



PLANNING AND COMMUNITY DEVELOPMENT COMMITTEE

Thursday, November 9, 2017
SCRD Boardroom, 1975 Field Road, Sechelt, B.C.

AGENDA

CALL TO ORDER 9:30 a.m.

AGENDA

1. Adoption of Agenda

PETITIONS AND DELEGATIONS

REPORTS

2. Senior Planner – Roberts Creek Official Community Plan Amendment Bylaw No. 641.6 and Zoning Amendment Bylaw No. 310.167 for a Camping and Temporary Accommodation Establishment – Public Hearing Report and Consideration for Third Reading
Electoral Area D (Rural Planning Service) (Voting – A, B, D, E, F) Annex A
pp. 1 - 14
3. Senior Planner – Egmont / Pender Harbour Official Community Plan Amendment Bylaw No. 432.34 and Electoral Area A Zoning Amendment Bylaw No. 337.115 for a Yoga Therapy/Retreat Centre – Consideration for First Reading
Electoral Area A (Rural Planning Service) (Voting – A, B, D, E, F) Annex B
pp. 15 – 36
4. Senior Planner - Roberts Creek Official Community Plan Amendment Bylaw No. 641.9 and Zoning Amendment Bylaw No. 310.176 for Retail Use – Consideration for First Reading
Electoral Area D (Rural Planning Service) (Voting – A, B, D, E, F) Annex C
pp. 37 – 53
5. Planner – Provincial Referral 2411949 for an Electric Substation (BluEarth Renewables Inc.)
Electoral Area B (Rural Planning Service) (Voting – A, B, D, E, F) Annex D
pp. 54 – 68
6. Planner – Provincial Referral 2411818 for a Roadway (Carlson Point Homeowners)
Electoral Area B (Rural Planning Service) (Voting – A, B, D, E, F) Annex E
pp.69 – 92
7. Sunshine Coast Regional District Policing Committee Minutes of Oct. 19, 2017
(Voting – All) Annex F
pp. 93 – 95
8. Electoral Area A (Egmont/Pender Harbour) APC Minutes of October 25, 2017
Electoral Area A (Rural Planning Services) (Voting – A, B, D, E, F) Annex G
pp. 96 – 97
9. Electoral Area B (Halfmoon Bay) APC Minutes of October 24, 2017
Electoral Area B (Rural Planning Services) (Voting – A, B, D, E, F) Annex H
pp. 98 - 102

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| 10. Electoral Area D (Roberts Creek) APC Minutes of October 16, 2017
Electoral Area D (Rural Planning Services) (Voting – A, B, D, E, F) | Annex I
pp. 103 – 106 |
| 11. Electoral Area E (Elphinstone) APC Minutes of October 25, 2017
Electoral Area E (Rural Planning Services) (Voting – A, B, D, E, F) | Annex J
pp. 107 - 110 |
| 12. Electoral Area F (West Howe Sound) APC Minutes of October 24, 2017
Electoral Area F (Rural Planning Services) (Voting – A, B, D, E, F) | Annex K
pp. 111 - 113 |

COMMUNICATIONS

- | | |
|--|--------------------------|
| 13. <u>Bruce Milne, Mayor, District of Sechelt, dated September 7, 2017</u>
Regarding New Sechelt Age-Friendly Community Plan | Annex L
pp. 114 - 115 |
| 14. <u>Selina Williams, Corporate Officer, Town of Gibsons, dated October 27, 2017</u>
Regarding Gibsons Harbour Economic Development Strategy | Annex M
pp. 116 – 184 |
| 15. <u>Ellen Burack, Director General, Environmental Policy, Transport Canada, dated October 31, 2017</u>
Regarding Invitation to Stakeholder Engagement Sessions on the National Strategy to Address Abandoned and Wrecked Vessels | Annex N
pp. 185 - 187 |

NEW BUSINESS

IN CAMERA

ADJOURNMENT

SUNSHINE COAST REGIONAL DISTRICT STAFF REPORT

TO: Planning and Community Development Committee – November 9, 2017

AUTHOR: Yuli Siao, Senior Planner

SUBJECT: Roberts Creek Official Community Plan Amendment Bylaw No. 641.6, 2017 and Zoning Amendment Bylaw No. 310.167, 2017 for a Camping and Temporary Accommodation Establishment – Public Hearing Report and Consideration for Third Reading

RECOMMENDATIONS

1. THAT the report titled Roberts Creek Official Community Plan Amendment Bylaw No. 641.6, 2017 and Zoning Amendment Bylaw No. 310.167, 2017 for a Camping and Temporary Accommodation Establishment – Public Hearing Report and Consideration for Third Reading be received;
 2. AND THAT the Roberts Creek Official Community Plan Amendment Bylaw No. 641.6, 2017 be forwarded to the Board for Third Reading;
 3. AND THAT the Sunshine Coast Regional District Zoning Amendment Bylaw No. 310.167, 2017 as amended to limit the temporary use of sleeping cabins to not more than 15 consecutive days in any calendar month be forwarded to the Board for Third Reading;
 4. AND FURTHER THAT prior to consideration of adoption of Bylaw No. 641.6, 2017 and Bylaw No. 310.167, 2017 the following condition be met:
 - a. The subject property owner obtains a Provincial water license under the *Water Sustainability Act* for all uses on the subject property including the proposed temporary accommodation facilities.
-

BACKGROUND

On July 27, 2017 the Board adopted the following resolution:

240/17 **Recommendation No. 3** *Roberts Creek Official Community Plan Amendment Bylaw 641.6, 2017 and Sunshine Coast Regional District Zoning Amendment Bylaw 310.167, 2017*

THAT the report titled Roberts Creek Official Community Plan Amendment Bylaw 641.6 and Zoning Amendment Bylaw 310.167 for a Camping and Temporary Accommodation Establishment – Consideration for Second Reading and Public Hearing be received;

AND THAT the *Roberts Creek Official Community Plan Amendment Bylaw No. 641.6, 2017* be forwarded to the Board for Second Reading;

AND THAT Roberts Creek Official Community Plan Amendment Bylaw 641.6, 2017 is consistent with the SCRD's 2017-2021 Financial Plan and 2011 Solid Waste Management Plan;

AND THAT the *Sunshine Coast Regional District Zoning Amendment Bylaw No. 310.167, 2017* be forwarded to the Board for Second Reading;

AND THAT a public hearing to consider *Roberts Creek Official Community Plan Amendment Bylaw No. 641.6, 2017* and *Sunshine Coast Regional District Zoning Amendment Bylaw No. 310.167, 2017* be scheduled for 7:00 pm, Tuesday, September 12, 2017, at Roberts Creek Community Hall, located at 1309 Roberts Creek Road, Roberts Creek;

AND FURTHER THAT Director Lewis be delegated as the Chair and Director Lebbell be delegated as the Alternate Chair for the public hearing.

The Bylaws received Second Reading on July 27, 2017. Pursuant to the Board's resolution, a public hearing was held on September 12, 2017. This report summarizes comments received from the public hearing and recommends amendments to the Zoning Amendment Bylaw and a condition to be met prior to adoption.

DISCUSSION

Public Hearing Summary

Approximately 28 area residents attended the public hearing. The Public Hearing Report can be found in Attachment A. While a few concerns were raised, no objections to the proposal were expressed by attendees of the public hearing. The following is a summary of key issues and discussion on how they can be addressed.

Temporary Accommodation

Concerns were raised regarding the possibility of the sleeping cabins becoming long-term housing. Sleeping cabins are considered a more stationary form of structure and a more intensive use than recreational vehicles (RVs) or tents on a camp ground. They can be constructed of canvas, wood, metal or other materials. Construction of such cabins will require building permits. The applicant indicates that there will be no plumbing or electrical connection in the cabins, and they are intended to be used for short-term wilderness camping and retreats.

Despite the more stationary nature of the sleeping cabins, they are considered suitable for temporary accommodation and cannot be used for permanent habitation. The purpose of the Zoning Amendment Bylaw specific to this site is to permit a more intensive form of camping facility yet restrict its use to temporary accommodation. It is recommended that the Zoning Amendment Bylaw be revised to limit the duration of transient accommodation to not more than 15 consecutive days in any calendar month.

The Zoning Bylaw (Bylaw No. 310, 1987) can also address the concern of conversion of all sleeping cabins to permanent dwellings. The subject property is over 4 hectares in size and is permitted to have a maximum of 4 dwellings in accordance with the Zoning Bylaw. With one existing dwelling on the property, no more than 3 additional dwellings can be permitted, whether by conversion of the sleeping cabins or other structures, or by new construction.

Water License

In response to concerns regarding water usage by the sleeping cabins, it is recommended that a condition be imposed that before consideration of adoption of the Bylaws, a Provincial water license be obtained for both the existing uses on the property and the proposed sleeping cabins, washrooms, showers and cooking pavilion.

Summary of Bylaw Revision

The following highlights the recommended revision (underlined) to the Zoning Amendment Bylaw (Attachment C). No revision is recommended for the OCP Amendment Bylaw (Attachment B).

Site Specific Uses

- 1011.10 A maximum of ten sleeping cabins used for transient accommodation for a length of stay not more than fifteen consecutive days in any calendar month are permitted on Block 2 District Lot 3380 Plan 4341.

STRATEGIC PLAN AND RELATED POLICIES

The following SCRD Strategic Plan objectives and success indicators relate to the subject of this report:

- Incorporate land use planning and policies to support local economic development.
- Collaborate with community groups and organizations to support their objectives and capacity.
- Create and use an “environmental lens” for planning, policy development, service delivery and monitoring.

The subject of this report is also aligned with the following land use principles of the Regional Sustainability Plan: ‘We Envision’ for the Sunshine Coast:

- We envision a continued vitality in the urban-wild dynamic, unique to our region, through the conservation and enhancement of biodiversity, natural spaces, parks and recreation opportunities for all residents.

CONCLUSION

Through the public hearing a number of concerns were expressed, but no objections to the proposal were made. This report discusses how concerns can be addressed, especially restriction on the duration of temporary accommodation.

Staff recommend that the revised Bylaws be presented to the Board for third reading, and the recommended condition be met before consideration of adoption of the Bylaws.

Attachments

Attachment A – Public Hearing Report

Attachment B – OCP Amendment Bylaw 641.6, 2017

Attachment C – Zoning Amendment Bylaw 310.167, 2017 (revised)

Reviewed by:			
Manager	X – A. Allen	Finance	
GM	X – I. Hall	Legislative	
CAO	X – J. Loveys		

Attachment A

**Public Hearing Report
SUNSHINE COAST REGIONAL DISTRICT**

REPORT OF A PUBLIC HEARING HELD AT
Roberts Creek Community Hall
1309 Roberts Creek Road, Roberts Creek, BC
September 12, 2017

Roberts Creek Official Community Plan Amendment Bylaw No. 641.6, 2017
and
Sunshine Coast Regional District Zoning Amendment Bylaw No. 310.167, 2017

PRESENT:	Chair, Area E Director	L. Lewis
	Alternate Chair, Area D Director	M. Lebbell
ALSO PRESENT:	Senior Planner	Y. Siao
	Recording Secretary	A. Ruinat
	Members of the Public	28

CALL TO ORDER

The public hearing for Roberts Creek Official Community Plan Amendment Bylaw No. 641.6, 2017 and Sunshine Coast Regional District Zoning Amendment Bylaw No. 310.167, 2017 was called to order at 7:07 pm.

L. Lewis, Chair

The Chair introduced staff in attendance and read prepared remarks with respect to the procedures to be followed at the public hearing. The Chair then indicated that following the conclusion of the public hearing the SCRD Board may, without further notice or hearing, adopt or defeat the bylaws or alter and then adopt the bylaws providing the alteration does not alter the use or increase the density. The Chair asked Yuli Siao, Senior Planner, Planning and Development, to introduce Roberts Creek Official Community Plan Amendment Bylaw No. 641.6, 2017 and Sunshine Coast Regional District Zoning Amendment Bylaw No. 310.167, 2017.

PURPOSE OF BYLAW

Yuli Siao, Senior Planner, SCRD Planning and Development

The Senior Planner began the presentation noting that the proposed bylaw is located at 2089 Lockyer Road, Roberts Creek for a camping and temporary accommodation facility.

The Senior Planner presented the proposed site plan and location of the property. There will be 10 sleeping cabins on the property on the lower portion of the property. The applicant is also proposing outdoor showers, washrooms and a cooking pavilion. Access to the property is through

an existing driveway on the adjacent property. There is an existing house on the upper portion of the property. Proposed parking is near the entrance of the property.

The Roberts Creek Official Community Plan (OCP) designates the subject property as 'Resource'.

- The land use designation protects forestry and watershed.
- Small-scaled tourist accommodation is supported.
- Campsites are permitted.
- Recreational opportunities are encouraged.

The applicant proposes to retain the Resource land use designation with a permission for small-scale temporary accommodation.

The current zoning of the property is split between RU1 (Rural One) and RU2 (Rural Two).

- RU1 does not permit camp sites.
- RU2 permits maximum 10 camp sites per hectare.

The property is 4 hectares, and 10 camp sites are proposed for the property.

The proposed amendment is to consolidate the split zones on the property into RU2 Zone throughout.

Other Considerations:

- Fire protection plan: Reviewed by the Roberts Creek Volunteer Fire Department.
- Water supply: There is an existing provincial water licence.
- Waste treatment: There will be a new septic system as well as composting toilets for the campsites.

The Senior Planner reviewed the bylaw amendment timeline:

- The bylaw received First Reading on April 27, 2017 and Second Reading on July 27, 2017.
- The application has been referred to the following agencies for comment: shíshálh Nation, Ministry of Transportation and Infrastructure, Vancouver Coastal Health Authority, and Ministry of Forests, Lands, Natural Resource Operations and Rural Development.
- After the public hearing, the public hearing report will be presented to the Board for consideration of Third Reading of the bylaws.

The Senior Planner concluded the presentation. The Chair called a first time for submissions.

PUBLIC SUBMISSIONS

Blue Star

2089 Lockyer Road, Roberts Creek

Lives in the residence on the subject property. Asked for clarification regarding the location of the campsites being proposed for above or below the house (on the property).

The Senior Planner noted that no proposal has been received by the proponent to relocate the campsites to a different location than what has been originally proposed for the lower portion of property.

Yvonne Strohwal, Proponent replied by stating that the location of the campsites will remain as proposed in the application submitted to the SCRD. If the SCRD does not accept the location, the proponent will consider changing the location.

Asked for clarification if the sewage system from the main house will be used for the campsites as well.

The Senior Planner replied by stating that the campsites will require a new septic field in order to accommodate new sewage flow.

Mike Allegretti

1738 Lockyer Road, Roberts Creek

Concerns with the proposal equating 10 cabins with 10 campsites. Noted that the Roberts Creek OCP review allowed campsites but has concerns with campsite zoning turning into resort zoning. Camping is sleeping on the ground, in a tent or RV, however staying in a cabin is not camping. The RCOCP states campsites and not resorts.

Takes issue with the potential for short-term housing to turn into long-term housing. Asked how this will be set up and monitored. Expressed concern with 10 long-term housing (cabins) on one property. Spoke to other non-conforming examples in the area. Only two residences would be allowed on this property, however this proposal has the potential for 10 houses.

Elaine Futterman

1738 Lockyer Road, Roberts Creek

Understands need for long-term housing, however this is the wrong location if the cabins become year-round homes. Has concerns about the suitability of the campsites / camp houses for tourism benefit due to the location and surrounding landscape (clear cuts) of the subject property.

Sally Simpson

3396 Crystal Road, Roberts Creek

Asked for clarification regarding the RU1 and RU2 zone land use designations and if the sleeping cabins will be on the RU1 portion of the property.

The Senior Planner stated that the property currently has split zoning; the upper portion of the property is zoned RU2 and the lower portion is currently RU1. Campsites are permitted on RU2, however they are currently proposed for the lower RU1 portion. The proposal is to convert the whole property to RU2. The split zones are due to a mapping error and should have aligned with the property lines.

Asked for clarification regarding the water supply coming from Wilson Creek and impact on upstream water licence holders.

The Senior Planner stated that the proponent holds an existing provincial water licence for the property to withdraw 500 gallons per day. A copy of the licence has been provided in the proposal submitted to the SCRD.

Asked for clarification if the existing licence is for the one house on the property and if it will be used for the camping facility as well.

The Proponent clarified that the existing water licence specifies the amount of water that can be drawn from the creek, not specifically for the house, but for the property as a whole.

Asked if the proponent could re-apply to change the water licence if more water is required to serve an increased number of people on the campsites. Asked if the water licence is provincially regulated and if there is monitoring of the water drawn from the creek.

The Senior Planner replied that this is correct.

John Gibbs
3039 Lower Road, Roberts Creek

Asked if there are any restrictions on the construction of the cabins, such as plumbing, electricity, and insulation. Asked if the cabins could be winterized for 12 month residence and if there are any mechanisms to prevent this.

The Senior Planner stated that cabin construction is regulated by the BC Building Code and will require building permits. The zoning bylaw regulates the land use and not the construction of the buildings. The RU2 zone states that only up to 4 permanent residents are permitted given the size of the subject property. The applicant could convert up to three cabins maximum as there is already an existing residence on the property.

Yvonne Strohwal, Proponent clarified that the cabins will not be built with plumbing or electricity.

The Chair called a second time for submissions.

Sally Simpson
3396 Crystal Road, Roberts Creek

Stated that although not an immediate neighbour, does not have problems with the proposal. One concern would be the potential for noise issues from events.

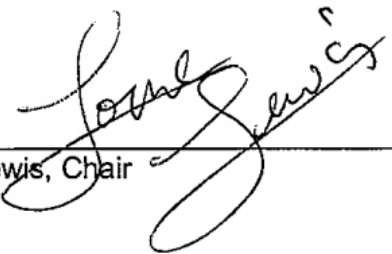
CLOSURE

The Chair called a third and final time for submissions. There being no further submissions, the Chair announced the public hearing for proposed Roberts Creek Official Community Plan Amendment Bylaw No. 641.6, 2017 and Sunshine Coast Regional District Zoning Amendment Bylaw No. 310.167, 2017 closed at 7:38 p.m.

The Chair thanked everyone for attending the public hearing.

Certified fair and correct:

Prepared by:



L. Lewis, Chair

A. Ruinat, Recording Secretary

Attachment B

SUNSHINE COAST REGIONAL DISTRICT

BYLAW No. 641.6, 2017

A bylaw to amend the Roberts Creek Official Community Plan Bylaw No. 641, 2012

The Board of Directors of the Sunshine Coast Regional District, in open meeting assembled, enacts as follows:

PART A – CITATION

1. This bylaw may be cited as the *Roberts Creek Official Community Plan Amendment Bylaw No. 641.6, 2017*.

PART B – AMENDMENT

2. *Roberts Creek Official Community Plan Bylaw No. 641, 2012* is hereby amended as follows:

Insert the following sub-section immediately following Section 18h:

“18h.1 Notwithstanding Section 18h, temporary accommodation in the form of sleeping cabins is permitted on Block 2 District Lot 3380 Plan 4341.”

PART C – ADOPTION

READ A FIRST TIME this 27TH DAY OF APRIL, 2017

PURSUANT TO SECTION 475 OF THE *LOCAL GOVERNMENT ACT* CONSULTATION REQUIREMENTS CONSIDERED this 27TH DAY OF APRIL, 2017

READ A SECOND TIME this 27TH DAY OF JULY, 2017

CONSIDERED IN CONJUNCTION WITH THE SUNSHINE COAST REGIONAL DISTRICT FINANCIAL PLAN AND ANY APPLICABLE WASTE MANAGEMENT PLANS PURSUANT TO THE *LOCAL GOVERNMENT ACT* this 27TH DAY OF JULY, 2017

PUBLIC HEARING HELD PURSUANT TO THE *LOCAL GOVERNMENT ACT* this 12TH DAY OF SEPTEMBER, 2017

READ A THIRD TIME this DAY OF MONTH YEAR

ADOPTED this _____ DAY OF _____ MONTH _____ YEAR

Corporate Officer

Chair

SUNSHINE COAST REGIONAL DISTRICT

BYLAW No. 310.167

A bylaw to amend *Sunshine Coast Regional District Zoning Bylaw No. 310, 1987*

The Board of Directors of the Sunshine Coast Regional District, in open meeting assembled, enacts as follows:

PART A – CITATION

1. This bylaw may be cited as the *Sunshine Coast Regional District Zoning Amendment Bylaw No. 310.167, 2017*.

PART B – AMENDMENT

2. *Sunshine Coast Regional District Zoning Bylaw No. 310, 1987* is hereby amended as follows:

Insert the following section immediately following Section 1011.9:

“Site Specific Uses

1011.10 A maximum of ten sleeping cabins used for transient accommodation for a length of stay not more than fifteen consecutive days in any calendar month are permitted on Block 2 District Lot 3380 Plan 4341.”

3. Schedule A of Zoning Bylaw No. 310, 1987 is hereby amended by rezoning Block 2 District Lot 3380 Plan 4341 from “RU1 Zone (Rural One)” and “RU2 Zone (Rural Two)” to “RU2 Zone (Rural Two)”, as depicted on Appendix ‘A’ to this bylaw.

PART C – ADOPTION

READ A FIRST TIME this 27TH DAY OF APRIL, 2017

READ A SECOND TIME this 27TH DAY OF JULY, 2017

PUBLIC HEARING HELD PURSUANT TO
THE *LOCAL GOVERNMENT ACT* this 12TH DAY OF SEPTEMBER, 2017

READ A THIRD TIME this

DAY OF

MONTH

YEAR

ADOPTED this

DAY OF

MONTH

YEAR

Corporate Officer

Chair



Appendix A to Zoning Amendment Bylaw No. 310.167, 2017

Rezoning Block 2 District Lot 3380 Plan 4341 from
 "RU1 Zone (Rural One)" and "RU2 Zone (Rural Two)"
 to "RU2 Zone (Rural Two)"



Subject Property: PID 011-623-977

RU2

Change from RU1/RU2
 to RU2

E. Wilson FSR

RU1

RU4

RU4

Hanbury Rd



Chair

Corporate Officer

SUNSHINE COAST REGIONAL DISTRICT STAFF REPORT

TO: Planning and Community Development Committee – November 9, 2017

AUTHOR: David Rafael, Senior Planner

SUBJECT: EGMONT/PENDER HARBOUR OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW No.432.34 AND ELECTORAL AREA A ZONING AMENDMENT BYLAW No. 337.115 FOR A YOGA THERAPY/RETREAT CENTRE – ELECTORAL AREA A

RECOMMENDATIONS

THAT the report titled Egmont/Pender Harbour Official Community Plan Amendment Bylaw No.432.34 and Electoral Area A Zoning Amendment Bylaw No. 337.115 for a Yoga Therapy/Retreat Centre – Electoral Area A be received;

AND THAT *Egmont / Pender Harbour Official Community Plan Amendment Bylaw No. 432.34, 2017* be forwarded to the Board for First Reading;

AND THAT *Sunshine Coast Regional District Electoral Area A Zoning Amendment Bylaw No. 337.115, 2017* be forwarded to the Board for First Reading;

AND THAT pursuant to *Section 475* of the *Local Government Act*, Bylaw Nos 432.34 and 337.115 be referred to the following agencies as part of the early and on-going consultation:

- (1) *shíshálh* Nation;
- (2) Ministry of Transportation & Infrastructure;
- (3) Vancouver Coastal Health Authority;
- (4) Egmont/Pender Harbour Advisory Planning Commission; and
- (5) Pender Harbour Volunteer Fire Department;

AND FURTHER THAT a public information meeting be held prior to consideration of Second Reading.

BACKGROUND

The SCRD has received an application to permit a yoga therapy/retreat centre (yoga centre) on a property on Daniel Road in Egmont/Pender Harbour (Figure 1).

The proposal requires an amendment to the Egmont/Pender Harbour Official Community Plan (OCP) in addition to rezoning the property.

The applicant provided a development statement (Attachment A). Background documents (covenant and geotechnical reports) referred to in the statement were also provided however they are not attached to this Report.

The proposal is to develop a 92 square metre yoga centre and ten sleeping units of about 37 square metres. A building of this size could accommodate two to three guests each; no cooking facilities are proposed. The building containing the yoga centre would also include a dwelling about 92 square metres. Seven parking spaces are proposed.

The purpose of this report is to provide information on the application and obtain direction on moving forward with the bylaw amendment request.

