Crown lease as any dock would.

Technology

The terminology preferred by the industry for this type of installation is a geo-exchange system. The term 'geothermal' is now reserved for larger, higher temperature systems (e.g. neighbourhood heating). These systems are similar to air source heat pumps but geo-exchange systems extract heat from the ground or water and transfer it to the air within a building.

Types of systems include:

- Closed loop vs. open loop:
 - o Open loop uses a conventional well to extract water, which after the heat is extracted the water is then returned to a pond, stream or other well.
 - o Closed loops circulate a heat transfer fluid.
- Vertical vs. horizontal
 - o Horizontal systems typically bury pipes 1.8 to 2.4 metres either below ground or below the winter ice level in a water body or the low tide mark in the ocean
 - o Vertical systems use boreholes 45 to 60 metres. Boreholes for geothermal wells are regulated by the *BC Water Act* and must be constructed by a qualified well driller

Accreditation and Certification of the Technology

The Canadian Geo-exchange Coalition has an accreditation and certification program called the “CGC Global Quality Geo-exchange Program”. CGC ranges from training, to accreditation of an individual, company qualification, and certification of systems. To be accredited there is both the required training and have positive field experience confirmed by customers and manufacturers/distributors recommendations.

‘Certification of systems’ means the system has been designed by an accredited designer, installed by an accredited installer, and any borehole work has involved an accredited vertical loop installer. The system must also meet CSA standard C-448-02, use ISO/CSA approved equipment, and engage such best practices as providing ‘as-builts’, and proper labelling of all pipes and valves.

By meeting the standards established the installation would include meeting Department of Fisheries and Oceans (DFO) guidelines. DFO, typically, does not play a direct role in the approvals of these systems.

The Industry Training Authority (ITA) also provides a Domestic/Residential Certified Geothermal Technician program, which takes approximately 2 years to complete. The International Ground Source Heat Pump Association (IGSHPA) based in the US also provides training to be a ‘Certified Geo-exchange Designer’ (CGD). In addition to taking the required courses and passing an exam, to be eligible for certification one must be:

- An engineer or architect with 3 years of experience in commercial geothermal heat pump, or heating, ventilation and air conditioning (HVAC) experience
- Have a four year non-technical degree with 5 years of experience
- Have a two –year technical degree with 8 years of experience
- Have 10 or more years of experience

KEY ISSUES:

Potential Impacts

This technology is relatively new, but is becoming more popular as residents and businesses look for alternative heating and cooling systems that are less reliant on conventional methods with a desire to be more environmentally responsible.

There are a number of considerations in contemplating changes to regulations to permit ocean loop geo-exchange systems on the foreshore:

1. Use of geo-exchange systems results in reduced Greenhouse Gas (GHG) emissions, particularly as the ocean-based systems are often installed in conjunction with new construction of larger waterfront homes which would otherwise have significant conventional heating and/or cooling requirements. In addition, as passive systems they provide greater local resilience in the sense that owners are not dependant on off-island fuel sources (e.g. propane, oil). From the homeowners’ perspective, they can also provide cost savings over the long term, although usually require additional upfront costs.
2. Although the amount of work on the foreshore is usually minimal, disturbance of sensitive areas such as eelgrass beds or other habitat may be a concern. The Islands Trust has been improving its mapping of the foreshore areas and therefore disturbances become less likely. Guidelines established by DFO also have to be followed. Some islands have DPAs along the foreshore offering another level of protection.
3. Similarly, work required to bury lines immediately upland or in the intertidal area could also result in alteration of existing shorelines or use of materials such as concrete.

Installing systems in conjunction with existing or proposed docks would minimize these impacts.

4. On-going maintenance and concerns over leaks is an issue: the systems are complex and require regular inspection and maintenance by qualified professionals. The type of heat transfer fluid used is also sometimes raised as a concern. Some new systems use water only, as in the system recently approved on North Pender, or use an anti-freeze within the closed loop. The propylene glycol type of fluid sometimes used in these systems is the same as that used as moisturizer in medicines, cosmetics, food, toothpaste and mouthwash and has low toxicity, is highly soluble in water, and readily metabolized by microbes and marine life¹. Higher levels of toxicity have been found from propylene-based Airplane De-icing Fluids (ADF) as a result of additives used in those applications only.
5. Concerns over damage to systems by wave or tides. This is a concern. Proper instalment by a certified installer following established guidelines and procedures. There may be some areas (e.g. narrow channels) where it is impractical to lay a system on the ocean floor due to the flow and tide action.