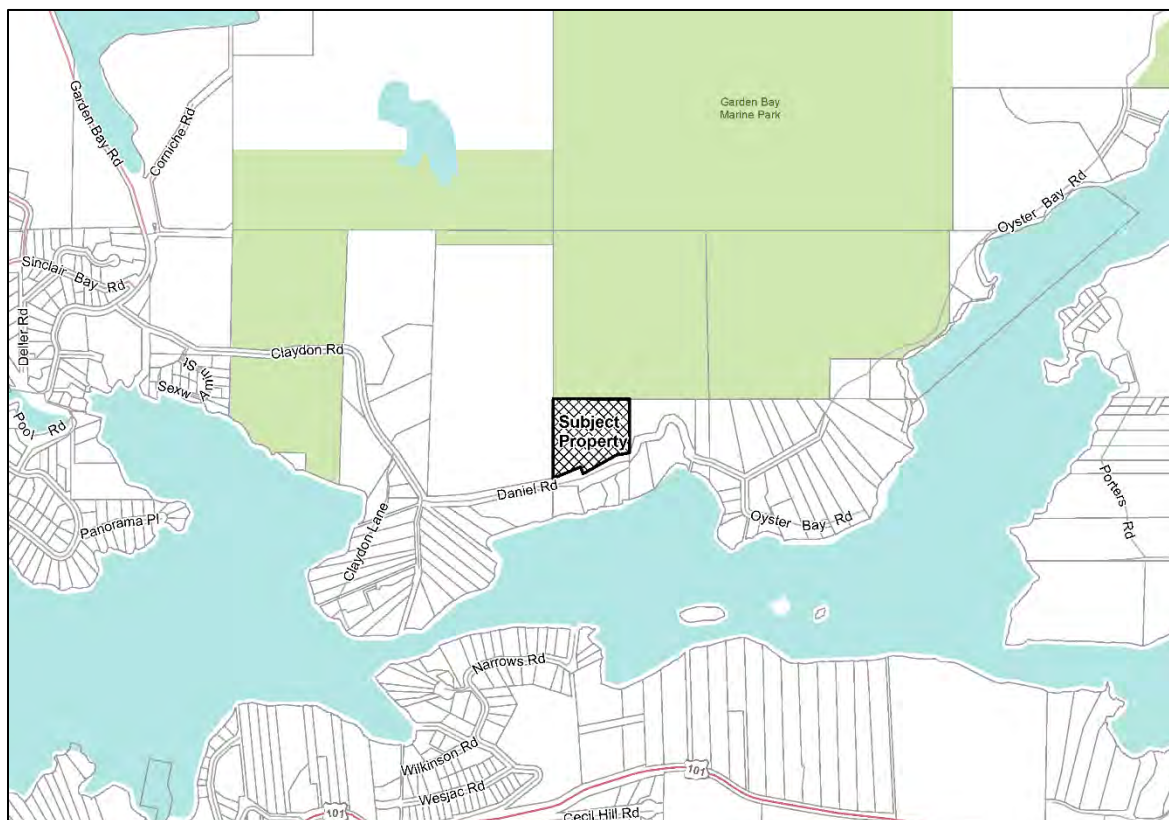


Figure 1 – Location

Owner / Applicant:	W. Brokx and M. Reagh	
Civic Address:	Daniel Road (number not yet assigned)	
Legal Description:	Strata Lot 5, District Lot 3990, Group 1 New Westminster District, Strata Plan LMS3801	
Electoral Area:	A - Egmont/Pender Harbour	
Parcel Area:	3.7 hectares	
OCP Land Use:	Current: Marine Upland Study Area	Proposed: Community Commercial (Staff recommend site specific amendment to Marine Upland Study Area)
Land Use Zone:	Current: RU1 (Rural Residential)	Proposed: R3 (Residential and Auxiliary Commercial) (Staff recommend site specific amendment to RU1)
Subdivision	Current: B (1000 square metre)	Proposed: B
Application Intent:	Develop a yoga therapy/retreat centre	

Table 1 - Application Summary

Parcels	OCP Land Use	Zoning
Subject Property	Marine Upland Study Area	RU1
North	Rural C	RU1C
East	Marine Upland Study Area	RU1
South	Marine Upland Study Area	RU1
West	Marine Upland Study Area	RU1

Table 2 – Land Use and Zoning in Area

DISCUSSION

Egmont/Pender Harbour Official Community Plan Bylaw No. 432, 1996

The subject property's OCP Land Use Designation is Marine Upland Study Area. The objective of the designation is to acquire relevant biophysical information relating to the Oyster Bay and East Pender Bay marine upland areas. The information is to assist in making recommendations for future land-use, water-use and subdivision densities.

Policy 6.2 states that:

“Zoning regulations concerning land-use should remain unchanged...Any future changes to land-use, water-use, or subdivision density designations shall be supported by the overall environmental assessment.”

The OCP does not support significant changes. However, Staff consider the proposal to be modest in scale and not a significant departure from the existing zoning.

Egmont/Pender Harbour Official Community Plan Bylaw No. 708, 2017

The Egmont/Pender Harbour OCP is undergoing a review and the draft set out in Bylaw No. 708 received First Reading on April 27, 2017. The emerging OCP does not include the Marine Upland Study Area land-use designation.

The subject property is within the proposed Rural Residential A land use designation. The designation identifies the area as a transition zone from the more dense residential areas to the less dense rural areas and encourages a range of land uses to promote community diversity. The emerging OCP objectives and policies for this designation support tourist related accommodation (such as campgrounds and sleeping units at 10 per hectare to a maximum of 30), auxiliary small scale industry and home occupation opportunities in scale with residential and rural neighbourhoods.

There are aspects of the proposal, such as the ten 37 square metre sleeping units, that are supported by the OCP designation. However, the designation does not expressly support the proposed yoga therapy/retreat centre. The proposed use may contribute to supporting community diversity.

The emerging OCP also sets out Development Permit Areas for geotechnical hazards. The eastern portion of the subject property is within DPA #3 (Slope Hazards). Any land alteration within the DPA will need to be the subject of a development permit before a building permit could be issued.

Sunshine Coast Regional District Electoral Area A Zoning Bylaw No. 337, 1990

The subject property is zoned RU1 (Rural Residential). On parcels greater than 1.75 hectares the RU1 zone permits campgrounds (at 10 sites per hectare), limited manufacturing and storage (maximum floor area of 75 square metres) and riding stable/academy. Other commercial uses are agriculture auxiliary light industry (maximum floor area of 200 square metres), B&B inn, garden nursery and home based business. A yoga centre and sleeping units are not expressly permitted uses in the RU1 zone, though not dissimilar to other permitted uses.

Sleeping units are defined in Bylaw 337 as a “set of rooms containing no cooking facilities used to accommodate any particular person for a period of six consecutive months or less in any calendar year.” The proposal fits within this definition.

Bylaw 337 sets out parking requirements for various uses. Where there are a mix of uses the requirement is the combined requirement for each use. The yoga centre is considered to be an assembly use. The requirement is:

Use	Requirement	Parking	Loading
Single family dwelling	2	2	
Assembly, institutional or recreation use	0.33 per seat plus 10 per 100 m ² 1 passenger unloading space per 100 m ²	17	1
Motel/Lodge (no restaurant)	0.5 spaces per room 1 bus loading space per 900 m ²	5	1
Total		24	2

Note: No parking requirement is set out in Bylaw No. 337 for a sleeping unit. Staff consider that the requirement should be the same as that for a motel/lodge.

Table 3: Parking Requirement

Geotechnical and Septic Field Information

A covenant on title identifies the location for a septic field to serve a single family home provided that daily flow does not exceed 1705 litres per day; about the estimated flow from a 4-bed house.

The subject property is located to the south of the Garden Bay Marine Provincial Park. The site slopes to the southeast. It is quite steep in parts and overall has about a 30 degree slope. There are some relatively flatter areas and geotechnical reports provided by the applicant (dated 1994 and 1995) identified an area for residential development on the subject property.

Staff recommend that prior to consideration of Second Reading additional information is provided to confirm that there is septic treatment capacity and a buildable area. This is because the covenant and reports did not consider a commercial development and the reports are over 20 years old.

Analysis

The current OCP does not support rezoning applications within the Upland Marine Study Area. The Board must consider whether to move forward with this amendment request prior to adoption of the new OCP, Bylaw No. 708.

The emerging OCP removes the requirement for a study and offers support for aspects of the proposal (such as the sleeping units) and community diversity from an economic and service perspective. Thus there is scope for the bylaws to receive First Reading and commence engagement.

The applicant proposes to amend the OCP land-use designation to Community Commercial. This is not currently an OCP designation nor is it proposed in the emerging OCP. Staff do not recommend establishing a commercial land-use designation for a site specific proposal that introduces uses auxiliary to residential. It is preferable to set out site specific uses within the current land use designation. This could also be incorporated into the emerging OCP.

The applicant proposes that the subject property be rezoned to R3 (Residential and Auxiliary Commercial); this zone allows for sleeping units. It also permits a range of other commercial uses such as retail, bakery and office. It does not, however, permit a yoga centre.

Staff recommend introducing site specific uses to the RU1 zone that would permit the yoga centre and sleeping unit uses. This would prevent introducing a range of uses set out in the R3 zone that are not part of the proposal. Regulations such as maximum floor area for the yoga centre and a sleeping unit should also be applied that relate to the proposal and allow limited flexibility. The regulations will be informed by the geotechnical study and septic treatment capacity.

The Bylaw No. 337 parking requirement of 24 parking and 2 loading spaces does not reflect the nature of the proposal. There will be significant overlap between those staying in the sleeping units and those attending the yoga centre. The requirement for assembly uses includes staff and was established to cover a wide range of assembly uses, some of which can attract a high number of participants.

The proposed yoga centre is limited in scale and nature of use. The person leading the yoga activities will be a resident of the property and the intention is to limit the number of participants to 20. Staff consider that the applicant's proposal of seven spaces is too low. Based on having a resident instructor, 20 participants and ten sleeping units the number of parking spaces could be reduced to ten. Staff consider that a dedicated on-site loading/bus space is not required due to nature of the use and it appears, on air photos, there is space on the road for buses to load/unload without interfering with traffic. This will be confirmed during the consultation period.

Staff recommend that the following regulations are included:

- (a) Limit of 10 sleeping units;
- (b) Each sleeping unit to have a maximum floor area of 40 square metres;
- (c) Yoga therapy/retreat centre with a maximum floor area of 100 square metres;
- (d) No more than 20 participants at any one time; and
- (e) Minimum of 10 parking spaces.

These could change as additional information is provided and in response to consultation. Copies of the bylaws are included in Attachment B.

Options

Possible options to consider:

Option 1: *Egmont / Pender Harbour Official Community Plan Amendment Bylaw No. 432.34, 2017 and Sunshine Coast Regional District Electoral Area A Zoning Amendment Bylaw No. 337.115, 2017* be forwarded to the Board for First Reading and commence consultation

The emerging OCP offers support for aspects of the proposal. There is scope to gather community and agency input to find out if there is support to move forward. Some issue will need to be resolved, primarily related to the development capacity of the steep parcel. Traffic and parking are also issues that need to be considered in more detail.

Staff recommend this option.

Option 2: *Egmont / Pender Harbour Official Community Plan Amendment Bylaw No. 432.34, 2017 and Sunshine Coast Regional District Electoral Area A Zoning Amendment Bylaw No. 337.115, 2017* be abandoned

The current OCP does not support rezoning applications in this area until a Marine Upland Study is completed. While the emerging OCP removes this requirement and offers support for aspects of the proposal, Bylaw 708 has First Reading only and the policies may change. Thus the application may be considered to be premature and the Board may choose not to proceed.

Organization and Intergovernmental Implications

The proposal will be referred the SCRD Infrastructure Services Department and the Building Division.

The property could be connected to the SCRD watermain that passes along Daniel Road. The SCRD does not provide solid waste collection in the area. The Building Code has specific requirements for assembly buildings based on floor area and capacity. It would be valuable to review the proposal ahead of a building permit being submitted to ensure that the applicant is aware of the building requirements. This could also inform the regulations set out above.

A referral will be sent to the Pender Harbour Volunteer Fire Department as the Subject Property is within its service area.

Financial Implications

OCP amendments need to be considered in conjunction with the SCRD's 2017-2021 Financial Plan and 2011 Solid Waste Management Plan pursuant to the *Local Government Act*. This will be done prior to consideration of Second Reading as there may be amendments to the bylaws.

Timeline for next steps or estimated completion date

Consultation would take place after First Reading, if granted, and a report will be provided to a future Planning and Community Development Committee setting out consultation results and next steps.

The timeline is dependent upon several factors such as the 60-day referral period, applicant scheduling of a public information meeting, and possible need to gather additional information to address concerns raised during consultation.

Communications Strategy

The *Local Government Act* requires that when an OCP is being developed that the local government specifically consider whether consultation is required with first nations; adjacent local governments (regional and municipal); boards of education, greater boards, improvement district boards; and provincial and federal government and their agencies.

The Subject Property is within the *shíshálh* Nation's territory. The applicant was advised to contact the Nation's Rights and Title office. Staff recommend that a referral is sent to the *shíshálh* Nation.

The Egmont/Pender Harbour Advisory Planning Commission will be sent a referral.

The applicant can discuss mitigation measures for concerns raised with SCRD and agencies

If the proposal significantly alters in response to consultation then additional referrals may be required to ensure no new issues arise.

The bylaws will be referred to the following agencies as part of the early and on-going consultation:

- (1) *shíshálh* Nation;
- (2) Ministry of Transportation & Infrastructure;
- (3) Vancouver Coastal Health Authority;
- (4) Egmont/Pender Harbour Advisory Planning Commission; and
- (5) Pender Harbour Volunteer Fire Department.

The Subject Property is part of a strata and Staff will refer the bylaws to the owners of the other strata properties during the consultation period.

STRATEGIC PLAN AND RELATED POLICIES

The SCRD Value of Transparency is supported by the rezoning process.

CONCLUSION

The SCRD received an application to amend the OCP land-use designation and rezone a property on Daniel Road to permit a yoga centre with ten sleeping units. The proposal is not supported by the current OCP. However, the emerging OCP offers support for aspects of the proposal. Additional information will be required if the application moves forward regarding the subject property's septic capacity and buildable area.

Staff recommend that *Egmont / Pender Harbour Official Community Plan Amendment Bylaw No. 432.34, 2017 and Sunshine Coast Regional District Electoral Area A Zoning Amendment Bylaw No. 337.115, 2017* be forwarded to the Board for First Reading and that consultation commence.

A report will be provided to a future Planning and Community Development Committee meeting setting out consultation results and next steps.

Attachments

Attachment A – Applicant's Development Description

Attachment B - *Egmont / Pender Harbour Official Community Plan Amendment Bylaw No. 432.34, 2017 and Sunshine Coast Regional District Electoral Area A Zoning Amendment Bylaw No. 337.115, 2017*

Reviewed by:			
Manager	X – A. Allen	Finance	
GM	X – I. Hall	Legislative	
CAO	X – J. Loveys	Other	

ATTACHMENT A

Applicant's Development Description

Garden Bay Mountain Retreat Centre, Lot 5 – 5288 Daniel Road

Walter Brox and Maggie Reagh have recently purchased Lot 5 – 5288 Daniel Road and are seeking the Sunshine Coast Regional District and shíshálh nation's approval for a zoning / land use amendment per the attached paperwork that allows for the construction of the **Garden Bay Mountain Retreat Centre**.

Garden Bay Mountain Retreat Centre will primarily focus on Yoga Therapy, a growing field in complimentary healthcare that is even starting to be covered by insurance companies such as ICBC. Although Yoga has long been used as therapy for a range of conditions, it is only in the past year that the International Association of Yoga Therapists (IAYT) - <http://www.iayt.org/> has been certifying practitioners to deliver Yoga Therapy for conditions such as:

- **Musculoskeletal Conditions**
 - Sports Injuries
 - Common Aches and Pains
 - Osteoarthritis
 - Chronic Pain
 - Scoliosis
- **Systemic Conditions**
 - Anxiety
 - Depression
 - Asthma/COPD
 - Cancer
 - Diabetes
 - High Blood Pressure

Yoga Therapy International (YTI) <http://yogatherapyinternational.com/> provides one of only four IAYT accredited programs in Canada for training Yoga Therapists. Operating at full capacity with its third cohort in its current location in Vancouver, BC, YTI is looking to expand and relocate to its (proposed) new facility in Garden Bay. During its two-year, 1000-hour program, there will be two 10-week summer residential terms conducted at the **Garden Bay Mountain Retreat Centre** from June to August. The remainder of the time, the **Garden Bay Mountain Retreat Centre** will be used for week-long Yoga Therapy seminars, private/group classes, and other wellness-based retreat offerings.

The **Garden Bay Mountain Retreat Centre** will ultimately consist of a 92 m² / 1000 ft² centrally located yoga studio. Attached to the yoga studio will be a similar sized, 2-bedroom, living facility. Throughout the complex, there will be 10 approximately 37 m² / 400 ft² 2-3 bedroom living quarters ("bunkies"). These will be all connected using a trail system that will take advantage of existing roughed-in roads. While care will be taken to remove as few viable trees as possible, we anticipate removing approximately 20-30 large (>8" diameter) trees to accommodate construction of the bunkies, yoga studio, and garden areas between some pathways.

Construction of the **Garden Bay Mountain Retreat Centre** will take two separate paths. Path one will see the yoga studio and living quarters constructed using traditional bricks and mortar techniques. Each section will be approximately 92 m² / 1000 ft² and the yoga studio will accommodate 20 students at maximum capacity. A number of designs have been proposed, and we will work with a local architect / draftsman (Guy Trembley, Walter Powell, or Teryl Mullock) to refine the design for construction, and use a local contractor to oversee construction (perhaps Kai Jenkins).

Path two will see the construction of the bunkie facilities. Natural building techniques will be employed, primarily cob construction. This technique has been used in similar landscapes such as in the Cowichan Valley, Denman and Maine Island - <http://www.theyearofmud.com/2014/12/12/mayne-island-cob-house/>. As this technique is slower, phase 2 will take a number of summers to complete. Although we will host cob building workshops for local cob building companies (*Cob Cottage Company* or *Our Ecovillage*), the majority of the work will be performed by local workers (summer students) who will assist us and a team of volunteers to construct a total of ten 37 m² / 400 ft² 2-3 person bunkies.

Parking: Under the 337 zoning regulations, we interpret that there is a requirement for 0.33 parking spots per "seat". With a final capacity of 20, there will be 7 parking spots provided for, with some modification of the existing lower road structure on the parcel, shown roughly on the *Scaled Site Plan*. Two additional spots will be located by the yoga studio/dwelling proper for the residents of the living quarters.

Septic: Currently, there is a *Health Covenant* to cover building a septic field for a single family dwelling with an area set out on the parcel for said field that would cover a total of 375 Imperial gallons of flow - see Appendix A. This will have to be revisited with the addition of 10 part-time use bunkies.

Engineering Studies: There have been a two engineering studies performed on this parcel of land, on Oct. 17, 1994 and Aug 22, 1995 - see Appendix B. The latest and most detailed one indicates the areas that are, in their opinion, able to be built upon. All of our proposed buildings fall either in Zone B (mitigative measures could be reasonably undertaken to minimize risk to structure) or Zone C (no mitigative measures are anticipated to be required). As most of these structures are relatively small: 37 m² / 400 ft² mitigative measures are anticipated to be more manageable.

Employment: During the construction phase there will be employment for the building trades and summer students. This will bring a one-time benefit of employment to the Sunshine Coast Regional District during the construction phase(s) of the project. Once the **Garden Bay Mountain Retreat Centre** is operational, there will be need for maintenance, catering, massage therapy and cleaning staff on an as needed basis. It is estimated that this would total approximately 20 hours of employment per week.

Benefit to the Community: Yoga Therapy International (YTI) delivers Yoga Therapy one-on-one and in small group classes throughout the year in Vancouver. It also offers summer intensives trainings for Yoga Therapist trainees, which includes free internship classes for local residents. YTI hopes to move much of its business to the **Garden Bay Mountain Retreat Centre**, which will bring the benefits of this complimentary healthcare modality to the local residents of the Sunshine Coast.

Scaled Site Plan

Site access will be from the existing branch off of Daniel Road.

Currently, there is one existing small building for storage; however, there is ample area for additional storage facilities, which will be located as best suits the construction phase(s) of the project.

There is ample area for parking on the roughed in roads during the construction phase of the project. Long term parking for the yoga studio will consist of spaces in a small parking lot as well as 3-4 laneway parking spots in each lot with priority parking given to electric vehicles.

Scaled Site Plan (topographical) – Lot 5 – 5288 Daniel Road



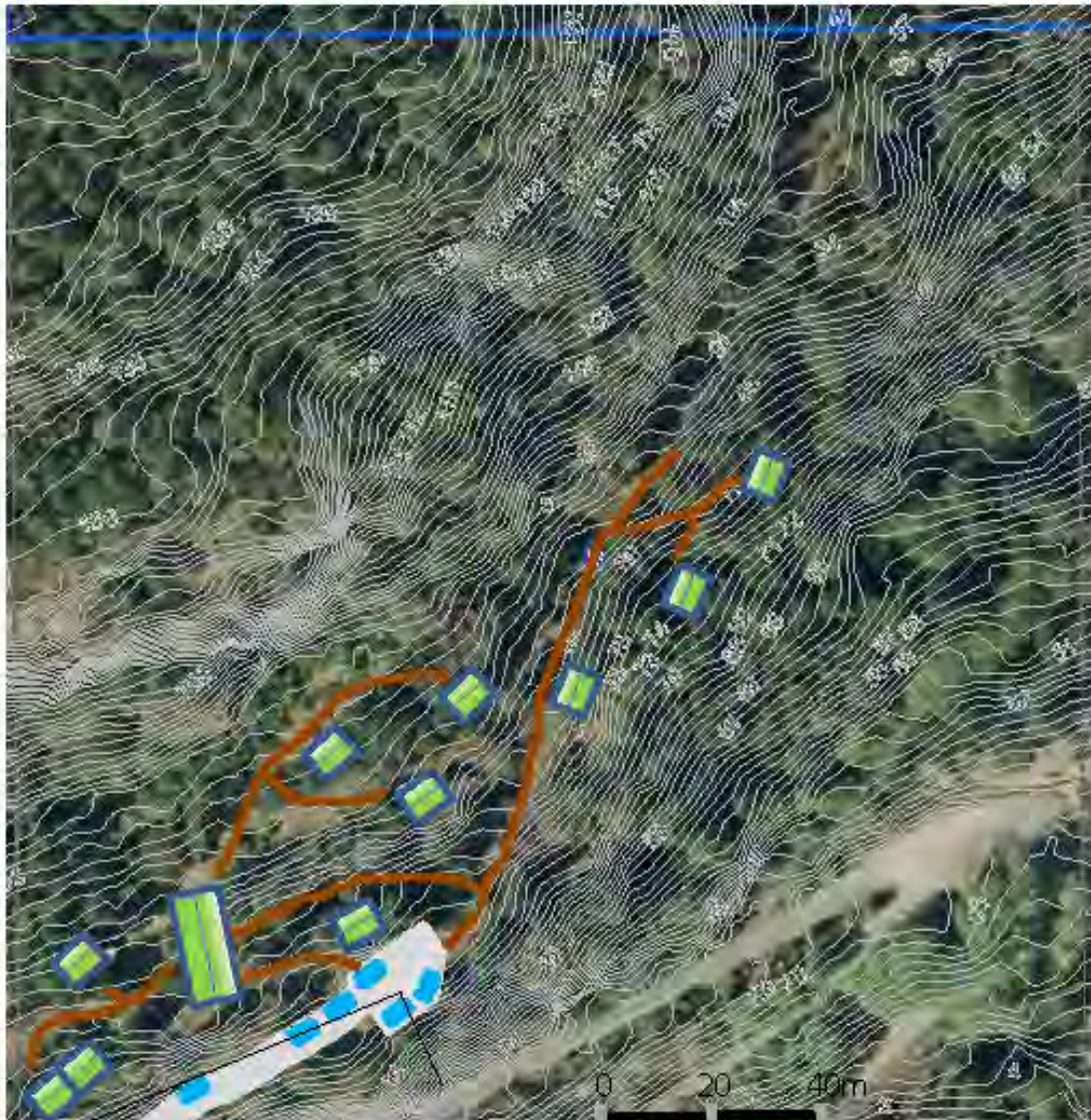
Small Structures:	2-3 person "bunkies" (~400 ft ²)
Large Structure:	Yoga studio (92 m ² / 1000 ft ²) / living quarters (92 m ² / 1000 ft ²)
Rust:	Trails follow old "roughed in" roadways
Grey:	Access road / parking

Scaled Site Plan (overhead) – Lot 5 – 5288 Daniel Road



Small Structures:	2-3 person "bunkies" (~400 ft ²)
Large Structure:	Yoga studio (92 m ² / 1000 ft ²) / living quarters (92 m ² / 1000 ft ²)
Brown:	Trails follow old "roughed in" roadways
Grey:	Access road / parking

Scaled Site Plan (overhead and topographical) – Lot 5 – 5288 Daniel Road



Small Structures:	2-3 person "bunkies" (~400 ft ²)
Large Structure:	Yoga studio (92 m ² / 1000 ft ²) / living quarters (92 m ² / 1000 ft ²)
Brown:	Trails follow old "roughed in" roadways
Grey:	Access road / parking

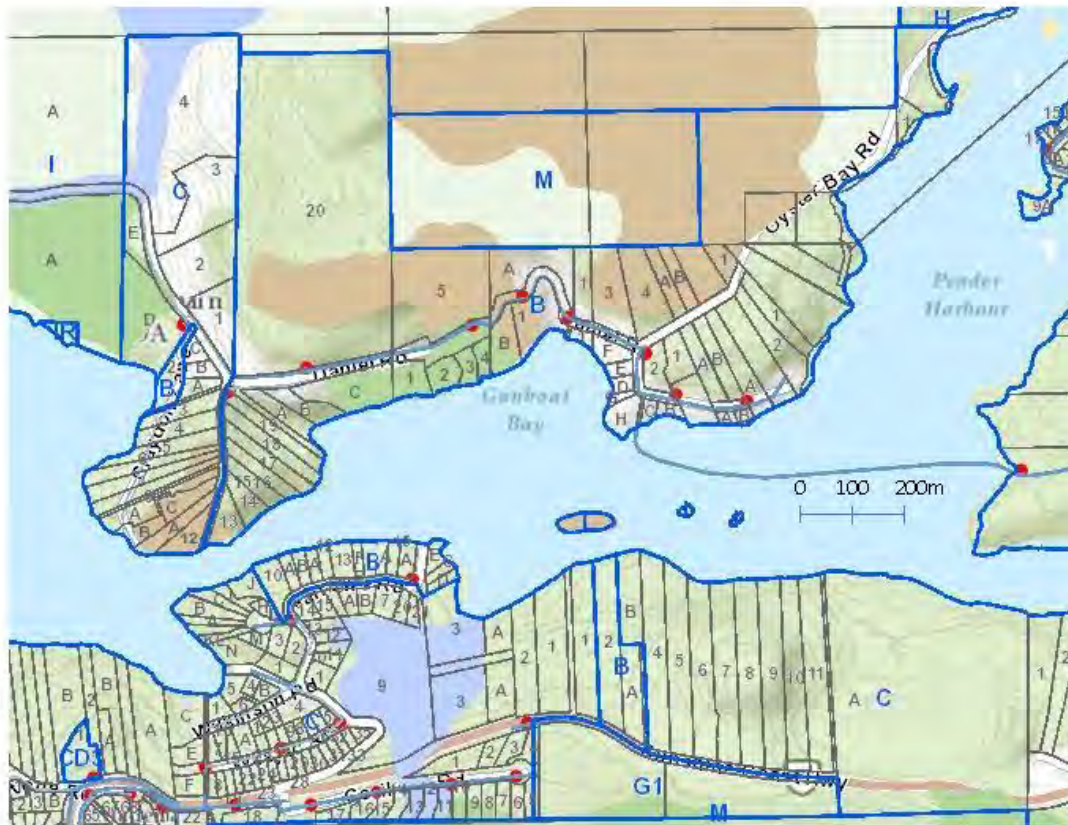
Scaled Context Map – Lot 5 – 5288 Daniel Road



There will be no significant negative effects to the area by the proposed zoning amendment. Currently, the site is undeveloped property consisting of woodland (brown area) with some mature forest (green area). There are no waterways or riparian zones.

As outlined in the proposal, the addition of the buildings will have minimal impact to the existing environment as possible. Any construction activity/improvements will be contained within the parcel boundaries, with the small exception of improvements to the driveway leading up to the unloading area, some of which is on common strata property.

Scaled Subdivision District Map – Lot 5 – 5288 Daniel Road



There are no changes requested to the existing subdivision. Currently the proposed *Garden Bay Mountain Retreat Centre* is in subdivision B and will remain in subdivision B with no further divisions requested.

ATTACHMENT B

SUNSHINE COAST REGIONAL DISTRICT **BYLAW NO. 432.34**

A bylaw to amend *Egmont/Pender Harbour Official Community Plan Bylaw No. 432, 1996*.

The Board of Directors of the Sunshine Coast Regional District, in open meeting assembled, enacts as follows:

PART A – CITATION

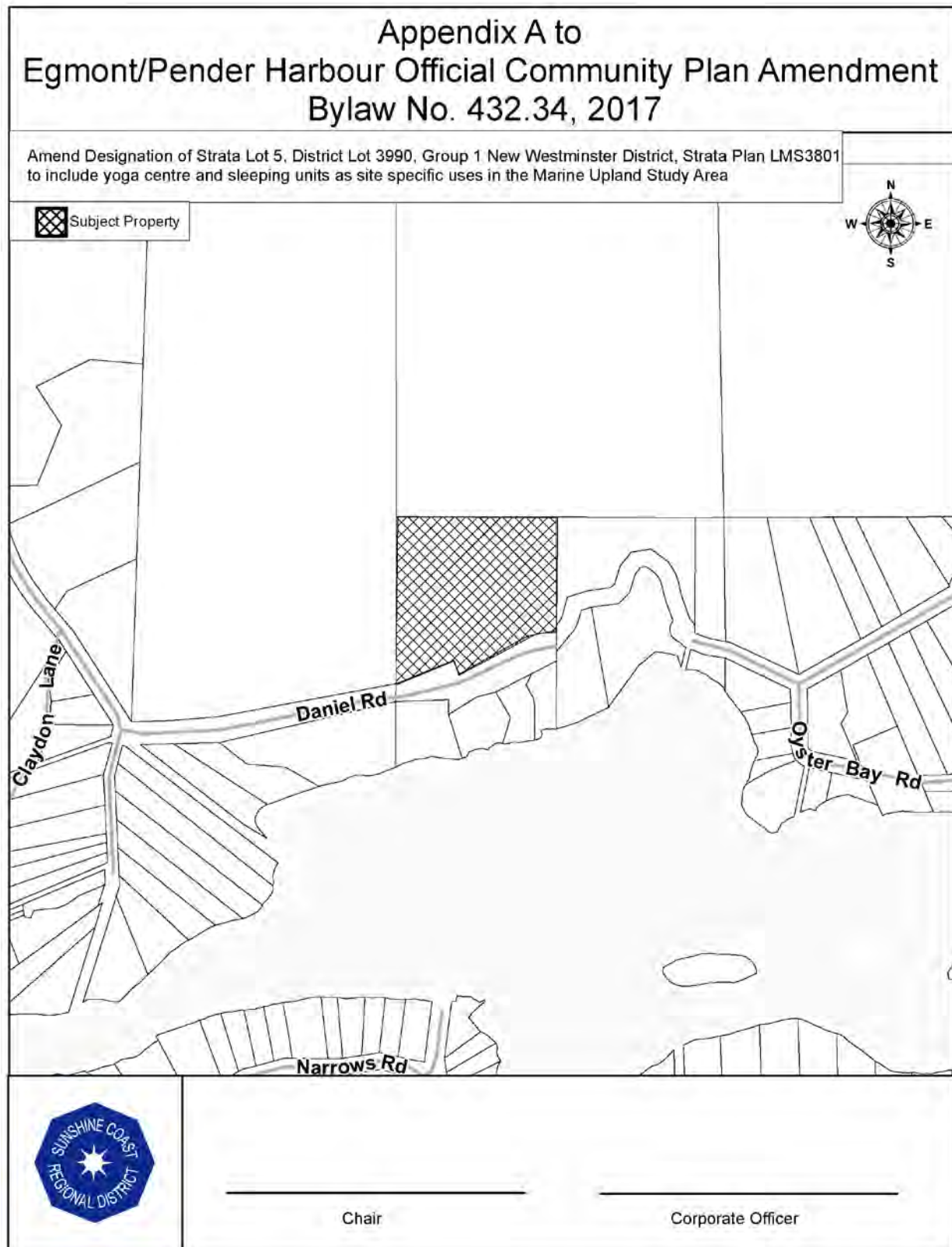
1. This bylaw may be cited as the *Egmont/Pender Harbour Official Community Plan Amendment Bylaw No. 432.34, 2017*.

PART B – AMENDMENT

2. *Egmont/Pender Harbour Official Community Plan Bylaw No. 432, 1996* is hereby amended by inserting the following in Policy 6.2 as the final paragraph before “Implementation”:

On Strata Lot 5, District Lot 3990, Group 1 New Westminster District, Strata Plan LMS3801

- i. The following uses may be permitted:
 - (a) yoga centre;
 - (b) sleeping units.
 - ii. The following conditions of use may apply:
 - (a) maximum floor area of the yoga centre;
 - (b) maximum occupancy for the yoga centre for participants and instructors;
 - (c) maximum floor area of a sleeping unit;
 - (d) no more than ten sleeping units; and
 - (e) minimum of ten parking spaces.
3. The subject property is shown on Appendix A, attached to and forming part of the bylaw.



SUNSHINE COAST REGIONAL DISTRICT

BYLAW NO. 337.115

A bylaw to amend *Sunshine Coast Regional District Electoral Area A Zoning Bylaw No. 337, 1990*.

The Board of Directors of the Sunshine Coast Regional District, in open meeting assembled, enacts as follows:

PART A – CITATION

1. This bylaw may be cited as the *Sunshine Coast Regional District Electoral Area A Zoning Amendment Bylaw No. 337.115, 2017*

PART B – AMENDMENT

2. *Sunshine Coast Regional District Electoral Area A Zoning Bylaw No. 337, 1990* is hereby amended by inserting the following in Part X (Rural Zones), RU1 Zone (Rural Residential):

1011.1 (5) Site Specific Uses

In addition to the uses in 1011 (1) to 1011 (4) the following uses are permitted on Strata Lot 5, District Lot 3990, Group 1 New Westminster District, Strata Plan LMS3801:

- (a) yoga centre;
- (b) sleeping units;

Conditions of Use

- (f) maximum floor area of the yoga centre is 100 square metres;
- (g) maximum occupancy for the yoga centre is 20 participants plus instructors at any one time
- (h) maximum floor area of a sleeping unit is 40 square metres;
- (i) no more than ten sleeping units; and
- (j) Minimum of ten parking spaces.

3. The subject property is shown on Appendix A, attached to and forming part of the bylaw.



SUNSHINE COAST REGIONAL DISTRICT STAFF REPORT

TO: Planning and Community Development Committee – November 10, 2017

AUTHOR: David Rafael, Senior Planner

SUBJECT: ROBERTS CREEK OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW NO. 641.9 AND ZONING AMENDMENT BYLAW NO. 310.176 FOR RETAIL USE – CONSIDERATION FOR FIRST READING

RECOMMENDATIONS

THAT the report titled Roberts Creek Official Community Plan Amendment Bylaw No. 641.9 and Zoning Amendment Bylaw No. 310.176 For Retail Use – Consideration For First Reading be received;

AND THAT *Roberts Creek Official Community Plan Amendment Bylaw No. 641.9, 2017* be forwarded to the Board for First Reading;

AND THAT *Sunshine Coast Regional District Zoning Amendment Bylaw No. 310.176, 2017* be forwarded to the Board for First Reading;

AND THAT pursuant to *Section 475* of the *Local Government Act*, Bylaw Nos. 641.9 and 310.176 be referred to the following agencies:

- (1) *shíshálh* Nation;
 - (2) Ministry of Transportation & Infrastructure;
 - (3) Vancouver Coastal Health Authority;
 - (4) Roberts Creek Volunteer Fire Department; and
 - (5) Roberts Creek Advisory Planning Commission.
-

BACKGROUND

The SCRD received an application to rezone 1058 Roberts Creek Road (Subject Property) to permit bicycle repair and sales. The proposal is to convert the existing house into a retail unit. No expansion of the building is proposed, however there will be internal alterations. The house is about 61 square metres. No residential use is proposed. The applicant provided a development statement and a site plan (Attachment A).

The purpose of this report is to provide information on the application and obtain direction for moving forward with the proposal.



Figure 1 - Figure Caption

Owner / Applicant:	C & A Glew	
Civic Address:	1058 Roberts Creek Road	
Legal Description:	Amended Lot A (Explanatory Plan 5442), Block 11, District Lot 810, Plan 8649	
Electoral Area:	Roberts Creek	
Parcel Area:	324 square metres	
OCP Land Use:	Current - Residential A	proposed – Village Commercial Core
Land Use Zone:	current - R2 (Residential Two)	proposed – R2 with site specific retail or C2
Application Intent:	To permit retail use for a bicycle sales and repair unit	

Table 1 - Application Summary

DISCUSSION

Area and Site Characteristics

There are a mix of OCP land use designations and zoning in the area around the Subject Property.

	OCP Land Use	Zoning
North	Residential A	R2 (Residential Two)
East	Residential A	R2 (Residential Two)
South	Institutional	PA1 (Park and Assembly One)
West	Village Commercial Core	C2A (Commercial Two A)

Note: The Subject Property is also within the Village Core Potential Future Growth Area

Table 2 – Designations around the Subject Property

The site is relatively flat and has limited vegetation including a small tree/large bush on the northeast corner of the driveway. There is a fence in front of the existing house that creates a small front yard. Access to the rear yard is gated and a fence runs along the property line on the northern boundary, adjacent to the proposed parking area.

Official Community Plan

The OCP includes the following policy that sets out the criteria to be considered when reviewing proposals for retail development:

6.1.3 Proposals to change land designation or rezone a parcel for commercial use shall be considered against at least the following criteria:

- a) Within the area from Timberland to Largo to Beach as shown on (Map 1A General Land Use Village Core);

The Subject Property is within the Village Core Potential Future Commercial Growth Area. The OCP notes that “new commercial (such as retail, professional offices, restaurants) may be supported, subject to community consultation and rezoning applications, enhanced home occupation and enhanced B&B would be permitted” (OCP page 30).

- b) Adjacent to or near existing commercial development;

The Subject Property is immediately across the road from the Heart of the Creek commercial development.

c) Form and Character subject to Development Permit Area 7;

The OCP designates DPA7 (Roberts Creek Village Commercial Core Area) that establishes form and character regulations for commercial development in the area. The objective is to support economic activities and development that enhances the established rural atmosphere and environmental stewardship of downtown Roberts Creek and encourages innovative design.

The proposal does not include any alterations to the exterior of the existing building. However, the DPA7 boundary should be expanded to include the Subject Property in case future alterations or additions are proposed. This requires an amendment to the OCP.

d) Impact on neighbouring properties and rural residential character;

Consultation, which will include notification of neighbouring properties and a public information meeting will provide information about potential impacts.

e) Level of vacancy in existing commercial property;

Staff recently conducted a site visit and did not find any vacant units.

f) Parking provision;

The parking requirement is set out in Bylaw No. 310. For commercial development the requirement is 4 spaces per 100 square metres of gross floor area. A loading space is required for the first 700 square metres of gross floor area. The building is about 61 square metres. Thus the on-site requirement is four parking spaces plus one loading space. There is no requirement for bicycle parking, however this could be accommodated on site.

The applicant proposes to provide three on-site spaces. One of these would be blocked in by the two spaces adjacent to the road. This space could serve an employee, thus leaving two spaces for customers.

This may be acceptable, however additional information will be needed to confirm that:

- the parking spaces will not be on the pathway; and
- the parking area is big enough that each parking space meets the minimum area of 16 square metres with a minimum length of 5.8 metres.

The floor area for the proposed retail unit is modest and there may be scope to reduce the number of required parking spaces. It is unlikely that there will be significant demand for an on-site loading space as the retail area is modest and there may be potential for on-street parking and loading (subject to Ministry of Transportation and Infrastructure approval) which can provide opportunity for delivery vehicles.

Consideration will need to be given to future use of the retail unit as there are no controls that would limit the use to a specific type of retail (see below for more details).

g) Stormwater management;

No additions to the building are proposed.

The public consultation period may identify stormwater management problems related to the Subject Property.

h) Access to public transport.

Bus Route 1 travels along Lower Road and Beach Avenue and there is an eastbound (to Langdale) stop about 80 metres away and a westbound (to Sechelt) stop about 100 metres away. Route 90 travels along the Sunshine Coast Highway and there are stops serving both directions about 1.2 km away at the intersection of Roberts Creek Road and the Highway.

The site is served by transit with stops nearby for Route 1; this route serves Roberts Creek below the Highway.

Bylaw 310

The Subject Property is zoned R2 which, for parcels of this size, permits one single family dwelling and a few ancillary uses (keeping of poultry, horticultural product sales, home occupation and B&B). Retail activity is only permitted in association with a home occupation.

Staff consider that amending the permitted uses for the Subject Property to include such a specific activity (bicycle repairs and retail) would create a significant constraint on the property owner. If the current, or a future owner, wants to move away from bicycles and move into another form of retail then the site would need to go through a rezoning. Staff recommend that the bylaw amendment is to include retail as a permitted use to remove the need for future rezoning applications to alter the main product sold.

Introducing Retail as a Permitted Use

There are three options for introducing retail as a permitted use.

- 1) Introduce retail as a site specific permitted use in the R2 zone. This would allow for site-specific conditions to be assessed and allow the discussion to focus on the application. Parking is an example of this and the site specific amendment to the R2 could establish a minimum of three on-site parking spaces and not require an on-site loading space. Staff recommend this approach.
- 2) Establish a new zone that sets out a limited range of commercial activities that are suitable for a neighbourhood commercial area. This also has benefits as it would look forward to proposals on other parcels and could be applied as needed. There would be complexities in setting out what appropriate limitations and uses are. Discussion of this

would divert consideration away from the application. Staff do not recommend this option.

- 3) Amend the zoning from R2 to C2. This would allow for a range of commercial activities including:
- bakery;
 - restaurant;
 - medical/dental office; and
 - neighbourhood pub.

Rezoning the Subject Parcel to C2 would allow a full range of activities. However, the site has limitations that restrict parking. In part this is due to it being a small parcel, but there are access and circulation issues due to the location of the existing building. The range of activities permitted in the C2 zone have significantly different parking requirements some of which will have a greater impact on parking demand.

Site Development Capacity

The proposal is to make use of the existing building. However, a future owner may decide to extend the building or demolish and rebuild which could increase the retail floor area. Future development considerations would be guided by zoning and development permit area requirements.

Small parcels in the R2 zone have some building size regulations set out in Bylaw No. 310. Parcels less than 1500 square metres have a limit on total floor area based on the parcel area multiplied by 0.3; this includes auxiliary building floor area which is limited to 75 square metre. For enclosed parking an additional floor area of up to 45 square m is permitted.

On parcels less than 750 square metres there is a height limit of 8.5 metres for a single family dwelling. However, the 11 metre height limit would apply for a retail unit.

The Subject Property is about 324 square metres. Thus the maximum potential development capacity of the subject parcel is about 97 square metres plus 45 square metres for enclosed parking. The R2 zone also sets a maximum site cover limit of 35%. Thus the building footprint would be limited to 113 square metres.

If there is a future redevelopment of the site it would be subject to a building permit. The SCRD reviews building permits to ensure that the development meets land-use zoning requirements. Parking is one of the regulations that is examined.

As part of the site specific regulations Staff recommend that a floor area limit of 61 square metres (area of current dwelling) be established to prevent a future redevelopment that would increase parking demand. Any future redevelopment that proposes to increase the floor area would then be subject to rezoning or variance. This will allow a discussion regarding designing a future redevelopment to allow for more on-site parking and provision of a loading space.

Septic Treatment

The applicant will need to confirm that the site is capable of meeting current provincial requirements for septic treatment. A referral to Vancouver Coast Health Authority will seek information about this. The applicant is not required to demonstrate this can be met at this time. However this information needs to be available prior to consideration for Second Reading and scheduling of the public hearing.

Options

Possible options to consider:

Option 1: Roberts Creek Official Community Plan Amendment Bylaw No. 641.9, 2017 and Sunshine Coast Regional District Zoning Amendment Bylaw No. 310.176, 2017 be forwarded to the Board for First Reading.

The proposal is supported by the OCP. Regulations are proposed to limit floor area and thus reduce the potential impact of parking demand if the site is redeveloped. The small areas for the retail area and the possible provision of on-street parking or loading to supplement on-site provision is sufficient for the development. The issue of parking will be considered in more detail during public consultation and referral period.

Staff recommend this option.

Option 2: Roberts Creek Official Community Plan Amendment Bylaw No. 641.9, 2017 and Sunshine Coast Regional District Zoning Amendment Bylaw No. 310.176, 2017 be abandoned

The Subject Property does not meet the parking requirements set out in Bylaw No 310. Parking demand in Roberts Creek Village often exceeds supply. The current proposal will further increase this imbalance. However this is only by one space and no provision for on-site loading.

Organization and Intergovernmental Implications

The SCRD watermain along Roberts Creek Road fronts the Subject Property. The SCRD provides solid waste collection in the area. The Building Code has specific requirements for commercial buildings based on floor area and capacity. A building permit is required for internal alterations and change in use.

The proposal will be reviewed internally by the SCRD Infrastructure Services Department and the Building Division.

The subject property is within the Roberts Creek Volunteer Fire Department's service area. It will be sent a referral.

Financial Implications

OCP amendments need to be considered in conjunction with SCRD's 2017-2021 Financial Plan and 2011 Solid Waste Management Plan pursuant to the *Local Government Act*. This will be done prior to consideration of Second Reading as there may be amendments to the bylaws.

Timeline for next steps or estimated completion date

Consultation would take place after First Reading and a report will be provided to a future Planning and Community Development Committee setting out consultation results and next steps.

The timeline is dependent upon several factors such as the 60-day referral period, applicant scheduling of a public information meeting, and possible need to gather additional information to address concerns raised during consultation.

Communications Strategy

The *Local Government Act* (LGA) requires that when an OCP is being developed that the local government specifically consider whether consultation is required with first nations; adjacent local governments (regional and municipal); boards of education, greater boards, improvement district boards; and provincial and federal government and their agencies.

There are no implications for any of the organizations set out in the LGA that arise due to the proposed OCP amendment which is to extend the boundary of DPA 7 to include the Subject Property.

The Subject Property is within the *shíshálh* Nation's territory. The applicant was advised to contact the Nation's Rights and Title office. Staff recommend that a referral regarding Bylaw No. 310.176 is sent to the *shíshálh* Nation.

Staff will refer Bylaw No. 310.176 to:

- (1) *shíshálh* Nation;
- (2) Ministry of Transportation & Infrastructure;
- (3) Vancouver Coastal Health Authority;
- (4) Roberts Creek Volunteer Fire Department; and
- (5) Roberts Creek Advisory Planning Commission.

STRATEGIC PLAN AND RELATED POLICIES

The SCRD Value of Transparency is supported by the rezoning process.

CONCLUSION

Staff recommend that *Roberts Creek Official Community Plan Amendment Bylaw No. 641.9, 2017* and *Sunshine Coast Regional District Zoning Amendment Bylaw No. 310.176, 2017* be forwarded to the Board for First Reading and that consultation commence.

A report will be provided to a future Planning and Community Development Committee meeting setting out consultation results and next steps.

Attachments

Attachment A – Applicant's Development Statement

Attachment B - *Roberts Creek Official Community Plan Amendment Bylaw No. 641.9, 2017
and Sunshine Coast Regional District Zoning Amendment Bylaw No. 310.176,
2017*

Reviewed by:			
Manager	X – A. Allen	Finance	
GM	X – I. Hall	Legislative	
CAO	X – J. Loveys	Other	

APPENDIX A

1058 Roberts Creek Road – Rezoning to become a Bicycle Store

As a family we recently made the exciting but financially scary decision to purchase a small character home in the village core of Roberts Creek. The property and building are located on Roberts Creek Rd directly across the street from the existing commercially zoned properties in the creek and ideally located to serve the community as a bicycle store. We've done our best to do our due diligence and have had many conversations with community stakeholders including the SCRD, ministry of transportation, Director of Roberts Creek, building inspectors, engineers, and other members of the community whilst maintaining the confidentiality required to ensure our future success as a bicycle store. We're confident we can create an amazing community oriented bicycle store that supports cyclists, cycling and the goals outlined in the Roberts Creek Official Community Plan ("OCP").

Background on me:

I started working in the cycling industry at a young age and cycling has become my life's passion. At 12 I started working at my local bike shop learning the business from the ground floor before becoming a professional mountain biker and eventually diving into all aspects of the cycling industry including managing bike stores. I've also worked with the biggest production companies in the industry, managed professional teams and athletes, sourced and designed cycling products, provided services for well over a dozen cycling brands and helped build cycling businesses from the ground up.

I'm also an avid trail builder who has volunteered with several trail organizations as a trail builder/trail director, provided bike maintenance tips to youth and helped teach people about bicycle road safety.

The shop vision:

Convert the existing small character home into a functional bicycle retail and repair store while maintaining both the character and charm that already exists in the community. The store will sell and service all types of bicycles including but not limited to kid's bikes, road bikes, comfort bikes, and mountain bikes. We also plan to offer bicycle rentals and to host group rides for the community. The location of the shop was carefully considered to ensure it could support the most community members and cyclists while being close to both a road commuting route and to the local areas key mountain biking trail network.

The shop will also provide additional employment opportunities for people in Roberts Creek!

Parking:

Since our potential customers already frequent the other local businesses we don't foresee any major impact on traffic and parking. The property will have multiple parking spots available to customers and for delivery but we will be encouraging both our customers and community to cycle whenever possible. To help encourage cycling instead of driving we will offer free services like bike parking and access to basic cycling tools. In addition, we will have rental bicycles available to provide both visitors and locals an alternative to driving.

Summary:

It is our hope that we can work with all the community stakeholders to expedite this process so we can start serving the community and provide cyclists with the customer centric bicycle store they deserve. I

understand that a lot of consideration must go in to these decisions and I'm not a developer or expert at anything other than the cycling industry. However, this property was carefully chosen since it was in the existing village commercial core and because the OCP clearly supports this type of project.

If you have any questions, suggestions or concerns don't hesitate to contact me.