Potential Benefits:

There is a great deal of research literature that explains the many benefits (e.g. cost, GHG reductions, flexibility, air quality, availability of grants, efficiency, environmentally responsible, etc.) of utilizing these types of systems instead of the conventional methods. If more buildings utilized this type of heating/cooling system the island's electrical system/supply could service a greater number of buildings without requiring costly upgrades. Also, there would be less propane, oil and wood deliveries required, which would reduce wear-and-tear on the road infrastructure. Fewer fuel delivery trucks also reduce transportation GHG emissions, noise and traffic. Two of the most common benefits are listed here:

1. Increased Efficiency and Cost Savings: It is stated through several sources (e.g. www.geoexchange.com , www.earthpointenergy.com , www.geo-exchange.ca) that with these systems two thirds of the energy supplied is from the solar energy stored in the earth/water and 1/3 of the energy is used for servicing the system generally the circulating pump. A large cost of energy supplied to residences is the expense of getting it there – electrical transmission lines, gas lines, oil pipelines, trucks, ferries. These have both direct and indirect costs associated with them. These costs are significantly reduced if not eliminated when using a geo-exchange system. This results in a 25%-50% lower utility bills than conventional systems.

The geo-exchange system used in the North Pender house is a type of water-source heat pump system. It was pointed out in the North Pender example by the engineer (Weir Design and Engineering) the efficiency of these systems as follows:

Heating Efficiency:

The efficiency of a heating system can be defined as the ratio of heat output to energy input. There are many types of heating systems that utilize different equipment with different energy sources. The following is a list of heating systems commonly used in residential applications and their estimated efficiency:

- Wood fireplace - 30 to 50%
- Oil furnace or boiler - 65 to 85%
- Natural gas furnace or boiler - 80 to 95%

¹ Canadian Council of Ministers of the Environment, 2007. Canadian Soil Quality Guidelines for Propylene Glycol: Environmental and Human Health. www.ccme.ca/assets/pdf/1394_pg_rationale_e.pdf
US Environmental Protection Agency Office of Pesticide Programs. Reregistration Eligibility Decision for Polypropylene Glycol. www.epa.gov/oppsrrd1/REDs/propylene_glycol_red.pdf

Propane furnace or boiler - 80 to 95%
Electric heaters or furnace - 100%
Air-source heat pump - 200 to 300%
Water-source heat pump - 300 to 400%

Cooling Efficiency:

This geo-exchange system (used in North Pender) has been designed with “free cooling” where by all cooling will be provided without the use of the heat pumps (the heat pumps only operate when heating is required). This is possible due to the temperature of the ocean during the summer, which sufficiently cools the heat transfer fluid without the use of heat pumps.

Similar to above, the efficiency of a cooling system (air conditioning system) can be defined as the ratio of cooling output to energy input. Cooling efficiency is typically not expressed as a percentage but rather in the form of an Energy Efficiency Ratio (EER). However, for the purpose of comparison within the context of this discussion, the estimated EER for some common residential cooling systems have been converted to percentage:

Air-source heat pump / air conditioner - 300 to 400%
Water-source heat pump (without free cooling) - 400 to 500%
Water-source heat pump (with free cooling) - 3000% or greater

2. Reduced CO2 Emissions: According to data supplied by the Natural resources Canada, a typical residential geo-exchange system produces an average of about one pound less CO2 per hour of use than a conventional system. To put it into perspective if just 100,000 homes converted to geo-exchange, Canada would reduce its CO2 emissions by 880,000,000 pounds.

Another example is for every 2.5 hours of use, a geo-exchange system produces one kilogram less CO2 than a conventional HVAC (heating, ventilation, and air conditioning) system.

RELEVANT POLICY:

Trust Policy Statement: Relevant Directive policies include:

- 3.1.3 - the identification and protection of the environmentally sensitive areas and significant natural sites, features and landforms in their planning area
- 3.1.5 – address the regulation of land use and development to restrict emissions to land, air and water to levels not harmful to humans or other species
- 3.4.4 - the protection of sensitive coastal areas
- 3.4.5 – the planning for and regulation of development in coastal regions to protect natural coastal processes
- 4.5.10 – the location of buildings and structures so as to protect public access to, from and along the marine shoreline and minimize impacts on sensitive coastal environments
- 5.1.3 – the protection of views, scenic areas and distinctive features contributing to the overall visual quality and scenic values of the Trust Area

OCP Policy: policies within the OCPs could be updated as part of the basis of the GHG reduction policies if not already accommodated through general wording in these sections. In addition some OCPs specifically mention using a DPA to manage energy conservation in commercial development. Designation of a DPA to regulate installation of the system could be considered both on the grounds of protection of the natural environment and energy conservation and therefore could be made applicable in a shoreline or foreshore DPA. By requiring a DP it would ensure safe and appropriate installation. As an example, the North Pender OCP contains a requirement that an environmental report be submitted to indicate that there is no impact to the foreshore.