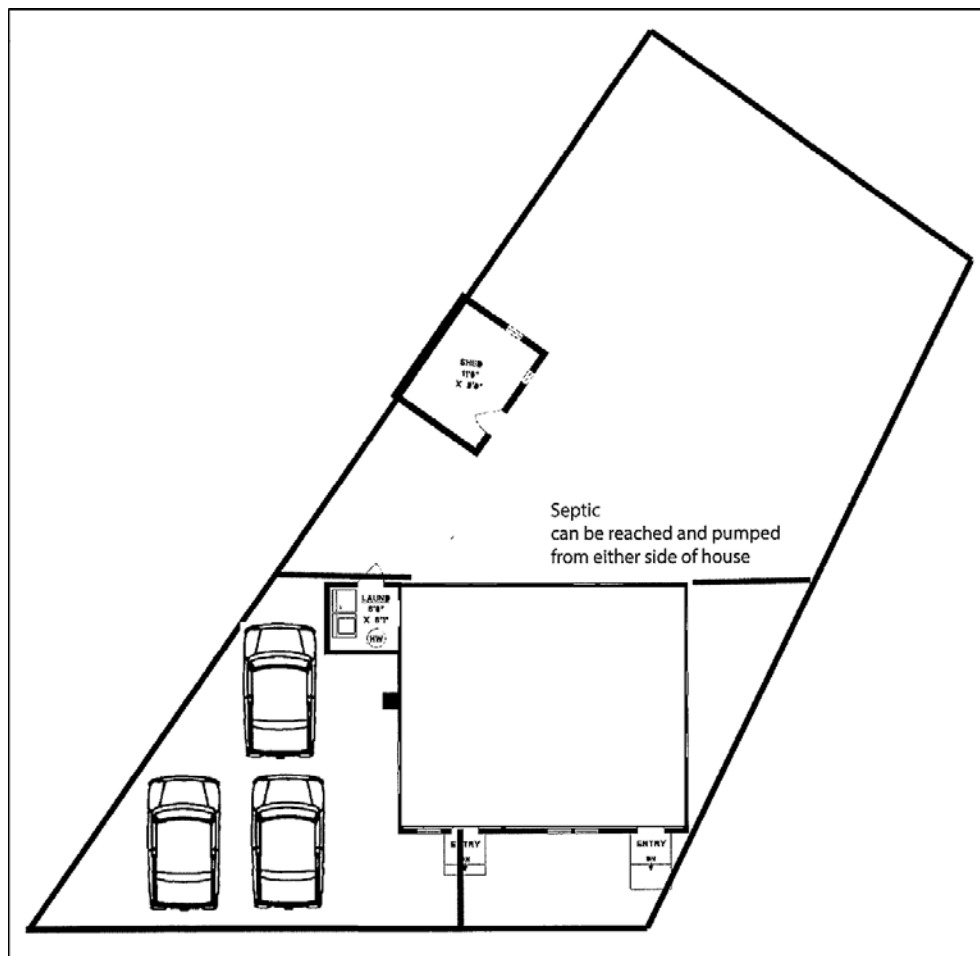
Sincerely,



Chris Glew

1058 Roberts Creek Rd.
Roberts Creek, BC
V0N2W0

Site Plan



Note internal layout of existing house was removed by Staff due to privacy considerations.

ATTACHMENT B

SUNSHINE COAST REGIONAL DISTRICT
BYLAW NO. 641.9

A bylaw to amend *Roberts Creek Official Community Plan Bylaw No. 641, 2011*.

The Board of Directors of the Sunshine Coast Regional District, in open meeting assembled, enacts as follows:

PART A – CITATION

1. This bylaw may be cited as the *Roberts Creek Official Community Plan Amendment Bylaw No. 641.9, 2017*.

PART B – AMENDMENT

2. *Roberts Creek Official Community Plan Bylaw No. 641, 2011* Map 5 is hereby amended to include Amended Lot A (Explanatory Plan 5442), Block 11, District Lot 810, Plan 8649 within Development Permit Area #7 – Commercial Core as depicted on Appendix 'A', attached to and forming part of this bylaw.

PART C – ADOPTION

READ A FIRST TIME this ##### DAY OF MONTH, YEAR

PURSUANT TO SECTION 475 OF THE LOCAL
GOVERNMENT ACT CONSULTATION
REQUIREMENTS CONSIDERED this ##### DAY OF MONTH, YEAR

READ A SECOND TIME this ##### DAY OF MONTH, YEAR

CONSIDERED IN CONJUNCTION WITH THE
SUNSHINE COAST REGIONAL DISTRICT
FINANCIAL PLAN AND ANY APPLICABLE
WASTE MANAGEMENT PLANS PURSUANT TO
THE LOCAL GOVERNMENT ACT this ##### DAY OF MONTH, YEAR

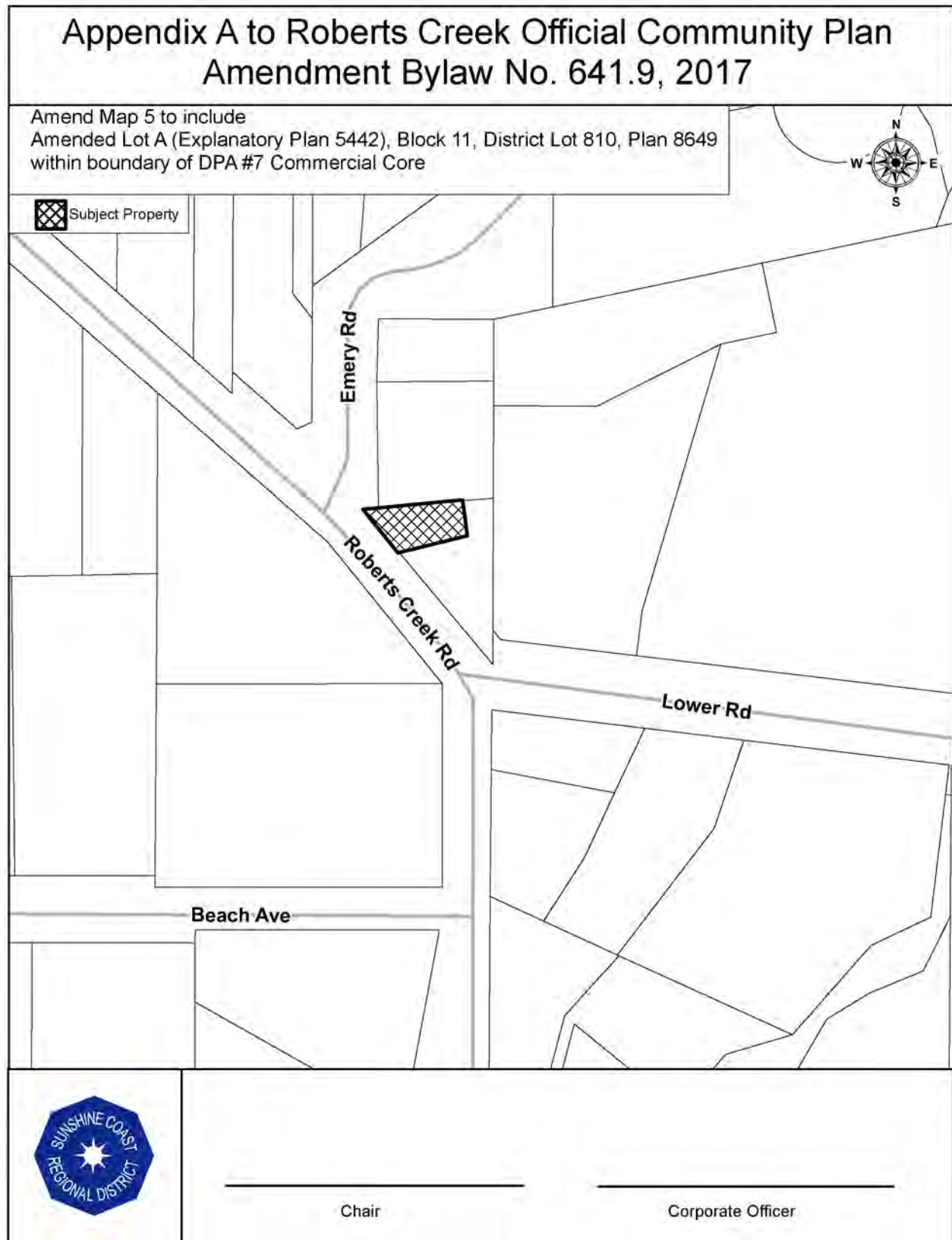
PUBLIC HEARING HELD PURSUANT TO THE
LOCAL GOVERNMENT ACT this ##### DAY OF MONTH, YEAR

READ A THIRD TIME this ##### DAY OF MONTH, YEAR

ADOPTED this #### DAY OF MONTH, YEAR

Corporate Officer

Chair



SUNSHINE COAST REGIONAL DISTRICT
BYLAW NO. 310.176

A bylaw to amend Sunshine Coast Regional District Zoning Bylaw No. 310, 1987.

The Board of Directors of the Sunshine Coast Regional District, in open meeting assembled, enacts as follows:

PART A – CITATION

1. This bylaw may be cited as the *Sunshine Coast Regional District Zoning Amendment Bylaw No. 310.176, 2017.*

PART B – AMENDMENT

2. *Sunshine Coast Regional District Zoning Bylaw No. 310, 1987* is hereby amended by inserting the following in Part VI (Residential Zones), R2 (Residential Two):
 - 611.5 (a) In addition to the uses in 611.1 to 611.3 the following uses are permitted on Amended Lot A (Explanatory Plan 5442), Block 11, District Lot 810, Plan 8649:
 - (1) retail;
 - (b) Conditions of Use
 - (1) total floor area used for retail and storage purposes must not exceed 61 square metres;
 - (2) despite Section 509 the minimum requirement shall be three parking spaces and no loading spaces;
3. The subject property is shown on Appendix A, attached to and forming part of the bylaw.

PART C – ADOPTION

READ A FIRST TIME this ##### DAY OF MONTH , YEAR

READ A SECOND TIME this ##### DAY OF MONTH , YEAR

PUBLIC HEARING HELD PURSUANT TO THE
LOCAL GOVERNMENT ACT this ##### DAY OF MONTH , YEAR

READ A THIRD TIME this ##### DAY OF MONTH , YEAR

ADOPTED this ##### DAY OF MONTH , YEAR

Corporate Officer

Chair



SUNSHINE COAST REGIONAL DISTRICT STAFF REPORT

TO: Planning and Community Development Committee – November 9, 2017

AUTHOR: Lesley-Ann Staats, Planner

SUBJECT: PROVINCIAL REFERRAL 2411949 FOR AN ELECTRIC SUBSTATION (BLUEARTH RENEWABLES INC.) – ELECTORAL AREA B

RECOMMENDATIONS

1. **THAT the report titled Provincial Referral 2411949 for an Electric Substation (BluEarth Renewables Inc.) – Electoral Area B be received;**
 2. **AND THAT the following comments be forwarded to the Ministry of Forests, Lands, Natural Resource Operations and Rural Development regarding Provincial File 2411949:**
 - a. **SCRD has no objections to the electric substation in the Tzoonie River valley subject to the following conditions:**
 - i. **A building permit is required for any substation building(s).**
 - ii. **A development variance permit may be required if any buildings are constructed within 30 metres of the natural boundary of the Tzoonie River;**
 - iii. **A development permit may be required for any land alteration proposed within 30 metres of the natural boundary of any stream, as per the *Riparian Areas Regulation*;**
 3. **AND THAT a Community Amenity Contribution be explored.**
 4. **AND FURTHER THAT this Recommendation be forwarded to the Regular Board meeting of November 9, 2017 for Adoption.**
-

BACKGROUND

SCRD received a Provincial referral from the Ministry of Forests, Lands, Natural Resource Operations and Rural Development (FLNRORD) for an electric substation, for the Narrows Inlet and Tyson Creek Hydro Power projects, located in the vicinity of Tzoonie River.

The purpose of this report is to provide a response to this referral. The referral is enclosed for reference as Attachment A. A site map and application summary is provided on the following page.

Proposal

The proponent is requesting to obtain a long-term lease over a proposed substation in the Tzoonie River valley at the head of Narrows Inlet. The new substation is required to take electrical power generated at four hydroelectric facilities in the vicinity (Chickwat, Tyson, Upper Ramona and Lower Ramona powerhouses) and step the voltage level up to allow interconnection to a BC Hydro transmission system. Once the substation is in place, three 25kV power lines will feed the substation and one 138 kV line will exit the substation, transmitting the power to the BC Hydro grid.

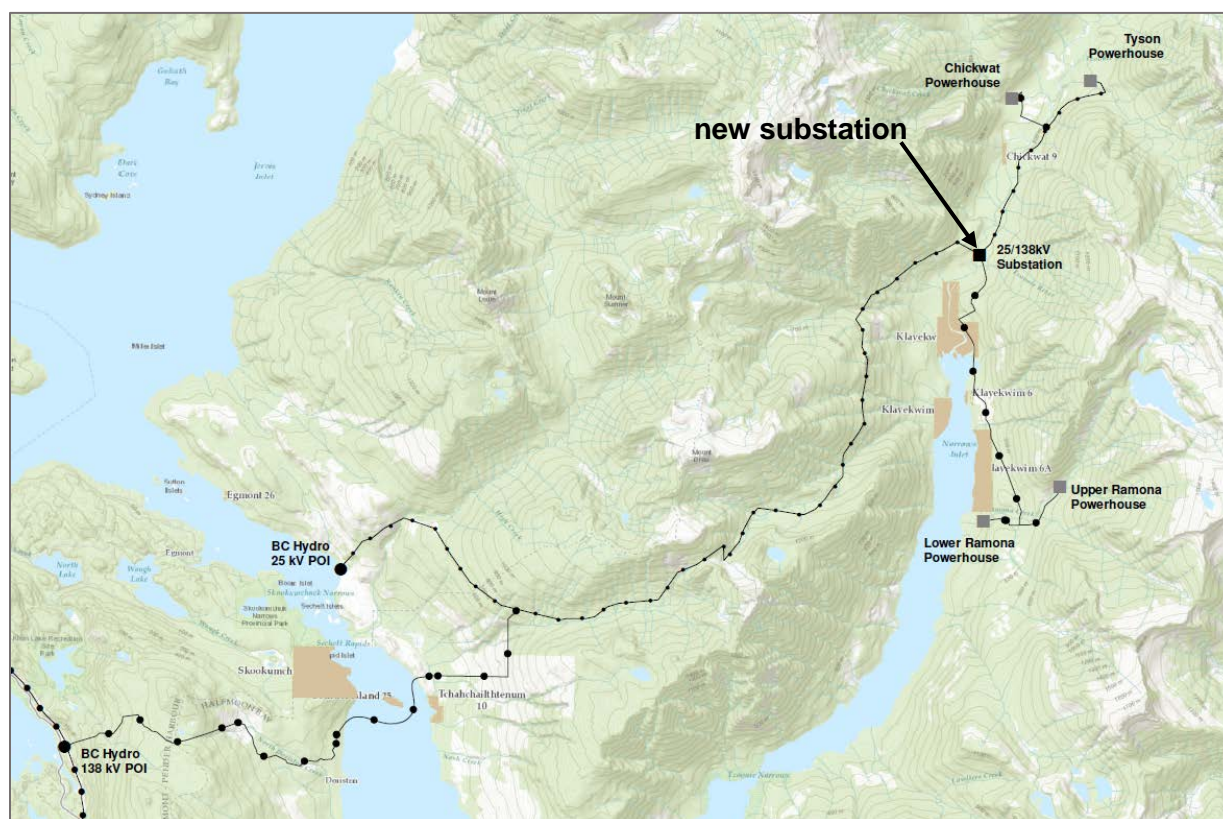


Figure 1: General site map provided by the proponent

Proponent:	Bluearth Renewables Inc. dba Tyson Creek Hydro Corp
Purpose:	Electric Substation for Hydropower Project
Tenure Type:	Lease
Size:	0.910 ha +/-
Location:	Tzoonie River valley
Legal Description:	THAT PARCEL OR TRACT OF LAND IN THE VICINITY OF TZOONIE RIVER CONTAINING .91 HECTARES MORE OR LESS
Electoral Area:	B – Halfmoon Bay

OCP Land Use:	Resource
Land Use Zone:	Rural Two (RU2)
Comment deadline:	October 28, 2017 extended to November 15, 2017

Table 1 - Application Summary

DISCUSSION

Official Community Plan

The subject area is located within the Halfmoon Bay Official Community Plan (OCP) and recognized as the Remainder of Electoral Area B. The OCP designates the land as Resource and recognizes that site-specific rezoning applications will be required for IPP's among other uses.

In lands designated Remainder of Electoral Area B, the following objectives and policies pertain to this application:

- 27.1 To support renewable energy production in appropriate locations.
- 27.2 To support the land designations within the *shíshálh Nation Strategic Land Use Plan*.
- 27.5 Approvals for renewable energy products shall be subject to the policies in Chapter 25.
- 27.10 Fire hazard assessments shall be conducted as a condition of development applications in this area.

In addition to the above, the following objectives and policies are also provided in the OCP:

- 24.1 To support social and environmentally responsible energy production.
- 24.6 Support green energy development facilities in the region when:
 - a. The facilities have been comprehensively evaluated and are shown to be technically sound, environmentally sensitive and socially responsible;
 - b. The facilities are located, designed, constructed and operated in a manner that is consistent with the overall Vision;
 - c. The facilities can be connected into the existing transmission and distribution infrastructure with minimal impact and do not require the development of any new major transmission corridors;
 - d. The facilities provide community amenity benefits and local benefit; and

- 24.6 Site-specific rezoning application may be required; consideration for zoning approval will be based on the above policies and supplemented by SCRD Board policy in place at the time of the application review.

The OCP identifies Development Permit Areas around all mapped and unmapped streams and tributaries in the OCP area. A Development Permit is required for any land alteration within 30 metres of any stream as per the *Riparian Areas Regulation*, unless this was addressed as part of the Environmental Assessment completed for the project.

Staff considers this proposal aligned with the Halfmoon Bay OCP.

The power projects were subject to Provincial and Federal environmental review and permitting. The powerhouse sites were also rezoned.

Community Amenity Contribution for Independent Power and Resource Projects

SCRD adopted a Community Amenity Contribution for Independent Power and Resource Projects policy in 2015. The policy provides guidance for the Board, Staff, and proponents regarding negotiating community amenity contributions.

Staff will explore community amenity contribution potential for this project.

Zoning Bylaw No. 310, 1987

The area is zoned RU2 (Rural Two). The Chickwat, Tyson, Upper Ramona and Lower Ramona powerhouses were each successfully rezoned to an I9 (Independent Power Project) zone to allow the powerhouse facilities.

A substation falls under the definition of a public utility, which is permitted in any zone. Therefore, the substation use is permitted in its location.

A building permit is required for any substation building. Section 507(1)(b) of Bylaw 310 requires a 30-metre building setback from the natural boundary of the Tzoonie River. A development variance permit may be required if any buildings are constructed within 30 metres of the natural boundary of Tzoonie River.

Consultation

The Province referred this application to the *shíshálh* Nation, SCRD and other agencies it identifies as appropriate (such as Fisheries and Oceans Canada, Navigable Waters, etc.) and posts an advertisement in the Coast Reporter to enable comments from the public.

The *shíshálh* Nation is a partner in the Narrows Inlet project (tems sayamkwu Limited Partnership). The proponent notes they are working collaboratively with the *shíshálh* Nation.

The Halfmoon Bay Advisory Planning Commission reviewed this referral on October 25, 2017 and made the following recommendation:

Recommendation No.4

Regarding Crown Referral 2411949 Electric Substation (Bluearth Renewables Inc.), the APC supports staff recommendation Option 3 'No objection to approval of project subject to the conditions outlined below.'

Options

The Province requests SCRD decide on one of the following options in response to the referral:

1. Interests unaffected
2. No objection to approval of project.
3. No objection to approval of project subject to the conditions outlined below.
4. Recommend refusal of project due to reasons outlined below.
5. N/A

Staff recommends Option 3, subject to comments outlined in the Recommendations.

Timeline for next steps or estimated completion date

The Province extended the deadline to comment on this referral to November 15, 2017 in order to obtain a Board Resolution. Therefore it is requested that recommendations proceed to November 9th Board. The Resolution will be forwarded to FLNRORD and final permission will be made by the Province.

STRATEGIC PLAN AND RELATED POLICIES

Supporting green and renewable energy production facilities is aligned with SCRD's Strategic Plan Value of Embedding Environmental Leadership and Supporting Sustainable Economic Development.

CONCLUSION

SCRD has been provided with an opportunity to comment on a Provincial referral for an electric substation in the Tzoonie River valley for the Narrows Inlet Hydro project.

Staff recommends responding with no objection to the substation, subject to conditions outlined in the Recommendations.

Attachments

Attachment A – Provincial Referral Package 2411949

Reviewed by:			
Manager	X – A. Allen	Finance	
GM	X – I. Hall	Legislative	
CAO	X – J. Loveys	Other	



Crown Land Tenure Application

Tracking Number: 100206987

Application Information

If approved, will the authorization be issued to an Individual or Company/Organization? Company/Organization

What is your relationship to the company/organization? Employee

APPLICANT COMPANY / ORGANIZATION CONTACT INFORMATION

Please enter the contact information of the Individual/Organization who is acting on behalf of the applicant.

Name: BLUEARTH RENEWABLES INC.

Doing Business As: Tyson Creek Hydro Corp.

BC Incorporation Number:

Extra Provincial Inc. No:

Society Number:

GST Registration Number:

Contact Name: Deguise Isabelle

Mailing Address: 200-4723 1st SW
Calgary AB T2G 4Y8

CORRESPONDENCE E-MAIL ADDRESS

If you would like to receive correspondence at a different email address than shown above, please provide the correspondence email address here. If left blank, all correspondence will be sent to the above given email address.

Email:

Contact Name: Isabelle Deguise

ELIGIBILITY

Question	Answer	Warning
Do all applicants and co-applicants meet the eligibility criteria for the appropriate category as listed below?	Yes	

Applicants and/or co-applicants who are Individuals must:

1. be 19 years of age or older and
2. must be Canadian citizens or permanent residents of Canada. (Except if you are applying for a Private Moorage)

Applicants and/or co-applicants who are Organizations must either:

1. be incorporated or registered in British Columbia (Corporations also include registered partnerships, cooperatives, and non-profit societies which are formed under the relevant Provincial statutes) or
2. First Nations who can apply through Band corporations or Indian Band and Tribal Councils (Band or Tribal Councils require a Band Council Resolution).

TECHNICAL INFORMATION

Please provide us with the following general information about you and your application:

EXISTING TENURE DETAILS

Do you hold another Crown Land Tenure?

Yes

Please specify your file number:

2410605, 2408856

If you have several file numbers, please make a note of at least one of them above. Example numbers: 1234567, 153245, others

ALL SEASONS RESORTS

The All Seasons Resorts Program serves to support the development of Alpine Ski and non-ski resorts on Crown land. For more detailed information on this program please see the operational policy and if you have further questions please contact FrontCounter BC.

Are you applying within an alpine ski resort? No

WHAT IS YOUR INTENDED USE OF CROWN LAND?

Use the "Add Purpose" button to select a proposed land use from the drop down menu.

If you wish to use Crown land for a short term, low impact activity you may not need to apply for tenure, you may be authorized under the Permissions policy or Private Moorage policy.

To determine if your use is permissible under the Land Act please refer to either the Land Use Policy - Permissions or Land Use Policy - Private Moorage located here.

Purpose	Tenure	Period
Industrial General Electrical substation for the Narrows Inlet and Tyson Creek Hydro Projects	Lease	More than thirty years

ACCESS TO CROWN LAND

Please describe how you plan to access your proposed crown land from the closest public road:

The Narrows Inlet substation will be located near the Tzoonie River at the head of Narrows Inlet on the Sunshine Coast. Access to the site is by boat or air only, there are no roads to the site. Currently, access is from Sechelt via boat or floatplane.

INDUSTRIAL GENERAL

Specific Purpose:	Electrical substation for the Narrows Inlet and Tyson Creek Hydro Projects
Period:	More than thirty years
Tenure:	Lease

TOTAL APPLICATION AREA

Please give us some information on the size of the area you are applying for.

Specify Length:	31 meters
Specify Width:	22 meters

ADDITIONAL QUESTIONS

In many cases you might require other authorizations or permits in order to complete your project. In order to make that determination and point you in the right direction please answer the questions below. In addition, your application may be referred to other agencies for comments.

Is the Applicant or any Co-Applicant or their Spouse(s) an employee of the Provincial Government of British Columbia? No

Are you planning to cut timber on the Crown Land you are applying for? Yes

To cut timber on the Crown Land once your tenure has been issued you may require an Occupant Licence to Cut. Check out the website of the forest district responsible for more information or contact them if you have any questions.

Are you planning to use an open fire to burn timber or other materials? No

Do you want to transport heavy equipment or materials on an existing forest road? Yes

You must obtain a Road Use Permit from the Ministry of Forests, Lands and Natural Resources Operations if the road is a Forest Service road, or negotiate a Maintenance Agreement with an existing permit holder if the road is under road permit or special use permit.

Are you planning to work in or around water? No

Does your operation fall within a park area? No

LOCATION INFORMATION

Please provide information on the location and shape of your Crown land application area. You can use one or more of the tools provided.

☒ I will upload a PDF, JPG or other digital file(s)

MAP FILES

Your PDF, JPG or other digital file must show your application area in relation to nearby communities, highways, railways or other land marks.

Description	Filename	Purpose
Detailed site map of the future Narrows Inlet and Tyson Creek substation. General site map included in upper corner.	Narrows Inlet Substation De...	Industrial General

ATTACHED DOCUMENTS

Document Type	Description	Filename
General Location Map	General location map of the Narrows Inlet and Tyson Creek hydro projects. The application area is shown as the 25kv/138kv Substation at the head of Narrows Inlet	SiteMap_21070306.pdf
Management Plan	Cover letter with details required in a management plan	NI Substation Lease Applica...
Site Plan	Detailed site plan of the substation	Narrows Inlet Substation De...

PRIVACY DECLARATION

☒ Check here to indicate that you have read and agree to the privacy declaration stated above.

REFERRAL INFORMATION

Some applications may also be passed on to other agencies, ministries or other affected parties for referral or consultation purposes. A referral or notification is necessary when the approval of your application might affect someone else's rights or resources or those of the citizens of BC. An example of someone who could receive your application for referral purposes is a habitat officer who looks after the fish and wildlife in the area of your application. This does not apply to all applications and is done only when required.

Please enter contact information below for the person who would best answer questions about your application that may arise from anyone who received a referral or notification.

Company / Organization: Tyson Creek Hydro Corp c/o BLUEARTH RENEWABLES INC.
Contact Name: Deguise Isabelle
Contact Address: 200-4723 1st SW
Calgary AB T2G 4Y8

☒ I hereby consent to the disclosure of the information contained in this application to other agencies, government ministries or other affected parties for referral or First Nation consultation purposes.

IMPORTANT NOTICES

- Once you click 'Next' the application will be locked down and you will NOT be able to edit it any more.

DECLARATION

☒ By submitting this application form, I, declare that the information contained on this form is complete and accurate.

APPLICATION AND ASSOCIATED FEES

Item	Amount	Taxes	Total	Outstanding Balance
Crown Land Tenure Application Fee	\$500.00	GST @ 5%: \$25.00	\$525.00	\$0.00

OFFICE

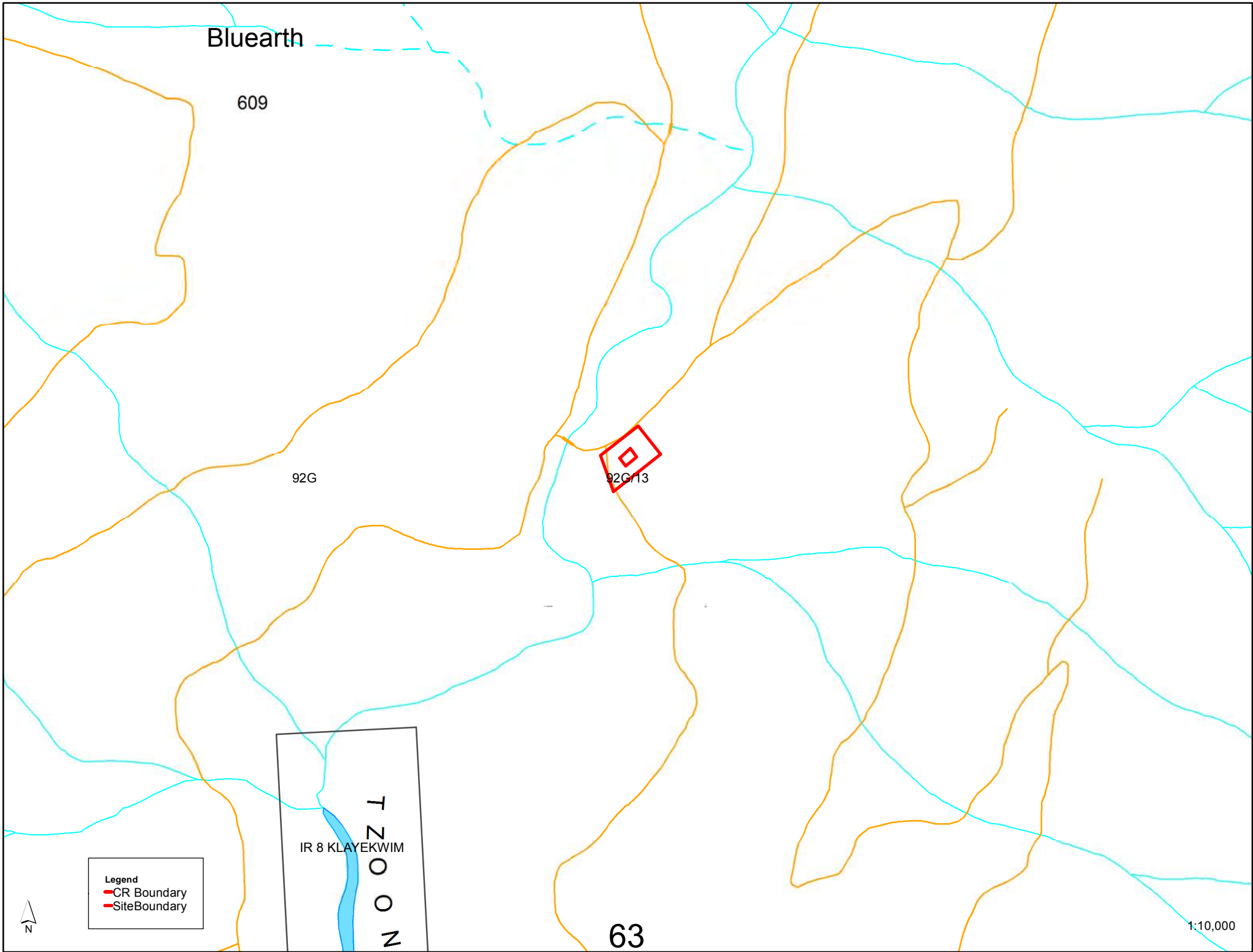
Office to submit application to: Surrey

PROJECT INFORMATION

Is this application for an activity or project which requires more than one natural resource authorization from the Province of BC? No

OFFICE USE ONLY

Office Surrey	File Number 2411949	Project Number 255056
	Disposition ID 930146	Client Number 291325



Bluearth

609

1347

92G

92G/13

T Z O O N I E

R I V E R

IR 8 KLAYEKWIM

6

DL 848

DL 6468

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IR 6 KLAYEKWIM

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IR 7 KLAYEKWIM

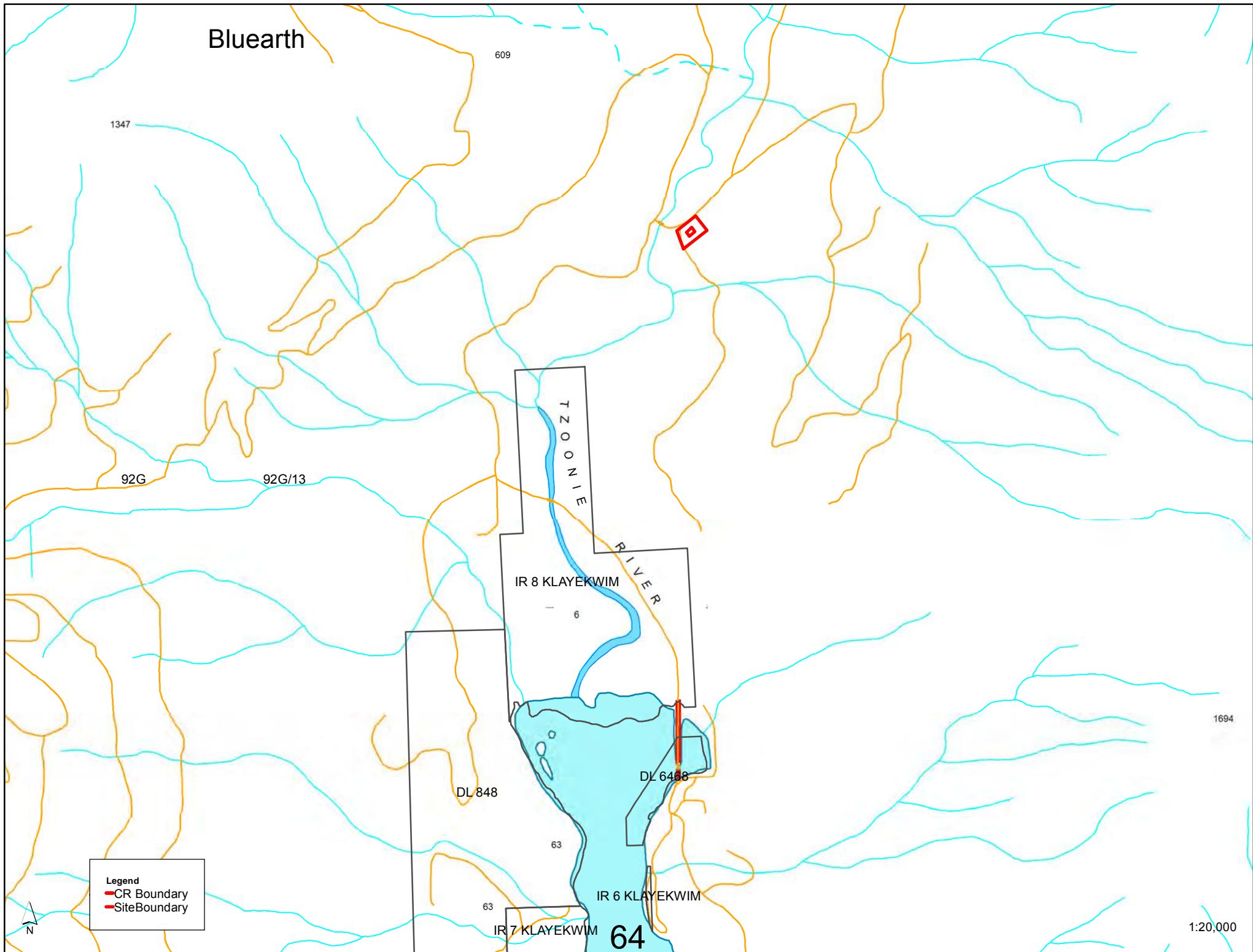
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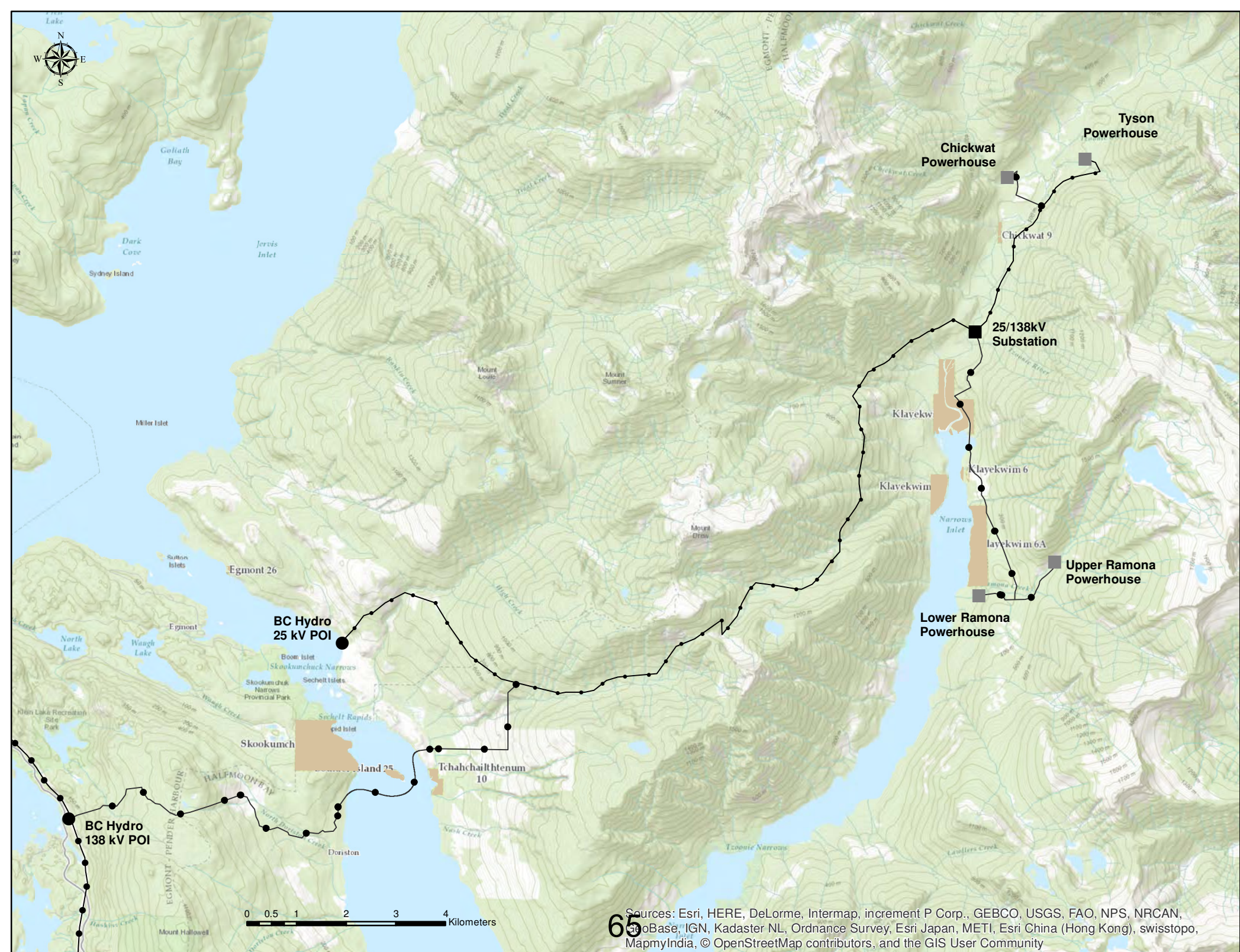
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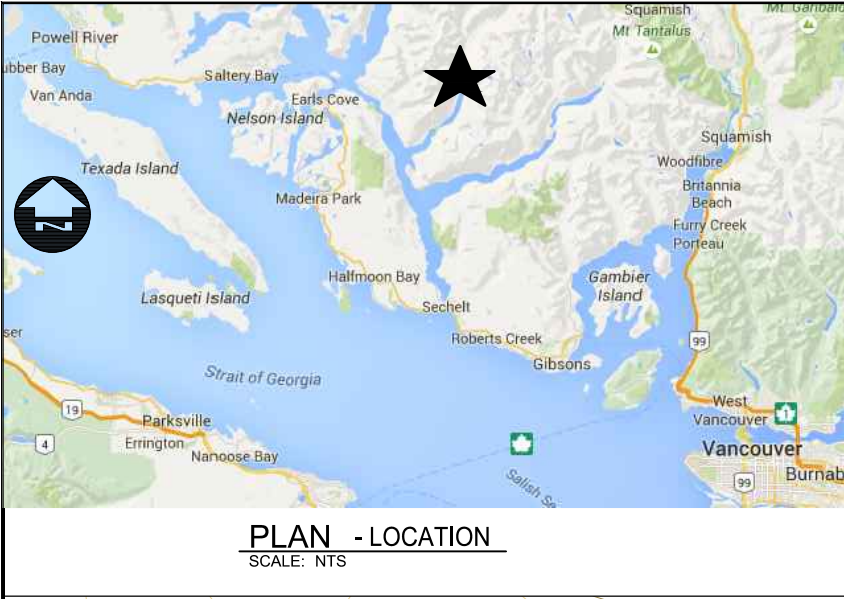
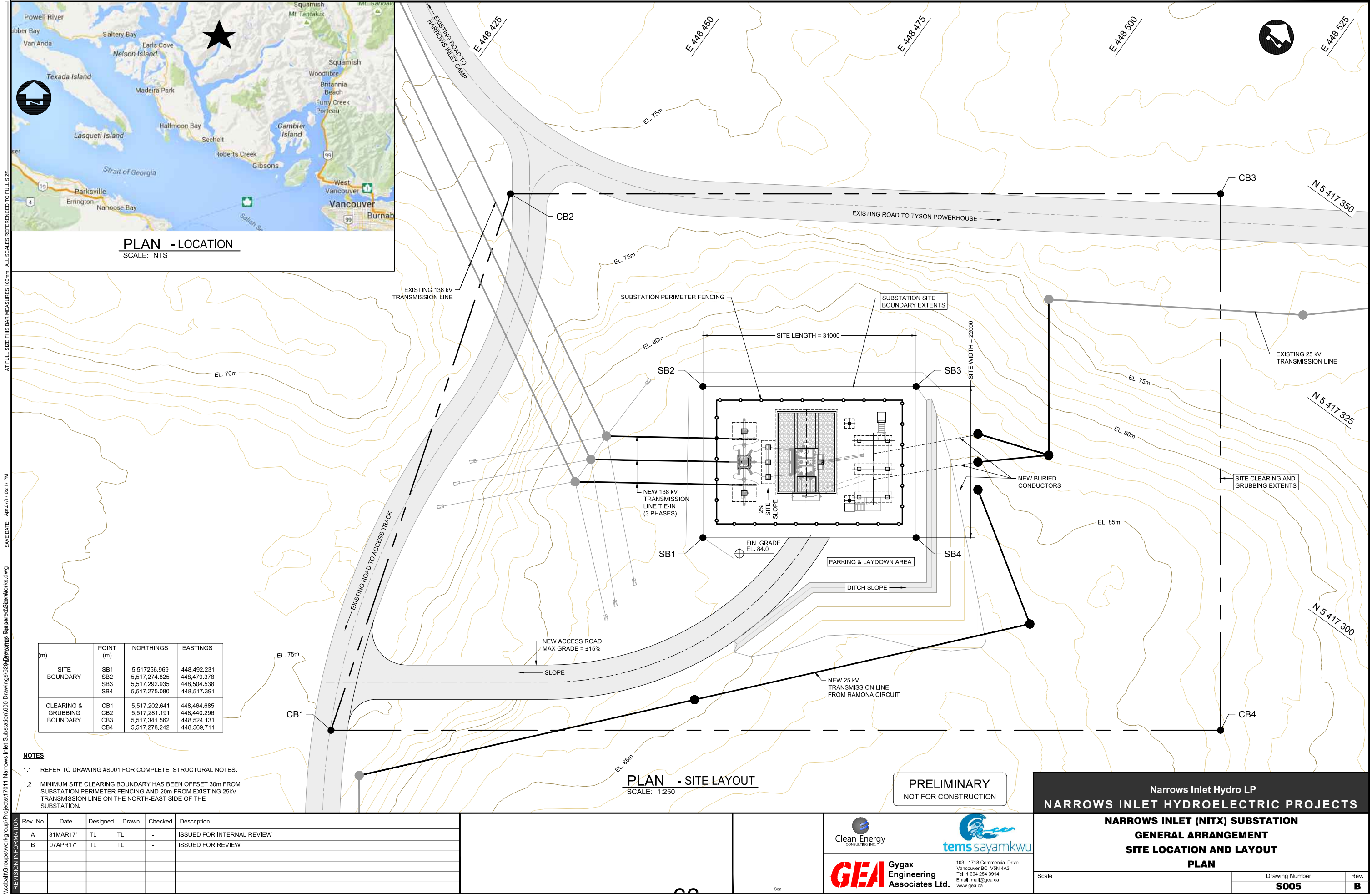
1:20,000

Legend
CR Boundary
Site Boundary

N







(m)	POINT (m)	NORTHINGS	EASTINGS
SITE BOUNDARY	SB1	5,517,256.969	448,492.231
	SB2	5,517,274.825	448,479.378
	SB3	5,517,292.935	448,504.538
	SB4	5,517,275.080	448,517.391
CLEARING & GRUBBING BOUNDARY	CB1	5,517,202.641	448,464.685
	CB2	5,517,281.191	448,440.296
	CB3	5,517,341.562	448,524.131
	CB4	5,517,278.242	448,569.711

- NOTES**
- 1.1 REFER TO DRAWING #S001 FOR COMPLETE STRUCTURAL NOTES.
- 1.2 MINIMUM SITE CLEARING BOUNDARY HAS BEEN OFFSET 30m FROM SUBSTATION PERIMETER FENCING AND 20m FROM EXISTING 25kV TRANSMISSION LINE ON THE NORTH-EAST SIDE OF THE SUBSTATION.

Rev. No.	Date	Designed	Drawn	Checked	Description
A	31MAR17	TL	TL	-	ISSUED FOR INTERNAL REVIEW
B	07APR17	TL	TL	-	ISSUED FOR REVIEW

Gygax Engineering Associates Ltd.

103 - 1718 Commercial Drive
Vancouver BC V6N 4A3
Tel: 1 604 254 3514
Email: mail@gea.ca
www.gea.ca

Narrows Inlet Hydro LP

NARROWS INLET HYDROELECTRIC PROJECTS

NARROWS INLET (NITX) SUBSTATION

GENERAL ARRANGEMENT

SITE LOCATION AND LAYOUT

PLAN

Scale

Drawing Number

Rev.

S005

B

April 24, 2017

Attn: Maxine Davie, Senior Portfolio Administrator
South Coast Region
Ministry of Forests, Lands and Natural Resource Operations
Suite 200, 10428 153rd Street
Surrey, BC
V3R 1E1

REFERENCE: Narrows Inlet Substation Lease Application

Project Description:

BluEarth Renewables Inc, on behalf of Tyson Creek Hydro Corp., has prepared this application for a lease in association with the Narrows Inlet and Tyson Creek Hydroelectric Projects. The Narrows Inlet Hydro Project is a cluster of three facilities on two creeks and is currently under construction by tems sayamkwu GP Corp., of which BluEarth is a majority partner. The Tyson Creek facility has been operational since 2010 and is 100% owned by BluEarth through its subsidiary Tyson Creek Hydro Corp. The Projects are all located approximately 50 km north-east of Sechelt, BC on the Sunshine Coast and accessed by water or air only (Map 1).

These Projects have 30-year Electricity Purchase Agreements with BC Hydro and are governed under the following conditional water licenses: Tyson Creek C200277, Chickwat Creek C131287, Ramona Lake C131285 and Ramona Creek C131286. The electricity from these four facilities will be transmitted along 25kV collector lines to a shared substation at the head of Narrows Inlet. The shared Narrows Inlet Substation is currently covered under Licenses of Occupation File No. 2409412 and No. 2411644 held by tems sayamkwu GP Corp., but once in operation, the intention is that the substation will be covered under a lease to Tyson Creek Hydro Corp. The operation and maintenance of the substation is outlined in a Shared Facilities Agreement between Tyson Creek Hydro Corp. and tems sayamkwu GP Corp.

Purpose:

The purpose of this application is to obtain a long-term lease over the future shared substation in the Tzoonie River valley at the head of Narrows Inlet. Electricity from the powerhouses on Tyson Creek, Ramona Creek, Ramona Lake and Chickwat Creek will all enter the substation at 25

kV and be stepped-up to 138 kV for long distance transmission to the Point of Interconnection with BC Hydro near the Malaspina substation at Ruby Lake. The Narrows Inlet Substation will be approximately 31 m x 22 m and include a transformer, circuit breaker, switchgear, disconnect switch and parking (Map 2). A fence and security system will surround the substation to protect the site from unwanted visitors.

An application to the Environmental Assessment Office was submitted in December 2016 and includes a detailed environmental assessment of the proposed substation. The entire application is available on the EAO's public website:

<https://projects.eao.gov.bc.ca/p/narrows-inlet-hydro/docs>

If you have any questions or require additional information regarding this application, please do not hesitate to contact the undersigned.

Sincerely,



Isabelle Deguise, M.Sc., R.P.Bio.
Tyson Creek Hydro Corp.
Tems sayamkwu GP Corp.
c/o BluEarth Renewables Inc.
Lead, Regulatory and Environment



Enclosed: Map 1 – Narrows Inlet General Site Map
 Map 2 – Narrows Inlet Substation Detailed Plan

SUNSHINE COAST REGIONAL DISTRICT STAFF REPORT

TO: Planning and Community Development Committee – November 9, 2017

AUTHOR: Lesley-Ann Staats, Planner

SUBJECT: **PROVINCIAL REFERRAL 2411818 FOR A ROADWAY (CARLSON POINT HOMEOWNERS) – ELECTORAL AREA B**

RECOMMENDATIONS

1. **THAT the report titled Provincial Referral 2411818 for a Roadway (Carlson Point Homeowners) – Electoral Area B be received;**
 2. **AND THAT the following comments be forwarded to the Ministry of Forests, Lands, Natural Resource Operations and Rural Development:**
 - a. **SCRD has no objections to the proposed roadway, Provincial File 2411818, subject to the following conditions:**
 - i. **A Development Permit is required for improvements and maintenance of the road as per the *Riparian Areas Regulation*.**
 3. **AND FURTHER THAT this report be forwarded to the November Halfmoon Bay Advisory Planning Commission (APC) for consideration and recommendations from the APC be forwarded to the Province as late information.**
-

BACKGROUND

SCRD received a Provincial referral from the Ministry of Forests, Lands, Natural Resource Operations and Rural Development (FLNRORD) regarding a request from a group of property owners (Carlson Point homeowners) proposing to take over an existing Forest Service Road (FSR), which branches off the Halfmoon Bay Carlson Point FSR near the easternmost end of the road, close to the Carlson Point log storage site. The road is intended to be used full-time for residents to access their homes in the area. The residents have been using and maintaining the road for 13 years.

The referral is enclosed for reference as Attachment A. A location map and application summary is provided below.

The purpose of this report is to provide information on the referral and a recommended response to the Province.



Figure 1: Site Map



Figure 2: Location Map

Proponent:	Carlson Point Homeowners
Purpose:	Transportation - Roadways purposes
Tenure Type:	Licence
Size:	1.77 ha +/-
Location:	Approximately 2 km south of Carlson Point
Legal Description:	That parcel or tract of land in the vicinity of Carlson Point containing 1.77 hectares more or less
Electoral Area:	B
OCP Land Use:	Resource
Land Use Zone:	RU2 (Rural Two)
Comment deadline:	November 16, 2017

Table 1 - Application Summary

Site and Surrounding Uses

The Carlson Point properties are a group of 21 lots fronting Sechelt Inlet to the east, north of Porpoise Bay. Surrounding the lots is Provincial land to the south, west, and north. The original survey dates back to 1971 and at that time the lots were leased Provincial land.

In 1990, the majority of the lots were sold. Six owners currently live there permanently and 18 owners use the properties seasonally.

All the lots are considered water-accessible-only as there is no dedicated public road access to the lots. The proponent indicates in the referral that the owners have been using and maintaining the Halfmoon Carlson FSR for 13 years to access their properties.

DISCUSSION

Halfmoon Bay Official Community Plan

The Halfmoon Bay Official Community Plan outlines transportation objectives and policies under Section 25. The following directly relate to this referral:

25.1 To encourage development of a balanced system of roads based on a classification of road types so as to ensure transportation safety and efficiency.

25.2 & 25.7 To work with the Ministry of Transportation and Infrastructure in planning adequate road systems, that meets provincial standards, and complement existing rural residential area of Halfmoon Bay.