Local Government (Green Communities) Statutes Amendment Act (Bill 27, 2008), which amended the Local Government Act, introduced changes that enable local governments to address climate action in their communities. Among the changes is a requirement for local governments to have targets, policies and actions to reduce GHG emissions. Therefore all OCPs must contain these targets and policies for GHG emission reduction. The Bill 27 also allows for development permit areas that promote energy and water conservation, and reduce greenhouse gases at the single family dwelling level.

Zoning options: amending zoning bylaws to permit ocean loop geo-exchange systems as a permitted use in one or more of the current marine zones or as some islands have permitted in all zones would be required. This would vary depending on the zoning. A recent amendment to the zoning on a site-specific basis in the North Pender LUB provided for both the use and a definition. This use and definition, with relevant modifications, would provide a good basis for a suitable amendment to a zoning bylaw. Currently, zoning is the main tool for regulating use.

Building Inspection: for those islands that have building inspection, ocean loop geo-exchange systems are not subject to building inspection. However, building inspection does currently require that an engineer certify the HVAC system where an ocean loop geo-exchange system provides heating and cooling.

Crown tenure: ocean loop geo-exchange systems are required to obtain approval from the province for tenure over the foreshore. The applications are referred to the Islands Trust for review of zoning compliance.

Climate Change Adaptation and Mitigation: use of renewable or other energy sources that are an alternative to fossil fuels is a recognized mitigation strategy. Ocean loop geo-exchange systems could, depending upon the type of conventional heating and size of the dwelling, provide significant emission reductions. See the previous discussion on potential benefits and CO2 reductions.

CURRENT LOCAL TRUST AREA IMPLEMENTATION

Island Updates

Eight of the 13 Islands Trust Islands have begun or completed implementing changes to their land use bylaws to accommodate the use of ocean loop geo-exchange systems.

Mayne Island: Supports ocean loop geo-exchange through its OCP Policy dealing with Climate Change (4.7.9) which states: *"The LTC should consider amending zoning regulations to permit or facilitate small scale renewable energy production, such as solar collectors, wind turbines and geothermal heating."* The LUB permits ocean loop geothermal in all zones except the W1 zone.

North Pender Island: Has permitted a site specific rezoning for a water based ocean loop geo-exchange.

South Pender Island: Is considering permitting ocean loop geo-exchange in all zones. They are holding a CIM to discuss this and other land use bylaw amendments in February.

Saturna Island: The LTC has given reading to a bylaw that would amend the Land Use Bylaw to include a definition of ocean loop geo-exchange systems and to add ocean loop geo-exchange systems as a permitted use in the marine zones. It is scheduled for a public hearing in February.

Galiano Island: Staff have been directed to draft an OCP amendment to alter the existing DPA (Shoreline and Marine DPA) to provide for guidelines for ocean loop geo-exchange. As a complement staff have also been requested to review the zoning bylaw to permit the ocean loop geo-exchange structures within the Marine zones and the setback to the sea for private residential use.

Thetis Island: In June 2012, the APC was directed to consider a couple of options to add to the work program a review of OCP policies and LUB regulations and in the meantime that any requests for ocean loop geo-exchange be dealt with as a rezoning. Subsequently, the Thetis LTC has dropped this issue and it appears it may have been application driven and no application has been made.

Ballenas-Winchelseas: The draft OCP contains the wording to permit the use of geo-exchange for individual dwellings. Within the proposed Shoreline Development Permit Area there are guidelines for the installation of ocean loop geo-exchange systems:

Ocean-loop geo-exchange systems will only be considered if they are closed-loop systems using only freshwater as the circulating heat transfer fluid; if they meet or exceed the Canadian CSA design standards CAN/CSA-448-02; and if they are designed and installed by a Registered System Designer.

The draft LUB permits an ocean loop geo-exchange within the Residential zone and the Marine General zones and contains the definition:

"Ocean-loop geo-exchange" means a renewable geothermal heat exchange system that utilizes the naturally occurring temperature of the ocean for heating and cooling that:

- a. is a closed-loop system using only freshwater as the circulating heat transfer fluid,*
- b. meets or exceeds the Canadian CSA design standards CAN/CSA-448-02, as amended from time to time, and*
- c. is designed and installed by a Registered System Designer accredited by the Canadian Geo-exchange Coalition, or the International Ground Source Heat Pump Association.*

Salt Spring Island: In the LUB's Shoreline Zones geothermal heating equipment is permitted in tidal water only.

SUMMARY

Currently, eight (8) of the 13 Local Trust Committees either have regulations and policies or have them proposed to permit ocean loop geo-exchange systems. The proposals by the LTCs to accommodate geo-exchange loops are considered for the main islands and not for their associated islands currently. The approach enacted or proposed is varied and tailored to meet the needs for the Island or as a result of a specific application or the desire of the LTC to be proactive in anticipating the need. Most contain policies that permit the geo-exchange systems either in general in the OCP (GHG policies) or through specific DPA guidelines. Complementary to that would be changes to the LUB to permit the use within specific zones and to define the use.