25.10 Future development shall be considered in locations that do not require extensive construction of new roadways.

The FSR crosses two streams located within a Development Permit Area. A Development Permit is required for future improvements and maintenance of the road for private use as per the *Riparian Areas Regulation*.

Zoning Bylaw No. 310, 1987

Roads are considered public utilities and are permitted in any zone. Therefore the proposal is permitted under Bylaw No. 310.

Analysis

Because the road already exists, has been used for 13 years to access the properties and the proposal is consistent with the OCP and zoning, staff consider the request reasonable.

Options

The Province requests SCRD decide on one of the following options in response to the referral:

1. Interests unaffected
2. No objection to approval of project.
3. No objection to approval of project subject to the conditions outlined below.
4. Recommend refusal of project due to reasons outlined below.
5. N/A

Staff recommends Option 3, subject to comments outlined in the Recommendations.

Consultation

The Province referred this application to the *shíshálh* Nation, SCR D and other agencies it identifies as appropriate and posts an advertisement in a local newspaper to enable comments from the public.

Due to the timing of the receipt of the referral, it was not referred to the Halfmoon Bay Advisory Planning Commission for consideration in October. Staff recommends forwarding this report to the APC for consideration in November and forwarding APC recommendations to the Province as late information.

Timeline for next steps or estimated completion date

The Province extended the deadline to comment on this application to November 23, 2017 in order to obtain a Board Resolution. The Resolution will be forwarded to FLNRORD and final permission will be made by the Province.

STRATEGIC PLAN AND RELATED POLICIES

N/A

CONCLUSION

SCR D has been provided an opportunity to comment on a Provincial referral regarding Carlson Point homeowners requesting a license on an existing Forest Service Road to access 21 properties.

Staff recommends responding with no objection to the roadway, subject to a Development Permit for construction and maintenance activities, as per the *Riparian Areas Regulation*.

Attachments

Attachment A – Provincial Referral Package 2411818

Reviewed by:			
Manager	X – A. Allen	Finance	
GM	X – I. Hall	Legislative	
CAO	X – J. Loveys	Other	



Crown Land Tenure Application

Tracking Number: 100208861

Application Information

If approved, will the authorization be issued to an Individual or Company/Organization?

Company/Organization

What is your relationship to the company/organization?

Representative

APPLICANT COMPANY/ORGANIZATION CONTACT INFORMATION

Applicant is an Individual or an Organization to whom this authorization Permit/Tenure/Licence will be issued, if approved.

Name: Carlson Point Homeowners

Doing Business As:

Phone:

BC Incorporation Number:

Extra Provincial Inc. No:

Society Number:

GST Registration Number:

Contact Name: Ken Legge

Mailing Address: PO BOX 1677

Sechelt BC V0N 3A0

REPRESENTATIVE INFORMATION

Please enter the contact information of the Individual/Organization who is acting on behalf of the applicant.

Name: Ken Legge

Phone:

Mailing Address: PO BOX 1677

Sechelt BC V0N 3A0

Letter(s) Attached: Yes (Representation Agreement.pdf)

ELIGIBILITY

Question	Answer	Warning
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Do all applicants and co-applicants meet the eligibility criteria for the appropriate category as listed below?	Yes	
---	-----	--

Applicants and/or co-applicants who are Individuals must:

1. be 19 years of age or older and
2. must be Canadian citizens or permanent residents of Canada. (Except if you are applying for a Private Moorage)

Applicants and/or co-applicants who are Organizations must either:

1. be incorporated or registered in British Columbia (Corporations also include registered partnerships, cooperatives, and non-profit societies which are formed under the relevant Provincial statutes) or
2. First Nations who can apply through Band corporations or Indian Band and Tribal Councils (Band or Tribal Councils require a Band Council Resolution).

TECHNICAL INFORMATION

Please provide us with the following general information about you and your application:

EXISTING TENURE DETAILS

Do you hold another Crown Land Tenure? No

ALL SEASONS RESORTS

The All Seasons Resorts Program serves to support the development of Alpine Ski and non-ski resorts on Crown land. For more detailed information on this program please see the operational policy and if you have further questions please contact FrontCounter BC.

Are you applying within an alpine ski resort? No

WHAT IS YOUR INTENDED USE OF CROWN LAND?

Use the "Add Purpose" button to select a proposed land use from the drop down menu.

If you wish to use Crown land for a short term, low impact activity you may not need to apply for tenure, you may be authorized under the Permissions policy or Private Moorage policy.

To determine if your use is permissible under the Land Act please refer to either the Land Use Policy - Permissions or Land Use Policy - Private Moorage located here.

Purpose	Tenure	Period
Roads We would like to acquire a "licence of occupation" for 1.507 kms. of logging road, that we've been maintaining for 13 years. A& A Trading has agreed to transfer the road. Six of the homeowners are permanent.	Licence of Occupation	Five to ten years

ACCESS TO CROWN LAND

Please describe how you plan to access your proposed crown land from the closest public road: We plan to access the 1.507 kms of logging road from the Halfmoon/ Carlson FSR.

ROADS

Applications are accepted for public and private road development that service Crown land and private parcels. It also includes public road allowances under Section 79 and 80 of the Land Act; roads within Crown land subdivisions; and dedications under the Land Title Act Section 102 and 107 of titled lands.

Note - In the case of industrial roads associated with Clean Energy Projects, and located within the Provincial Forest, an authorization may be applied for here under the Land Act or applied for through the Provincial Forest Use Regulation, Forest Practices Code Act by a Special Use Permit.

Specific Purpose: We would like to acquire a "licence of occupation" for 1.507 kms. of logging road, that we've been maintaining for 13 years. A& A Trading has agreed to transfer the road. Six of the homeowners are permanent.

Period: Five to ten years

Tenure: Licence of Occupation

TOTAL APPLICATION AREA

Please give us some information on the size of the area you are applying for.

Specify Length: 1507 meters
Specify Width: 6 meters

ROAD ACCESS

Do you have a safety reason to exclude the public from this road? No

Does the road access a subdivision, and will become a publicly maintained road? No

IMPORTANT CONSIDERATIONS

Selecting yes to any of the following questions may indicate that you will require further or additional authorizations under the Land Act or other legislation.

Is this road related to a Clean Energy project? No

Is this related to a forest service road or a logging road? Yes

Please contact your local Forest District office, Enquiry BC.

Will this road connect to a public road? No

Will you need fill material to construct this road? No

ADDITIONAL QUESTIONS

In many cases you might require other authorizations or permits in order to complete your project. In order to make that determination and point you in the right direction please answer the questions below. In addition, your application may be referred to other agencies for comments.

Is the Applicant or any Co-Applicant or their Spouse(s) an employee of the Provincial Government of British Columbia? No

Are you planning to cut timber on the Crown Land you are applying for? No

Are you planning to use an open fire to burn timber or other materials? No

Do you want to transport heavy equipment or materials on an existing forest road? No

Are you planning to work in or around water? No

Does your operation fall within a park area? No

LOCATION INFORMATION

Please provide information on the location and shape of your Crown land application area. You can use one or more of the tools provided.

ATTACHED DOCUMENTS

Document Type	Description	Filename
General Location Map	Road permit 20k Overview map april 28 2017-1	Road permit 20k Overview ma...
Management Plan	Management Plan Template copy 2	Management Plan Template co...
Other	17 Agency letters	17 Agency letters.pdf

PRIVACY DECLARATION

☒ Check here to indicate that you have read and agree to the privacy declaration stated above.

REFERRAL INFORMATION

Some applications may also be passed on to other agencies, ministries or other affected parties for referral or consultation purposes. A referral or notification is necessary when the approval of your application might affect someone else's rights or resources or those of the citizens of BC. An example of someone who could receive your application for referral purposes is a habitat officer who looks after the fish and wildlife in the area of your application. This does not apply to all applications and is done only when required.

Please enter contact information below for the person who would best answer questions about your application that may arise from anyone who received a referral or notification.

Company / Organization: Carlson Point Homeowners

Contact Name: Ken Legge

Contact Address: PO BOX 1677
Sechelt BC V0N 3A0

Contact Phone:

☒ I hereby consent to the disclosure of the information contained in this application to other agencies, government ministries or other affected parties for referral or First Nation consultation purposes.

IMPORTANT NOTICES

- Once you click 'Next' the application will be locked down and you will NOT be able to edit it any more.

DECLARATION

☒ By submitting this application form, I, declare that the information contained on this form is complete and accurate.

APPLICATION AND ASSOCIATED FEES

Item	Amount	Taxes	Total	Outstanding Balance
Crown Land Tenure Application Fee	\$250.00	GST @ 5%: \$12.50	\$262.50	\$0.00

OFFICE

Office to submit application to: Surrey

PROJECT INFORMATION

Is this application for an activity or project which requires more than one natural resource authorization from the Province of BC? No

APPLICANT SIGNATURE

Applicant Signature

Date

OFFICE USE ONLY

Office Surrey	File Number 2411818	Project Number 256035
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	Disposition ID 929815	Client Number 218229
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MANAGEMENT PLAN

Carlson Point Road

File No. 2411818

Her Majesty the Queen in Right of British Columbia (the "Province") and the See Attached List (the "Licensee") hereby agree that this document is the Management Plan for File No 2411818 and that this document supersedes any earlier Management Plans.

The signature of the Province's authorized representative is solely for the purpose of acknowledging the Province's acceptance of this document as the Management Plan for the purposes of the tenure document and does not represent a certification by the Province or its signatory of any factual content or acceptance of professional responsibility by the Province's signatory for any advice or analysis contained in this document.

ACCEPTED BY:

Date

Ministry of Forests, Lands and Natural
Resource Operations

SIGNED on behalf of See Attached List
By a duly authorized signatory

Ken Legge
Sept 3, 2017

Management Plan

Please describe the details of your project to the extent known. Consult the guidance document for further information on regulatory requirements, rational for why the information is required, and how to find required information.

The scope and the timing for response will be provided. If information is requested and not received, it may result in the disallowance of the application.

Information on these topics may be required as part of the application processing and if further detail is necessary that is not part of the application and management plan received, you will be contacted and requested to provide additional information. In some circumstances, the use of a qualified professional to complete the plan may be required.

1 . 0 Background

1.1 Project Overview

Describe project for which authorization is requested, including construction and/or phased development details:

We are applying for a total of 1.507 kilometres of existing logging roads. Starting at the Halfmoon Carlson FSR the road southwest for .659 km then branches east for .216 km and south for .632 km. We have been taking care of the road as long as the road has been there, 13 years. We are applying to take over the road to ensure access to our homes by car. We have six permanent homeowners and 13 seasonal homeowners.

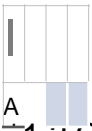
1.2 Investigative Work

If any preliminary investigative work has been carried out, with or without an investigative authorization, provide details on work completed, incomplete or on-going from previous

There's a deactivation plan for road section R02490 C which will be completed by the Road Permit holder. This section of road is not included in this application.

Also, there are five culverts on road under application and are shown on the attached site plan. Also, there is an abandoned road building machine and a water tank. All are marked on our site plan. The abandoned machine (bulldozer) will be removed by the current Road Permit holder.

The road and associated structures will be inspected on an ongoing basis to ensure that the road is safe and the culverts and bridges are in a good state of repair and are functioning properly.



1.3 Confirmation of Safety Plan

Your Project must meet the [Occupational Health and Safety \(OHS\) criteria](#) set out by WorkSafe BC. Does your Project meet these criteria?

☐ Yes ☐ No

When any works are completed on the road, a safety plan will be prepared.

5.2.3 First Nations Consultation

Describe any contact you may have had, including the name of the First Nation(s) and representatives contacted.

We have not had any contact with the shishalh Nation in regards to this application.

2.0 Location

2.1 Description

Provide a general description of the location of the project:

The application area is located approximately 13.6 Km north by road from the town of Sechelt. The road branches off the Halfmoon Carlson Forest Service Road (FSR) near the easternmost end of the road, close to the Carlson Point log dump. The application area is located approximately two kms south of Carlson Point.

2.2 Location Justification

Provide your reasons/justification of the need for this type of project at this location:

There are 18 homes, 17 are owned and one leased that are accessed by the road under application. There are six permanent residents. The government initially leased the lots in the 1940s and '50s as water access lots and later offered the lots for sale. Road access became possible after FAB Logging logged the near by area in 2000. We used the logging road to access our homes right after the logging ended. We've upgraded and maintained the road ever since.

2.3 Seasonal Expectations of Use

When will the Project require use of the land? Include information on key works during construction phases as well as operations phase. Please reference [reduced risk fish windows](#) as required by DFO:

The road will be used full time as there are full time residents living at this location. Replacement of the bridge would be done, consistent with timing windows for this type of work. In August, the stream is usually completely dried up and construction of the bridge could be done without any harm to the fish. Appropriate authorizations will be applied for prior to any works.

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3.0 Infrastructure and Improvements

3.1 New Facilities and Infrastructure

Detail any new facilities, infrastructure or processes proposed and any ancillary uses. Provide details of planned construction methods and materials, and construction scheduling.

There is one small bridge (1X8 WCB on the detailed map) that will eventually need to be replaced. We've been in touch with Enevoldson Engineering who've recommended a row of 3 concrete blocks 5'x2 1/2'x2 1/2' on either side of the 2' stream spanned by hollow core concrete slabs on top. He recommended when we decide to replace the bridge to call him and he'd help oversee the project. He expects the project to take less than a day. We would contact DFO to notify them in plenty of time of construction. The present bridge is made from fir logs and has at least ten more years before it might need replacing. This was confirmed by the engineer with A&A Trading Ltd. The bridge will be evaluated on an ongoing basis and will be replaced when no longer safe. All the permanent residents are aware of the one bridge and the four culverts on our road. Any abnormal flooding or weakness in the road would be conveyed to me as I have the Bob Cat to repair the culverts.

CC
anon

3.2 Access

Identify existing and proposed roads used for access and their use by season. Include any proposed connections to public or Forest Service Roads; traffic information including volume of traffic during construction/operation and phase or season that the traffic is expected:

The road under application, connects to the Halfmoon Carlson FSR near the easternmost end by the log dump at Carlson Point. There's 4-5 cars a day using the road as the permanent residents need to get to work and get groceries and attend meetings. During the summer traffic increases as seasonal residents and visitors utilize the cabins and private property. When the bridge is replaced, the road should only be down for less than a day as all the components are prefabbed and assembled on site.

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3.3 Utility Requirements and Sources

Describe utility requirements and sources, include agreements in place or underway allowing access to utilities.

A

No access to utilities are being considered at this time.

3.4 Water S u pply

Identify water requirements for construction and operation phases (e.g. surface water and/or groundwater), including sources, location, volume and a general description of infrastructure planned to meet water supply requirements, include any agreements outside of Water Act Authorizations identified above (Section I, Authorizations, Permits or Approvals), such as Municipal water supply.

Not applicable.

	W				
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ni					

3.5 Waste Collection Treatment and Disposal

Identify water requirements for construction and operation phases (e.g. surface water and/or groundwater), including:

A					
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Not applicable.

	W				
P	at	S	V	In	A
r	eo	ol	fr	g	
ni					
A					

4.0 Environmental

Describe any significant impacts and proposed mitigation for the following environmental classes:

4.1 Land Impacts

4.1.1 Vegetation Removal

Is any timber removal required?

(No

Are any areas of vegetation to be cleared, outside of timber removal- Yes Clearing of road side brush will be done to maintain safe sight lines. Yes

4.1.2 Soil Disturbance

Will there be any areas of soil disturbance, including clearing, grubbing, excavation and levelling? (

No.

Is the area to be excavated a Brownfield site or has the potential to be contaminated? (

No.

Is there potential for disturbance of archaeological, paleontological fossils or historical artifacts? (

No.

4.1.3 Riparian Encroachment

Will any works be completed within or adjacent to the riparian zone of any water body? (

Yes Bridge replacement and culvert replacement and maintenance as required.

4.1.4 Pesticides and Herbicides

Will there be any use of pesticides or herbicides during construction, operations and/or maintenance? (

No

4.1.5 Visual Impacts

Will there be any adverse effects of the projects, and any potential adverse effects on sight lines to the project area from surrounding areas likely to be used for scenic viewing by residents or other users?

No

4.1.6 Archaeological Sites

Are there any known or high potential (Arch Procedure) archaeological sites within the project

area? No.

Have you conducted an AIA or engaged an archaeologist to assist with your investigations? (

('No.

4.1.7 Construction Methods and Materials

Identify the types of construction materials, the methods used, their impacts, and any

There will be gravel used on the road to fill potholes. The bridge is mainly using prefabricated concrete put in place on-site by a mis-sized excavator, then filled in and covered with gravel.

4.2 Atmospheric Impacts

4.2.1 Sound, Odor, Gas or Fuel Emissions

Will the project construction or operation cause any of the following to disturb wildlife or nearby residents:

(Best management practices for sound)

Sound? ('No.)

Odor? ('No

Gas? ('No

Fuel Emissions? ('No

4.3 Water or Land Covered by Water Impacts

4.3.1 Drainage Effects

Will the project result in changes to land drainage?

('No

4.3.2 Public Access

Will the project result in changes to public access?

('No

4.3.3 Flood Potential

Will the project result in a potential for flooding?

('No

4.4 Fish and Wildlife Habitat Impacts

4.4.1 Disturbance to Wildlife and Wildlife Habitat

Will the project result in adverse effects to wildlife or wildlife habitat?

([BC Wildlife Act](#))

('No

Will the project (construction or operations phase) occur in and around streams, lakes, estuarine or marine environments?

('No

Is the project (construction or operations phase) likely to increase erosion or sedimentation?

('No

Will the project (construction or operations phase) require water diversion?

('No

Will the project threaten or endanger species at risk in the area?

([Species At Risk Act](#))

('No

5.0 Socio-Community

5.1 Land Use

Describe the current community setting on or near the project area, including the location of non-aboriginal and aboriginal communities or known use areas.

There are 19 homes close to the road, 18 are owned and one home is leased from the Provincial Government.

There are 6 permanent residents, with the rest seasonal.

5.1.1 Land Management Plans and Regional Growth Strategies

Are there any land and resource management plans, coastal plans, provincial, regional growth strategies or local government plans with zoning, or management policies or use restrictions in place that could limit or preclude your proposed use of the land? *(Please refer to the [Union of BC Municipalities \(UBCM\)](#), and check the websites of the municipality, regional district or other organization with jurisdiction including your project area.)*

No, not that I'm aware of.

5.2 Socio-Community Conditions

5.2.1 Adjacent Users or Communities

Is the project likely to restrict public access, or the ability, or the ability of adjacent land owners or tenure holder to access their property or tenures?

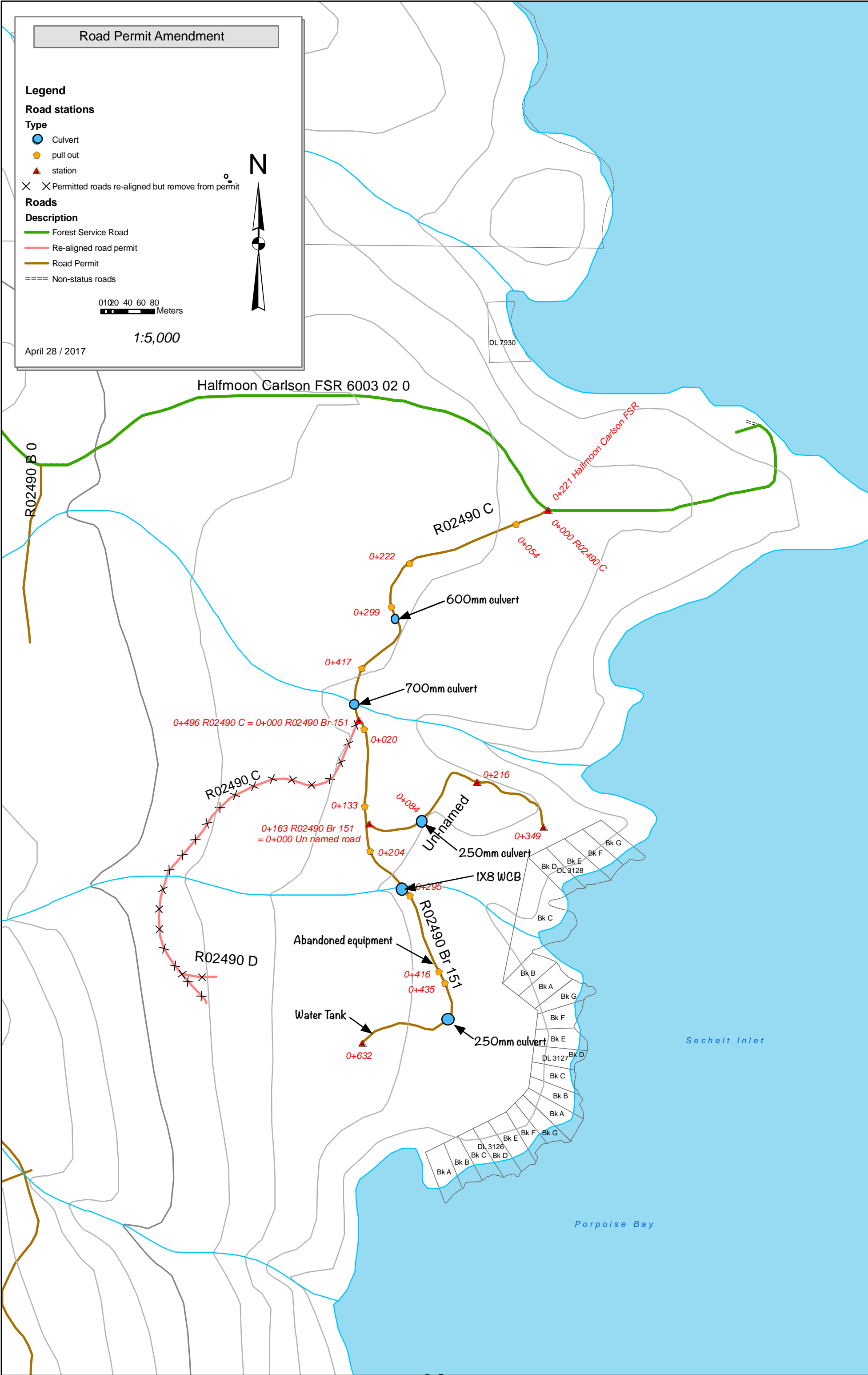
No

5.2.2 Existing Services

Provide a description any increased demand on fire protection and other health facilities and emergency services arising from your Project, including proposed management or mitigation measures.

No increase in servi

END OF FORM



**SUNSHINE COAST REGIONAL DISTRICT
POLICING COMMITTEE
October 19, 2017**

MINUTES OF THE SUNSHINE COAST POLICING COMMITTEE MEETING HELD IN THE CEDAR ROOM OF THE SUNSHINE COAST REGIONAL DISTRICT 1975 FIELD ROAD, SECHELT, BC.

PRESENT:

(Voting Members)

Director, Electoral Area E, Chair
 Director, Electoral Area A
 Director, Electoral Area D
 Director, Electoral Area B,
 Director, Electoral Area F
 Councillor, District of Sechelt
 Councillor, Town of Gibsons
 School District #46 Trustee

Lorne Lewis
 Frank Mauro
 Mark Lebbell
 Garry Nohr
 Ian Winn
 Darren Inkster
 Jeremy Valeriote
 Greg Russell

ALSO PRESENT:

(Non-Voting)

RCMP
 RCMP
 SCR D Chief Administrative Officer
 SCR D, Admin. Assist. Infrastructure Services
 Media – Coast Reporter

S/Sgt. Vishal Mathura
 Sgt. Mike Hacker
 Janette Loveys
 Tracey Hincks
 Lisa McKnight-Yeates

CALL TO ORDER

1:30 p.m.

AGENDA

The agenda was adopted as presented.

PETITIONS AND DELEGATION**MINUTES****Recommendation No. 1***Minutes*

The Sunshine Coast Policing Committee recommended that the minutes of July 20, 2017 be received as amended to change C/O Mike Hacker to Sgt. Mike Hacker.

COMMUNICATIONS**Recommendation No. 2***2016 Annual Police Report*

The Sunshine Coast Policing Committee recommended that the letter and attachment from Staff Sergeant Vishal Mathura, Detachment Commander, RCMP, dated September 21, 2017 regarding 2016 Annual Police Report, be received.

REPORTS

Recommendation No. 3 *Monthly Crime Statistics – July 2017*

The Sunshine Coast Policing Committee recommended that the RCMP Monthly Crime Statistics for July 2017 be received.

Recommendation No. 4 *Monthly Crime Statistics – August 2017*

The Sunshine Coast Policing Committee recommended that the RCMP Monthly Crime Statistics for August 2017 be received.

Recommendation No. 5 *Monthly Crime Statistics – September 2017*

The Sunshine Coast Policing Committee recommended that the RCMP Monthly Crime Statistics for September 2017 be received.

Recommendation No. 6 *RCMP Monthly Report*

The Sunshine Coast Policing Committee recommended that RCMP Monthly Report for the period 2017-07-01 to 2017-09-30 be received.

Staff Sergeant Mathura gave a verbal report on crime on the Sunshine Coast.

Highlights of Reporting Period:

- *A structure fire in Gibsons where a boat, shed and vehicle were damaged was not considered suspicious.*
- *A video surveillance camera captured two females stealing a number of items from a local business. One suspect was arrested and a warrant issued for the second suspect.*
- *Impaired driver who crashed into a residence was arrested on Gibsons Way.*
- *A resident reported falling for an overpayment fraud scam after responding to an ad in the local newspaper for a job posting.*
- *An impaired driver struck a pedestrian who was exiting a bus. This file is still under investigation.*
- *Tickets worth over \$10,000 were handed out for an illegal campfire during the Provincial Campfire Ban on Home Island.*
- *A resident reported falling victim to the iTunes scam.*
- *A large black bear entered a Gibsons home. The bear was destroyed due to its aggressive nature.*
- *911 calls were received from the public who heard cries for help from out on the water. RCMP, a Search and Rescue Helicopter, and Royal Canadian Marine Search and Rescue responded to the call. A broken down vessel was located and all occupants survived.*
- *A fraud case was reported after the victim responded to what appeared to be a legitimate alert from her bank advising that her credit card had been compromised. Close to \$20,000 has been taken from her credit card. Her legitimate bank froze her account and she is not being held liable for loss.*
- *The annual Ladies Red Serge Gala was held at the Holy Family Parish Hall. The event sold out with 250 ladies attending. The money raised went towards the*

Coasts' Cops for Cancer Tour de Coast rider, Constable Chris Jay. The event raised approximately \$54,000.

Staff Sergeant Mathura gave a verbal report with a map indicating intoxication/consumption and cause for disturbance incidents. Another map indicated Sunshine Coast collisions with a cluster of accidents occurring in the downtown Sechelt core. Both maps showed incidents from July to September 2017

NEW BUSINESS / ROUNDTABLE

Drug Use

RCMP are seeing a rise in the number of used needles in Sechelt's parks and restrooms. Fentanyl use continues.

Sea Cavalcade 2017

Sea Cavalcade was well organized and only a few calls for service were received.

Speeding

Speeding on Pratt Road continues.

Grow Operations

RCMP are awaiting federal marijuana regulations.

RCMP Contact

Directors were encouraged to contact Sgt. Hacker via email at Michael.HACKER@rcmp-grc.gc.ca with specific concerns in their respective areas.

ADJOURNMENT 2:40 p.m.

Committee Chair

SUNSHINE COAST REGIONAL DISTRICT**AREA A – EGMONT / PENDER HARBOUR
ADVISORY PLANNING COMMISSION****October 25, 2017**

RECOMMENDATIONS FROM THE AREA A ADVISORY PLANNING COMMISSION
MEETING HELD IN THE LIBRARY AT PENDER HARBOUR SECONDARY SCHOOL, 13639
SUNSHINE COAST HWY, MADEIRA PARK, BC

PRESENT:	Chair	Alan Skelley
	Members	Tom Silvey Peter Robson Gordon Politeski Gordon Littlejohn Jane McQuat Alex Thomson Sean McAllister Yovhan Burega Dennis Burnham
ALSO PRESENT:	Area A Director	Frank Mauro
	Recording Secretary	Kelly Kammerle
	SCRD Senior Planner	David Rafael
	Subdivision Application SD000023	Steve Boyd
	Public	2
REGRETS:		Janet Dickin
		Catherine McEachern

CALL TO ORDER 7:00 p.m.

AGENDA The agenda was adopted as presented.

DELEGATIONS

David Rafael, Senior Planner, regarding Item No 5.3 Affordable Housing Policies

Steve Boyd for Subdivision Application SD000023 (2017-04704) Johnstone Rd, Pender Harbour

MINUTES3.1 Area A Minutes

The Area A APC minutes of September 20, 2017 were approved as circulated.

The following minutes were received for information:

- Halfmoon Bay (Area B) APC Minutes of September 19, 2017
- Roberts Creek (Area D) APC Minutes of September 18, 2017
- Elphinstone (Area E) APC Minutes of September 13, 2017
- West Howe Sound (Area F) APC Minutes of September 5, 2017
- Planning and Community Development Committee Minutes of September 14, 2017

5.1 Subdivision Application SD000023 (2017-04704) Johnstone Rd., Pender Harbour

The APC recommends Approval of Subdivision Application SD000023 (2017-04704) Johnstone Rd., Pender Harbour with the following comments:

- SCRD conditions are met

5.2 Subdivision Application SD000025 (Gordon) Johnston Heights Rd.

The APC recommends Approval of Subdivision Application SD000025 (Gordon) Johnston Heights Rd. with the following comments:

- SCRD conditions are met

5.3 Affordable Housing Policies

David Rafael, SCRD Senior Planner was in attendance to discuss the Affordable Housing Policies.

The APC would like to see diverse housing for all segments of the population and recommends the approval process be streamlined wherever possible so as to encourage development.

DIRECTOR'S REPORT

Area A Director Mauro provided a verbal report of his activities.

NEXT MEETING Wednesday, November 29, 2017

ADJOURNMENT 7:45 p.m.

SUNSHINE COAST REGIONAL DISTRICT**AREA B - HALFMOON BAY
ADVISORY PLANNING COMMISSION****October 24, 2017**

RECOMMENDATIONS FROM THE AREA B ADVISORY PLANNING COMMISSION MEETING
HELD IN THE COOPERS GREEN COMMUNITY HALL AT COOPERS GREEN PARK, 5500
FISHERMAN ROAD, HALFMOON BAY, BC

PRESENT	Chair	Frank Belfry
	Members	Bruce Thorpe Barbara Bolding Jim Noon Alda Grames Elise Rudland
ALSO PRESENT	Area B Director	Garry Nohr
	SCRD Senior Planner	David Rafael
	Recording Secretary	Katrina Walters
	Public	6
REGRETS	Members	Eleanor Lenz Marina Stjepovic Joan Harvey
ABSENT	Members	Lorn Campbell

CALL TO ORDER 7:03 p.m.

AGENDA The agenda was adopted as presented.

MINUTES3.1 Area B Minutes

The Area B APC minutes of September 19, 2017 were adopted as presented.

The following minutes were received for information:

- Egmont / Pender Harbour (Area A) APC Minutes, September 20, 2017
- Roberts Creek (Area D) APC Minutes, September 18, 2017
- Elphinstone (Area E) APC Minutes, September 13, 2017
- West Howe Sound (Area F) APC Minutes, September 5, 2017
- Planning and Community Development Committee Minutes, September 14, 2017

REPORTS

5.1 Affordable Housing Policies

David Rafael, SCRD Senior Planner presented the staff report on affordable housing policies which was discussed by the APC. The following concerns /points /issues were noted:

- Some areas might have wastewater issues for septic; try to look at areas that are appropriate for septic; don't see SCRD paying for treatment plants.
- Glad to see suggestions for the use of alternative septic treatments because technology has changed and we have to look at current technologies.
- How does this fit into the OCP? Like idea of pilot projects; this bylaw may allow consideration of proposals through re-zoning applications and not require a Community Plan amendment.
- Think taking it one step at a time with pilot projects is good; with the bylaw in place, we won't need to go back to OCP amendments.
- If the bylaw is put in place, that would allow any new subdivisions to potentially have new second house.
- This seems to be a plan for a town: don't know how you fit infill into our rural community.
- Have a question about the definition of affordable: Is this ownership or rental?
- The document doesn't have any nuts and bolts; the policies are the closest to the 'how to's'.
- Do support affordability and infill but only hesitation here is making sure that whatever happens is consistent with the OCP.
- Members would probably be interested in the public information meeting in November so maybe this item could come back to the APC for further review after the public info meeting.

Written comments by APC members not in attendance:

- Bylaw should be rolled out in a way that the public can understand.
- Refer to policy item d, density bonus: show some examples of where this type of development could feasibly occur. Does this include rezoning in the Resource Areas of Sechelt Inlet for example?
- Refer to policy item f: Encourage innovative Sewage treatment systems that do not require an absorption fields. To be considered for small-lot or cluster housing developments subject to the approval of the Vancouver Coastal Health Authority. However, don't set a precedent for small lot subdivisions all over the place!
- Refer to policy item g: Infill with small buildings for infill, small-lot and cluster development.
- Refer to policy item h: Concern that the Regional District would not have the funds to improve infrastructure and servicing in affordable locations.
- The timeline and next steps should carefully consider how the public will perceive the topic of "affordable housing". Suggest to take a cautious approach with some pilot projects, and supporting/encouraging affordable development where there is interest and need.

Recommendation No.1

Regarding Affordable Housing Policies the APC does in principle agree with and support the SCRD draft and asks that the report comes back to the APC for further review after the public information meeting in November and reporting from the other referring agencies.

5.2 Subdivision 000022 (2017-04710) Blk A DL 1427 Redrooffs Road (Gordon)

Declaration of lack of Conflict of Interest:

APC chair Frank Belfry declared having no Conflict of Interest despite having worked for the engineering company mentioned in the report due to lack of affiliation with the company following his retirement.

The APC discussed the staff report regarding Subdivision 000022 (2017-04710) Blk A DL 1427 Redrooffs Road . The following concerns /points /issues were noted:

- This development proposal seems to be in the detailed design stage; some of the ideas in the proposal carried forward previous years are concerning with regards to the present situation.
- What permit is required to do the clearing? What checks and balances are there if they come across any sensitive areas?
- Was surprised the proposal came back in the same stage as in previous times. Since then the lagoon has been bought by the SCRD and a park plan with recommendation of trails and circular trails has been detailed; Kitchen Creek trail connecting to Datson Alley is under agreement with the Trail Society and the province. Just today found out that the plan aims to hardscape the creek and that MOTI doesn't want any trail on it. There are fish in the lagoon.
- Have not seen the storm water plan; but the request is under the SCRD terms of approval.
- The Creek is shallow and a berm is proposed on each side to channel the peak storm water. Could the berm be built further back and close to the building sites to minimize impact on the existing trees and creek. Building something in close confines to the creek had a reaction from APC members. Suggest that there are various ways to protect the creek and provide flood protection.
- Does this preclude that we prefer to have the park dedication instead of the money in lieu? How did it come about the SCRD determined that they should be paying money instead of a park? Why would we forgo park dedication?
- Things have changed since the recommendation 15 years ago when they wanted money in lieu; this was before the purchase of the lagoon and the trail system that could be connected through a park from the lagoon.
- In the parks masterplan the community really wanted hiking and trails and access to the trails.
- Was there consideration given to running storm water into the lagoon?
- Recommend environmental and protection of ecosystems and support of Kitchen Creek trail.
- Support inclusion of a wildlife corridor along Kitchen Creek from Coopers Green park to the Provincial forest.
- Recommend that the storm water management plan follow the best practices for (a) storm water reduction of quantity with discharges to pre development rates; (b) address storm water quality by collection and treatment of first flush flows; and (c) volume reduction by discharge to ground.
- Consider the water supply issue: some of the lots on the upper side may have difficulty being serviced; comments from the SCRD suggested a draft water supply study.
- Concerned about the proposed road layout and the functionality and safety of the intersection of Cliff Road, Bluff Road and Priestland Roads.
- Concern at the location and environmental impact of the intersection of Bluff Road and Sidehill Close as it should not be on top of Kitchen Creek.

- Suggest that a bike lane on the edges of Redrooffs road be continued.
- Have the consultants looked at the down land properties and impact on them and their tile field systems from waste water treatment and disposal?
- They have gone through the proper process and have no objection to their development proposal.
- If Kitchen Creek was a park dedication completely, the developer would build the flood control facilities before it is dedicated as park.
- Would like to see the outcome of having some way for the public to have access along Kitchen Creek and a wildlife corridor without going back to the drawing board.
- After hearing the discussion, feel comfortable with having an easement along Kitchen Creek for locals to walk up and down alongside the berm between the lagoon and the trail system.
- Recommend public access be provided along Kitchen Creek to the trail system; environmental considerations including a wildlife corridor; water supply and waste water management.
- If Kitchen Creek is going to be a walking trail, recommend that it not be intrusive; and be respectful of the privacy of the people who live there; not having the quads, motorbikes etc. along the walking trail on private properties.
- Request that it be possible to get a copy of all the reports especially the environmental assessment report, storm water management plan, wastewater management plan and other relevant reports.
- Prior to construction, the developer submit procedures to be implemented during construction for environmental protection, storm water management, and sediment and erosion control

Written comments by APC members not in attendance:

- I'm not opposed to the development proposal per se. I do have concerns about how development will be achieved. How does the developer propose to access the development?

Recommendation No. 2

Regarding Subdivision 000022 (2017-04710) Blk A DL 1427 Redrooffs Road the APC recommends the following:

1. A means of public access be provided along the length of Kitchen Creek connecting the lagoon to the upland trail system.
2. The SCRD reconsider the receipt of funds in lieu of park dedication as the APC generally supports park dedication.
3. That in providing the Stormwater Management and requirements for hardscaping along Kitchen Creek, the SCRD consider alternative options for the construction of a berm as suggested in above comments.
4. That best practices be followed for environmental protection; inclusion of a wildlife corridor; waste water management plan; and water supply plans.
5. Concern at the functionality and location of two intersections as noted above.
6. Best management procedures be followed for storm water management, quantity control, quality and volume reduction.
7. Prior to construction, the developer submit procedures to be implemented during construction for environmental protection, storm water management, and sediment and erosion control.

Recommendation No. 3

Regarding Subdivision 000022 (2017-04710) Blk A DL 1427 Redrooffs Road the APC requests to be given a copy of reports for relevant plans during and post construction including the environmental assessment report, wastewater management plan, storm water plans, sediment control plans, and water assessment plans.

5.3 Crown Referral 2411949 Electric Substation (Bluearth Renewables Inc.)**Recommendation No.4**

Regarding Crown Referral 2411949 Electric Substation (Bluearth Renewables Inc.), the APC supports staff recommendation Option 3 'No objection to approval of project subject to the conditions outlined below.'

NEW BUSINESS

6.1 Bylaw 310 www.scrd.ca/bylaws

The current version of Bylaw 310 is on the SCRD website; paper copies are available upon request.

DIRECTOR'S REPORT

Director Nohr spoke provided a Director's Report.

NEXT MEETING Tuesday November 28, 2017

ADJOURNMENT 9:15 p.m.

SUNSHINE COAST REGIONAL DISTRICT

ROBERTS CREEK - AREA D
ADVISORY PLANNING COMMISSION

October 16, 2017

RECOMMENDATIONS FROM THE AREA D ADVISORY PLANNING COMMISSION
MEETING HELD IN THE ROBERTS CREEK LIBRARY AT 1044 ROBERTS CREEK
ROAD, ROBERTS CREEK, BC.

PRESENT	Chair	Bill Page
	Members:	Heather Conn Nicola Kozakiewicz Dana Gregory Marion Jolicoeur
ALSO PRESENT	Electoral Area D Director Recording Secretary SCRD Senior Planner Public	Mark Lebbell Peggy Martin Yuli Siao 0
REGRETS	Member	Barry Morrow
ABSENT	Member	Gerald Rainville

CALL TO ORDER: 7:00 p.m.

AGENDA The agenda was adopted as presented.

MINUTES3.1 Area D Minutes

The Area D APC minutes of September 18, 2017 were approved.

3.2 Minutes

The following minutes were received for information:

- Egmont/Pender Harbour (Area A) APC minutes of September 20, 2017.
- Halfmoon Bay (Area B) APC minutes of September 19, 2017.
- Elphinstone (Area E) APC minutes of September 13, 2017.
- Planning & Community Development Committee minutes of September 14, 2017.

REPORTS

5.1. Official Community Plan Amendment Bylaws (Affordable Housing Policies) Consideration for First Reading.

Yuli Siao (SCRD, Senior Planner) presented his report and requested feedback from APC. The APC was unwilling to make any formal recommendations on this proposal by the end of the meeting. We felt it was too important to rush through, without further discussion. APC agreed to delay submission of the minutes until the ideas from our discussion could be compiled by the Chair.

While APC is in support of trying to supply affordable housing on the Sunshine Coast, there are still many questions to be answered and we are unsure that the route proposed in this report is the best way to go. SCRD should be very clear that they have a realistic solution before changing Official Community Plans.

- The idea of creating small lots to increase density is an expensive solution to the affordable housing problem and really does not address the issue in a significant way. In the plan, only 20% of the small lots created on a site would be affordable. Therefore, if 5 small lots were created, only 1 would be affordable. There would have to be 10 lots created to get 2 affordable lots. The percentage of affordable lots is obviously much too small.
- Simply stating that spending 30% of household income on housing is considered affordable does not give any idea what range of dollars might be available for affordable housing. Would this be enough to buy land, do the site preparation, and build a house?
- Small houses may only be slightly less expensive than a standard house, because there are fixed costs that apply to both: survey costs, site preparation, septic field, foundation construction, utilities and appliances. If you add these costs to the small house package, the cost will still be at minimum \$250,000.
- A small, non-waterfront lot, within 1 km of the village core on Beach Ave. (696 m²) recently sold. The lot alone had an assessed value over \$300,000.
- Compact septic fields are more expensive than full size fields.
- There are other ways to increase density without individual self-contained lots. Strata development with a shared field, lease-lots without land ownership, duplexes without individual home ownership, and rental properties, all reduce cost to the purchaser. Ideas like these are found in section 17.9i of the Roberts Creek OCP and should have been explored.
- SCRD should consider spot rezoning to allow density increases for rent controlled duplexes, triplexes, etc. with secondary suites - building in multiples helps to keep construction costs down for proponent, so rents can be lower and more affordable.
- Infill housing has been touted as a solution to affordable housing. However, the hundreds of 'eligible parcels' that do not have an allowed second dwelling have been held by families for many years without need for a second dwelling. What incentive is there to encourage landowners to build a second dwelling for affordable housing?
- It could be that property owners would consider building rental accommodation over a garage or some other structure that they need on their property. In many cases, building on existing secondary structures would contravene the SCRD's bylaws and building permit terms, especially regarding distance to property lines. Therefore, to

allow this option, the SCRD would have to either amend its bylaws or be prepared to waive or bend the existing rules.

- How many 'eligible parcels' for infill or subdivision are close to the Roberts Creek village core and has any attempt been made to contact property owners and discuss these proposals with them, individually or as a group. SCRD may be surprised to find there is not an 'ample supply of eligible parcels' for infill housing. You are talking about other people's property - maybe a reality check is in order.
- The comment at the meeting that reducing the cost of a building permit could be used as an incentive to promote infill housing demonstrates an unrealistic understanding of the real cost of development.
- Concern was expressed about the strength of the 'housing agreement' and that the SCRD needs to ensure that housing agreements contain clear definitions and emphatic language to prevent unlawful use of affordable housing as short-term rentals. To enforce lawful usage, the SCRD would need closer monitoring and more bylaw officers than what exists now.
- It is important to have these proposed small lots zoned as 'residential only', as currently exists in Bylaw 310, for the R1 zone, and especially those under 2000 m². Otherwise these small lots created will be snapped up for short-term rental and just add to the long-term rental problems we have today.
- Any new developments built above the highway in Area D should include transportation incentives and/or bus service and more frequent bus service.
- For this scheme to work, density has to be increased to the point where the owner can see a return on investment. But people who live and vacation in Roberts Creek value the semi-rural environment, green spaces and natural beauty of the place. How is twelve small lots of 700 m² each on a 2-acre parcel compatible with this?
- The term "rural character" should be clearly defined and determined by the community and SCRD, not by a developer. Otherwise, there is too much latitude to allow for wood trim or some superficial exterior components to constitute "rural character."
- The SCRD should check out the model used by the City of Vancouver in creating co-ops in the 1980's. The City created a specific 'Social Planning' department within the Planning Department to work on innovative solutions concerning affordable housing. This department worked closely with its provincial – and more specifically its federal counterparts. It was a tremendous success.
- SCRD should also explore ways of delivering affordable housing directly using the current federal and provincial government infrastructure and housing programs.

5.2. Proposed Roberts Creek OCP Amendment – Affordable Housing, Comparison of new & old policies

A printout of the Comparison of Old and New Official Community Plan Policies was presented at the meeting because the pdf supplied before the meeting could not be viewed in landscape mode on the computer.

- Roberts Creek OCP section 17.9i cannot simply be replaced by a standard dogmatic definition of affordable housing.

- The Roberts Creek Official Community Plan Policies were more focused & targeted.
- New amendments deal in generalities. They repeat basic planning principles & policies about density, location, etc. outlined elsewhere in the Roberts Creek OCP (in the proper context) while, ironically, eliminating specific strategies for affordable housing made in Section 17.9i.
- Sections 17.8, 17.9i succinctly outline affordable housing options, mention special needs housing in the context of housing affordability and emphasizes the importance of ensuring permanent affordability. Section 17.9i should remain within the Roberts Creek OCP and could be used as a template for other SCRD Areas.

DIRECTORS REPORT

The Director's report was received.

NEXT MEETING November 20, 2017

ADJOURNMENT 9:00 p.m.

SUNSHINE COAST REGIONAL DISTRICT

AREA E – ELPHINSTONE
ADVISORY PLANNING COMMISSION

October 25, 2017

 RECOMMENDATIONS FROM THE AREA E ADVISORY PLANNING COMMISSION MEETING
 HELD AT FRANK WEST HALL, 1224 CHASTER ROAD, ELPHINSTONE, BC

PRESENT:	Chair	Mary Degan
	Members	Bob Morris Lynda Chamberlin Rob Bone Rod Moorcroft Kasha Janota-Bzowska
ALSO PRESENT:	Electoral Area E Director Alternate Director SCRD Senior Planner Recording Secretary Public	Lorne Lewis Laurella Hay Yuli Siao Diane Corbett 1
REGRETS:	Members	Dougald Macdonald
ABSENT:	Members	Patrick Fitzsimons Jenny Groves

CALL TO ORDER 7:00 p.m.

AGENDA

The agenda was adopted as amended with the following addition:

- Area F APC Minutes of September 5, 2017

New member Kasha Janota-Bzowska was welcomed to the Area E APC.

The Chair announced that Brenda Thomas and Raquel Kolof had resigned from the APC.

DELEGATIONS

2.1 Yuli Siao, Senior Planner, regarding Affordable Housing Policies – See item 5.3.

MINUTES3.1 Area E Minutes

The Area E APC minutes of September 13, 2017 were approved as circulated.

3.2 Minutes

The following minutes were received for information:

- Egmont Pender Harbour (Area A) APC Minutes of September 20, 2017
- Halfmoon Bay APC Minutes of September 19, 2017
- Roberts Creek (Area D) APC Minutes of September 18, 2017
- Planning & Community Development Committee Minutes of September 14, 2017
- West Howe Sound (Area F) APC Minutes of September 5, 2017

REPORTS

5.1 Development Variance Permit Application DVP00025 (Bone)

The APC discussed the staff report regarding Development Variance Permit Application DVP00025 (Bone) to relax the setback to Ocean Beach Esplanade to enable rebuilding a new house in the same location.

The applicant discussed background information, the layout and topography of the site, and pointed out that, even with a zero setback, there is a distance of sixty feet between the property line and the location of the current road. He planned to build a reinforcement wall against the steep hill at the back of the property to help reduce erosion. The house would be on the original footprint.

Mr. Bone recused himself from ensuing discussion and, with the general consent of members, remained in the room.

The following points were noted:

- Inquiries about septic, side setback, parking, height
- The size of the setback would not have an effect.
- The proposed structure would look better than what is there now; good to see improvements in the neighbourhood.
- There are precedents of variances of the setback being granted in the area.
- The application conforms to stipulations noted in the staff report.
- Like that the planner said the geotechnical report from 2014 would be revisited; you don't know what has happened in the past two years.

Recommendation No. 1 *Development Variance Permit Application DVP00025 (Bone)*

The APC recommended support for Option 1, to issue Development Variance Permit Application DVP00025 (Bone), for the following reasons:

- it appears to be conforming to all of the stipulations provided by SCRD staff; and
- the APC has no issues with this development.

5.2 SCRD Zoning Amendment BL310.175, 2017 (Gibsons Ready Mix) Gilmour Road

The APC discussed the staff report regarding SCRD Zoning Amendment BL310.175, 2017 (Gibsons Ready Mix) to rezone two adjacent parcels to permit a concrete batch plant on Gilmour Road.

The following points were noted:

- It is in the right neighbourhood.
- It is adjacent to land purchased for the bypass if it goes through, so (the application) is not interfering with residential. They need to plan for and create a buffer for residential.
- It is a fair distance away from residential.
- It doesn't interfere with the road for the potential bypass.
- It will be nice to not have that traffic coming through anymore on Fitchett Road.

Recommendation No. 2 *SCRD Zoning Amendment Bylaw 310.175, 2017 (Gibsons Ready Mix)*

The APC recommended support for Option 1 as noted in the staff report, that SCRD Zoning Amendment Bylaw 310.175, 2017 (Gibsons Ready Mix) be forwarded to the Board for First Reading and commence consultation, as it is in alignment with industrial activities in the area.

5.3 Affordable Housing Policies

The Advisory Planning Commission received the staff report to the Planning and Community Development Committee, dated September 21, 2017, regarding Official Community Plan (OCP) Amendment Bylaws (Affordable Housing Policies) Consideration for First Reading.

Senior Planner Yuli Siao gave an overview of the staff report on the proposed OCP amendment bylaws intended to increase housing supply, density, and affordable housing in the rural Electoral Areas of the Sunshine Coast. The Senior Planner responded to questions from APC members.