In addressing their implementation, the two primary concerns are to ensure that the systems are installed professionally by a certified installer and that any impacts on sensitive shoreline or foreshore ecosystems are addressed.

Building Inspection has the authority to establish standards for installation of the systems and to carry out inspections or obtain certifications, but most have not included these systems in the scope of their building bylaws. This could change, as some jurisdictions are becoming involved in permitting and inspecting land based systems. Conventionally, Fisheries and Oceans Canada has reviewed all foreshore applications for impacts on habitat however, changes to staffing and to the legislation seem to be reducing that agency's role and ability to respond to referrals. They have established guidelines which all installers are to follow.

The use of a clear and specific definition for the use can address some of the concerns that the systems meet specified standards for example using fresh water within the closed loop system as is stated in the North Pender bylaw. Impacts on habitat could be addressed through the designation of a DPA; however, it would have to be general in many areas as there is not

currently mapping available that identifies sensitive shoreline and foreshore features such as eelgrass beds, although such mapping should be available in the future.

There are three basic ways for a Local Trust Committee to address the ability of residents to utilize this new technology:

1. Site specific rezoning (e.g. North Pender)
2. Permit their use but regulate (e.g. OCP through DPs)
3. Permit their use outright (e.g. Saturna, Salt Spring Island, Mayne)

DESIRED OUTCOME:

It is recommended that an Islands Trust model bylaw or policy not be established. Eight of the 13 Local Trust Committees already have amended bylaws or are contemplating regulations or policies related to ocean loop geo-exchange systems. Each LTC has a unique set of bylaws to which model provisions may or may not be applicable. For instance, some may not have DPAs currently and may want to address this issue through other forms regulation. Some may want to deal with amendments on a site specific basis thereby not contemplate any new regulations or policies. The current approach by LTCs appears to be working well based on demand and the desire of LTCs to add it to their work programs as a proactive measure. There are a range of options already developed at the LTC level and which are summarized in this report. It is recommended that this report be circulated to ensure that all LTCs and planners are aware of the issues and the options that are being used to address the potential use of these systems by a number of LTCs.

RESPONSE OPTIONS

Recommended:

That the Local Planning Committee circulate this report, *Renewable Energy Technologies in the Trust Area - Ocean Loop Geo-Exchange Systems*, dated January 31, 2013, to all Local Trust Committees and planning staff so that they are aware of the implementation options for ocean loop geo-exchange systems and their status in other Local Trust Areas

Alternative:

That the Local Planning Committee receive the report as information and take no further action.

Prepared By: Kris Nichols, Island Planner

Reviewed By/Date: David Marlor, Director of Local Planning Services
February 1, 2013

Linda Adams, Chief Administrative Officer



Population (2011):
Approximately 426

Size:
6,645 hectares (16,420 acres)

Location:
From French Creek, Vancouver Island, go 20 Kilometres north east across Georgia Strait.

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Lasqueti Island Local Trust Committee

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February 2013

- [Greening our Shores - follow up information](#)
- [Greening our Shores Workshop Program](#)
- [Greening our Shores Workshop – Integrated Shoreline & Watershed Maps](#)

November 2012

- [Lasqueti Island Local Trust Committee Meeting Schedule for 2013](#)

January 2011

- [Tax Incentive to Conserve Land Arrives on Lasqueti](#)

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Lasqueti Island Local Trust Committee Projects

False Bay Parking and Master Plan

- [APC Report on Parking in False Bay- June 13, 2011](#)
- [Staff Report on False Bay Parking and Master Plan - July 21, 2011](#)

Climate Change Actions

- [2007 Community Energy and Emission Inventory Reports \(CEEIs\) now available](#)
- [Climate Wise Islands](#)
- [Fact Sheets](#)
- [Community Information Meeting Minutes - December 3, 2009](#)
- [Adopted Bylaw No. 86](#)
- [Lasqueti Island Woodburning Workshop Report](#)
- [Lasqueti Greenhouse Gas Baseline Report by Joseph Fall - October, 2011](#)

General

- [Best Practices for Building and Living on Lasqueti Island](#)
- [Understanding "Guest Cabin" Definition in Lasqueti Land Use Bylaw No. 78 - September 2, 2010](#)
- [Lasqueti Island Draft Build Out Map - October 2008](#)
- [Powell River Regional District Parks and Greenspace Plan](#)
- [Living on Lasqueti Brochure](#)

Ecosystem Mapping

- [Draft Lasqueti Island Local Trust Area ecosystem maps and feedback form](#)

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