Points and concerns that were noted included:

- Cluster housing areas designated in Area E OCP have not been taken advantage of.
- In the past SCRD has made some moves to restrict affordable housing, such as with the "residence for a relative" bylaw.
- Would like to see what planners envision for a hub in our area. Elphinstone does not have a village hub.
- There is a rental crisis on the Sunshine Coast; rentals are reasonable compared to the city, but there are not a lot of them. There is not a lot of product available if looking to buy a house.
- Need to look at providing infrastructure before increasing density. Would like more studies of infrastructure before we go ahead; need to be able to support increased density.
- Short term rental impact on housing availability
- People in the Lower Mainland want to come here. This is a way of meeting modern standards. An issue is affordability.
- The plan for affordable housing should be more comprehensive. More planning is needed.
- There is so much land in Gibsons that could be utilized in this way. Elphinstone is providing more affordable housing than Gibsons is. Would like to see more of this kind of development in Gibsons before it expands outside.
- In Elphinstone, a large number of people are staying in RV parks and mobile home parks.
- If increasing density, there is a need for the land to be able to support that demand;

- for example, capacity for wastewater disposal.
- Rezone or designate a block of land with suitable drainage for higher density.
 - Do a further study of the services that are available before increasing density.
 - More discussion is needed.
 - Would like to see densification around the bus route.
 - The OCPs for each community were set up by those specific communities to try to meet needs and desires of that neighbourhood. It could be different for other areas. If this is a blanket change to all OCPs, not sure I am in favor of that.
 - It is so broad and so vague and doesn't seem to apply to Area E in the way it is worded, so how does it apply to our OCP?
 - If putting anything in the OCP, it should be specific.

Recommendation No. 3 *Affordable Housing Policies*

The APC recommended that there be further study and further discussion with both the Advisory Planning Commissions and the community in defining what affordable housing is and what our overall development strategy is;

And that more definition be provided in how that is sustainable in the overall development of the Sunshine Coast, for current and future generations;

And that this recommendation is based on the following reasons:

- We feel that this is too broad and vague to be brought into the OCP, and that how it is worded doesn't actually fit our area, because we do not have a village core or areas of densification, and it is difficult to imagine how this will be applied within our current OCP because we don't have the structure for it.
- Before we do any more development on the Sunshine Coast, we need comprehensive studies around infrastructure, what is needed and what we need to have in place in order to sustain more development; we currently cannot support the population that we have, with our sewer, our septic systems and our water system, so how can we talk about densification?
- It would be helpful to have a clear definition of affordable housing, and of what is being envisioned, and to see this specifically tailored to each OCP.
- We all do support the concept of affordable housing and recognize the need for affordable housing on the Sunshine Coast. There needs to be a comprehensive study that includes the Town of Gibsons and the District of Sechelt in how we develop as a whole on the Sunshine Coast.

DIRECTOR'S REPORT

Director Lewis gave a report on recent activities and events.

NEXT MEETING November 22, 2017

ADJOURNMENT 8:53 p.m.

SUNSHINE COAST REGIONAL DISTRICT**AREA F – WEST HOWE SOUND
ADVISORY PLANNING COMMISSION****October 24, 2017**

RECOMMENDATIONS FROM THE WEST HOWE SOUND (AREA F) ADVISORY PLANNING COMMISSION MEETING HELD AT ERIC CARDINALL HALL, 930 CHAMBERLIN ROAD, WEST HOWE SOUND, BC

PRESENT	Chair	Fred Gazeley
	Members	Bob Small Laura Houle Maura Laverty
ALSO PRESENT	Area F Director	Ian Winn
	SCRD Senior Planner	Yuli Siao
	Recording Secretary	Diane Corbett
REGRETS	Members	Doug MacLennan
	Area F Alternate Director	Kate-Louise Stamford
ABSENT	Members	Susan Fitchell
		Lee Selmes

CALL TO ORDER 7:02 p.m.

AGENDA The agenda was adopted as presented.

DELEGATIONS2.1 Yuli Siao, SCRd Senior Planner, regarding Affordable Housing Policies

Senior Planner Yuli Siao gave an overview of the approach being taken by the Sunshine Coast Regional District to increase density and the housing supply in rural areas, to increase affordable housing, and to provide consistent policies and objectives for affordable housing across the five Electoral Area Official Community Plans.

MINUTES3.1 West Howe Sound (Area F) Minutes of September 5, 2017

The West Howe Sound (Area F) APC minutes of September 5, 2017 were approved as circulated.

3.2 Minutes

Minutes received for information:

- Egmont/Pender Harbour (Area A) APC Minutes, September 20, 2017
- Halfmoon Bay (Area B) APC Minutes, September 19, 2017
- Roberts Creek (Area D) APC Minutes, September 18, 2017
- Elphinstone (Area E) APC Minutes, September 13, 2017
- Planning & Community Development Committee Minutes, September 14, 2017

REPORTS

5.1 Development Variance Permit Application DVP00024 (Hayward)

The APC discussed the staff report regarding Development Variance Permit Application DVP00024 (Hayward), to vary the setback to a side parcel line contiguous with a public road from 4.5 metres to 1.5 metres to enable the addition of a second story to an existing single family dwelling.

Recommendation No. 1 *Development Variance Permit Application DVP00024 (Hayward)*

The APC recommended support for Option 1, to issue the permit, and that Development Variance Permit Application DVP00024 (Hayward) be supported for the following reasons:

- the request seems reasonable;
- the road is not widely used;
- it is a common variance request for Granthams Landing, where houses often are non-compliant.

5.2 Affordable Housing Policies

The Advisory Planning Commission received the staff report to the Planning and Community Development Committee, dated September 21, 2017, regarding Official Community Plan (OCP) Amendment Bylaws (Affordable Housing Policies) Consideration for First Reading.

The Senior Planner responded to member comments and inquiries throughout the ensuing discussion.

The following concerns were noted:

- Executing, tracking, monitoring and enforcing housing agreements to ensure affordable housing in the long term;
- Whether proposed OCP amendment bylaws would actually create affordable housing; higher density does not guarantee affordability;
- Impact of market forces on affordability; financial feasibility for landowner considering building a second dwelling; alignment of tax laws, such as those related to capital gains, and mortgage laws/rules; owner unlikely to rent out a second dwelling at an affordable rate if they have to pay off a mortgage;
- Cost of construction; includes land costs, development permit costs, and lack of

- available local trades and construction workers (partly due to lack of housing available on the coast), who often are brought in from the Lower Mainland;
- Impact on privacy or sense of space with increased density;
 - Impact on affordability of the lot for future buyers if a second dwelling is added to a property;
 - Availability of infrastructure and water to support infill development;
 - Opportunity for property owner to build a second dwelling to support a relative or mortgage (currently not permitted);
 - Need incentives for developers to construct affordable housing, such as access to buildable land; maybe SCRD could assist in making land available.

The SCRD will be holding three public information meetings on affordable housing and short-term housing in late November 2017.

Members were invited to submit further comments to the Senior Planner (at Yuli.Saio@scrd.ca) within the next two weeks on the proposed OCP amendment bylaws.

DIRECTOR'S REPORT

Director Winn reported on recent activities, initiatives and events.

NEXT MEETING November 28, 2017

ADJOURNMENT 9:05 p.m.



ANNEX L



MASTER FILE COPY

September 7, 2017

Board of Directors
Sunshine Coast Regional District
1975 Field Rd.
Sechelt BC V0N 3A1

File No: 6440-90



Dear Sir/Madam:

Re: New Sechelt Age-Friendly Community Plan

The recently released 2016 federal census indicates that 18.3% of British Columbia's population are seniors citizens over 65 years of age. By comparison, 33.8% of Sechelt's population is over 65 years old. The seniors sector is a growing demographic group that will only get larger, as a wave of 'baby boomers' enters their retirement years and life expectancies increase. Public service providers need to look for ways to adjust the way we do things to be prepared to meet the needs of our populations, as they change.

In 2016, the District of Sechelt, in partnership with the Sunshine Coast Seniors Planning Table, received a grant application to create an age-friendly community action plan. Throughout 2016, the Planning Table group held public meetings with community and seniors' focus groups to develop the plan. Mayor and Council endorsed the Sechelt Age Friendly Community Plan on June 7, 2017.

The Plan reviews key community areas concerning seniors including:

- housing and independent living;
- outdoor spaces and public buildings;
- transportation and traffic safety;
- community support and health services;
- social respect, inclusion and participation;
- civic participation and employment; and
- communication and information.

Attached please find the new Sechelt Age-Friendly Community Plan and a list of the Plan's recommendations relevant to your organization.

Taking actions that help our residents live lives as valued and contributing members of society is an investment in our community's well-being. While this Plan was initiated

with a focus on seniors, it touches on many issues that impact the quality of life for residents of all ages. We ask that the Plan's recommendations be reviewed by your organization and trust that they will be considered for implementation, either now, or in the near future.

If you have any questions, please feel free to contact the Angela Letman, Municipal Planner at aletman@sechelt.ca.

Sincerely,

DISTRICT OF SECHELT



Mayor Bruce Milne

Attachments

- Relevant Recommendations Compilation
- Sechelt Age-Friendly Community Plan

Subject: Gibsons Harbour Economic Development Strategy
Attachments: Gibsons Harbour Economic Development Strategy_Phase One report.pdf; Gibsons Harbour destination development.pdf

From: Selina Williams [<mailto:slwilliams@gibsons.ca>]
Sent: Friday, October 27, 2017 3:48 PM
To: Janette Loveys <Janette.Loveys@scrd.ca>
Subject: Gibsons Harbour Economic Development Strategy

Good Afternoon;

Earlier this month Gibsons' Council received the following documents (attached here) from our consultant Michael McLaughlin. Council asked that we share these with your respective Boards as Council would like to receive their comments/feedback on the documents.

- Gibsons Harbour Economic Development Strategy – Phase One
- Gibsons Harbour Destination Development Document

Please share these documents with your respective Boards and provide comments to myself or Emanuel Machado, Chief Administrative Officer. Thank you.

Kind Regards,

Selina L. Williams
Corporate Officer
Town of Gibsons
P: 604-886-2274
F: 604-886-9735
www.gibsons.ca

This email was scanned by Bitdefender

GIBSONS HARBOUR AREA

ECONOMIC DEVELOPMENT STRATEGY

PHASE ONE



August 2017

Rural Futures Associates



TABLE OF CONTENTS

Introduction	2
Development Scenarios	6
Econometrics	15
Compatibility of Uses	22
Competitiveness Analysis	29
Opportunities	43

1. INTRODUCTION

This report is Phase One of an economic development strategy for the Gibsons Harbour Area. In Phase One, data and commentary are gathered and analysed with the aims of informing development policy and identifying best opportunities for economic development. Phase Two is business case analysis of identified best opportunities and implementation sequences for their advancement.

There is a *Harbour Area Plan* in the Town's Official Community Plan. The Harbour Area includes the harbour and the land portion, commonly known as Gibsons Landing. In this report, "harbour area" will be used to denote the entire planning area and "harbour" to refer to just the water portion. Gibsons Landing (or Landing) will denote the land portion when only that portion of the planning area is referred to.

1.1 Economic Context

The harbour area is a vital part of the Gibsons economy. The harbour has traditionally supported a marine economy composed of fishing, commercial and marine industrial enterprise, boat repairs and maintenance, and recreational boating. It is the transportation terminus for residents of Keats and Gambier Islands. Gibsons Landing hosts an array of shops and services that depend significantly on tourist spending. These shops, plus the spectacular setting of the Landing, harbour and ocean views, plus the appeal of an active harbour and its recreational opportunities, make the harbour area one the most popular tourism destinations on the Sunshine Coast.

The harbour area is a community icon. Famous for the filming of *The Beachcombers*, its "village scale", "charm," and "working harbour" are prized by residents and are part of community identity. Many community events and festivals are held in the Landing. The library, museum and public art gallery are located there, along with more than half of the Town's restaurants.

Residents are aware of the complex ecology and environmental issues in the Harbour area. Two principal water courses flow through the study area: Charman Creek and Goosebird Creek. The Gibsons Aquifer, source of the Town's award-winning water, lies under the Landing. A thin layer of glacial till caps the aquifer in the harbour area, protecting the water supply from saltwater intrusion. The shoreline retains sections of relatively undisturbed habit. The aquatic environment inside the breakwater is highly disturbed and likely degraded. Outside of the breakwater, the aquatic environment

remains close to its natural state, with eel grass beds occupying the euphotic (sunlit) zone.¹

A series of harbour area development plans have been written since 1968. The latest (2013) is Part E of the Official Community Plan: Harbour Area Plan. The HAP incorporates several studies and public input related to land use planning, building by-laws, environmental considerations, built form criteria and themes related to community character. The HAP contains a description of the harbour area economy and recommends development of a strategy for development. The current project is fulfillment of that recommendation and it proceeds in alignment with the goals of the HAP (listed below)

1. Preserve the scale and character of the harbour area.
2. Make the waterfront fully accessible, physically and visually, retaining the sense of proximity to nature.
3. Ensure environmentally responsible and sustainable planning and development.
4. Support and enhance social and cultural activity in the harbour area.
5. Ensure the economic viability of the harbour area, recognizing the unique role the Harbour plays in the local economy and the economic history of the area.

1.2 Strategic Objectives

The harbour area economy is complex. Within its 109 hectares of water lease and 36 hectares of land, “there are a mix of land uses and building types, including approximately 70 commercial establishments in 11,500 m³ of floor area, 10 marine businesses, 107 Single Family residences, 93 Multi-Family residential units, eight parks, a range of civic and institutional uses including Town Hall, a Library, Museum, Post Office, Museum and Day Care, and approximately 17 undeveloped lots.”² The Landing business district is dominated by retail and culinary enterprises, with several residences interspersed. Tourism accounts for 40% of business revenue, with approximately 80% earned in June, July and August. The harbour supports three economic sectors: marine commercial/industrial, marine recreation and marine tourism.³

¹ See Harbour Area Plan, pg. 16.

² Harbour Area Plan, 2013, p. 12.

³ The latter two are combined in survey results. However, they are different types of uses which can possibly compete. Marine recreational includes permanently moored vessels at marinas and the commerce surrounding them. Marine tourism includes transient vessels, marine tours, kayak rentals, fish purchases and sight-seeing in the harbour.

The working harbour is confined by the Government Dock and two breakwaters with a narrow opening between them. The Town holds recreational leases totalling 109 hectares within and outside the confined harbour and the entire lease area will be considered part of the harbour. Without substantial expense, there is little opportunity to expand the working harbour or increase economic activity within it. The area inside the breakwaters is densely packed with vessels, marine services and the infrastructure to support them. The volume of visitors to the Landing also impacts marine commerce, as described in sections 3 and 4. Growth in any sector could impact other sectors. A fundamental **strategic goal** is to understand the compatibility or conflict relationships between sectors and use this information to support the diversity of uses, while allowing market forces to operate.

A second **strategic goal** is to enable the Town of Gibsons to play an effective role in economic development of the harbour area. Municipalities have control or influence over many factors that affect the economic environment. These include building by-laws and building codes, delivery of services, community attractiveness, property taxation, investments in infrastructure, business attraction and marketing of the community for new residents, tourists and businesses. The Town is a significant player in the harbour area economy: holder of an extensive Public Recreation water lease, sole shareholder of the Gibsons Landing Harbour Authority, owner/lessor of the Gibsons Marina property and water lease, principal shareholder in the waterfront Gibsons Public Market, holder of title to most of the harbour shoreline and to five parks in the harbour area.

The third **strategic goal** is to rank best opportunities for economic development. In Phase One, opportunities are identified and partially screened based on data-supported compatibility and competitiveness analysis. The Town will select candidate opportunities for business case analysis and inclusion in an economic development strategy in Phase Two.

The fourth **strategic goal** is to assist the Town to find partners in development of the harbour area. A researched economic development plan, with business case analysis of key opportunities (Phase Two), will support and strengthen grant applications for capital projects. Clearly defined goals for improvements to the waterfront will guide negotiations with developers.

Methodological objectives in support of the fundamental objectives are:

1. Measure the size of the harbour area economy.
2. Gather input from businesses related to the compatibility of uses, competitiveness and continuing development of the harbour area economy.

3. Gather recommendations from businesses on actions the Town or the collective business community should take to enhance the business environment.
4. Gather information from tourists to the harbour area, including why they visit and which actual or proposed new developments will attract them more frequently or to stay longer.

1.3 METHOD

Econometric data, assessment of inter-sectorial compatibility and the competitiveness of the harbour area as a place of business, and commentary was collected from approximately 95% of Harbour area business owners. Interviews were held by the consultant with every business owner or representative. Responses are stored without identification of businesses in a data base.

Tourists were surveyed between April 8 and August 20. Surveys were obtained at the Gibsons Landing Visitor Information Centre and by the consultant and a Chamber of Commerce employee at various locations. Data is stored in a data base.

A tool designed to evaluate the relationships between built form and aesthetic and character perceptions was used in Gibsons Harbour Area and at the waterfronts of Nanaimo, Cowichan Bay and Sidney. A committee of three toured the four waterfronts, taking photos and making comments. A visual presentation of the tour was constructed for use by Gibsons Council and staff and at public presentations.

The information from these three sources is used to evaluate the health of the harbour area economy, constraints to growth generally and for individual sectors, and to identify potential opportunities. Preliminary screening and ranking of opportunities in Phase One utilizes coarse market data and the ability of the Town to affect change as criteria.

2.0 DEVELOPMENT SCENARIOS

2.1 MARKETS

Market size is a fundamental metric in business case analysis. Every proposed development (opportunity) must have its market size and location defined. Market metrics are required for evaluating the potential for growth of the existing economy or economic sector. In tourism, market demographics are the foundation for marketing strategies.

Information about markets in this report is indicative, not predictive. The information is used to determine if an opportunity makes it past the post into Phase Two, in which all candidate opportunities will be given finer market evaluation.

2.1.1 Marine Sectors

There are two marine sectors: 1) fishing/marine industrial and 2) marine recreation

The fishing/marine industrial sector has six commercial fishing operations and eight marine service, transportation and construction operations. An increase in the fishing fleet appears unlikely, because the number of commercial fishing licenses has decreased, especially for the Salish Sea. Growth among the other businesses in this sector, or the addition of new operations, is constrained by market size. Growth would require increased marine construction, higher local island populations, or an increase in commercial and recreational vessels in the harbour. The 2013 expansion of the Government Dock by Gibsons Landing Harbour Authority increased market size for vessel maintenance and additional expansion would likely increase it again. There is potential for growth in barge operations.

Three marinas and one tour operation comprise the marine recreation sector. Four businesses in the marine industrial category have recreational components. All marinas have waiting lists for moorage. There is excess demand for moorage in the Lower Mainland and Howe Sound.⁴ There is opportunity for significant growth in transient moorage from the current 4000 over-night vessel stays recorded annually.⁵ Gibsons Marina and Smitty's Marina have little opportunity for growth. GLHA has space to grow, but is unlikely to be supported by the Department of Fisheries and Ocean if the goal is

⁴ Best Coast Initiatives survey of 22 marina operators in 2010.

⁵ Courtesy BC Ocean Boating Tourism Association.

increased recreational moorage. In order to take advantage of recreational boating demand, a new marina is required.

A 2011 Best Coast Initiatives survey of marina and boat yard operators estimated that 5-10% of Lower Mainland recreational boat owners would use a marine services centre located on south Howe Sound. There is a local market for boat maintenance and repairs. Currently, Gibsons boat owners must take their vessels to the Lower Mainland, Vancouver Island or Lund. Marine business operators were nearly unanimous that a marine services centre on Howe Sound would attract commercial vessels. The Federal Abandoned Boats Program may stimulate boat salvage and recycling, adding a new industry in need of ocean-side facilities.

2.1.2 Non-Marine Sectors

The markets for shops, restaurants and professional services operating in Gibsons Landing are residents and tourists.

According to an Ipsos Reed survey commissioned by Best Coast Initiatives in 2009, total consumer spending on the Sunshine Coast (without housing) is \$414.3 million, with \$295 million spent on the Sunshine Coast. Thirty-eight percent (\$112.1 million) is spent at Gibsons businesses. The business survey conducted for this report estimates total annual revenue at Landing businesses at \$19.8 million. Roughly 40% of that is tourism spending, leaving \$11.9 from residents, about 10% of retail and professional services spending in Gibsons and 4% of Sunshine Coast spending.

Professional services operating in the Landing get 98% of their business from Sunshine Coast residents. The retail and restaurant sectors get 61% and 47% respectively. Landing business owners frequently commented that Gibsons residents rarely shop in the Landing. It appears there is room for additional market penetration by Landing-based business in the resident market. Subsequent sections of this report examine why resident shopping in the Landing is low.

Defining a tourism market is complex because it involves geography, demographics and product analysis. Sunshine Coast Tourism recognizes the Lower Mainland as the primary tourism market for the Sunshine Coast, with Seattle, Vancouver Island and Alberta as important secondary markets. The combined size of these markets is over 7,000,000 people. Gibsons Harbour Area is a destination in its own right. It offers a get-away experience that is enjoyed by the Lower Mainland market on one-day or a couple-of-day visits. Visitor surveys reveal that Gibsons is the sole or primary destination for

??% of visitors to the Sunshine Coast.⁶ This short-haul market should be front of mind for destination development. It offers potential for tourism growth in the Harbour Area. Tourism spending currently constitutes 40% of non-marine business revenue. Recommendations for increasing the volume of tourists, the length of their stay and the seasons of their visits is discussed in sections 4 and 5 in this report and in the separate Harbour Area Destination Development Report.

2.2 DEVELOPMENT PROJECTS

Looking to the future of the Harbour Area economy requires an inventory of current development activity and potential developments. Growth of the marine commercial and marine recreation sectors requires additional infrastructure.

Government Dock expansion: The GLHA added a commercial float and two finger floats in 2013. The commercial float is used mainly for commercial vessels, especially for maintenance. The finger floats provide space for short term moorage. GLHA has plans drawn for a second float and extensive moorage space for recreational vessels.

Marina construction: Gibsons Landing Harbour Authority has a plan for expansion of commercial and recreational moorage. An alternative is private investment in a recreational marina. It is clear that demand exists. A new marina has the potential to benefit the tourism, retail and marine services sectors, and attract new residents.

There is a widespread perception that the Harbour Area is a place of outstanding beauty and charm, but it lacks a sufficient mass of attractions and activities to attain destination status.⁷ The harbour area needs destination development, if even only to attract the short-haul market and Sunshine Coast residents. The viability of tourism-dependent business would be greatly assisted by attractions that lengthen the tourism season. Projects listed below have potential to draw more tourists and residents to the Landing. The visitor survey assessed the power of these developments to attract and retain visitors.

George Marine Hotel and Residences: The George will provide accommodation for tourists and convention delegates; the latter may come outside of the main tourism season. A portion of the waterfront will be attractively developed, with a restaurant on

⁶ More accurately, of visitors *surveyed*.

⁷ The visitor survey reveals that the harbour area is a short-stay destination for about 30% of visitors surveyed.

the water. The Hotel will house a spa, which may attract residents. A new dimension is added to the Harbour Area that is likely to attract new market segments.

Gibsons Public Market: Opened in March 2017, the Market offers boutique shopping, a bistro, marine education centre and meeting/events hosting. GPM management forecasts that the Market will draw residents to the Harbour Area. The Market adds a relatively large retail capacity to the Landing, including groceries, a household staple, which should attract residents.

Seawall walk: The Harbour Area Plan calls for “a continuous disabled-friendly footpath following the shoreline from the south-eastern breakwater (Breakwater Park) in the south to Armour’s Swimming Beach in the north.” The walk would create a leisure activity with significant drawing power. It would lengthen visits. The walk can be developed in stages and integrated in waterfront development.

Armour’s Swimming Beach: The beach would be a terminus of the seawall walk, adding an additional leisure activity and extending length of stay. Improvements to the beach and dock and construction of public change rooms would make the beach attractive to visiting and resident families. Armour’s Swimming Beach is listed as a waterfront node in the Harbour Area Plan.

Bike lane from Langdale ferry terminal: A bike lane has been proposed; however, its benefit/cost ratio may be low. Its attractiveness to visitors is measured in the visitor survey.

Waterfront commercial development: There is very little commerce along Gibsons waterfront. Buildings front the main streets and face away from the sea. There are several sections of the waterfront that invite development of shops and eateries. The George Hotel is the first development that exploits the waterfront opportunity. Perhaps, it will be the catalyst for additional development. Currently, the volume of tourism and resident spending does not support new investment. The Waterfront Built-form Tour presentation (part of this project) is intended to provide reference points for what is desirable or undesirable in waterfront development.

Residential densification: This project does not examine the economic consequences of increased population in the Harbour Area. It is presumed that more proximate people would increase sales in Landing businesses, and perhaps justify inventories geared more for households than for tourists.

2.3 KEY PLAYERS

There are three key players in the harbour economy whose contributions are large and multi-sectorial. Their contributions cannot be fully accommodated in the business survey. They are the Gibsons Landing Harbour Authority (GLHA), the Gibsons Public Market (GPM) and the George Marine Resort and Residences (The George).

These three entities have significant roles in the development of the harbour area economy. Their contributions to the economy are described in this section. The impact and strategic implications of their development are discussed in section 4, 5 and 6.

2.3.1 Gibsons Landing Harbour Authority

The GLHA operates the Small Craft Harbour, known popularly as the Government Dock. The Dock is a crucial structure for the economy of the Harbour Area. It is the home of the commercial fishing fleet and other working craft in the transportation and marine industrial categories. It is the place where marine services providers perform their trades on local and visiting recreational and commercial vessels. It houses the Coast Guard search and rescue station. The Dock and the extended walkway to a gazebo are strong tourism and resident attractions; a seasonal restaurant and art store are located on it. Approximately 70 recreational boats moor there permanently and transient recreational vessels are welcomed.

The Government Dock is involved in almost all the economic sub-sectors in the harbour area. It is the pre-condition for a working harbour and for much of the marine recreational sector. Its value cannot be measured by just the direct revenue and employment it generates. Most of the jobs in the marine commercial/industrial sector depend on its existence.

Small Craft Harbours are administered and partially funded by the Department of Fisheries and Oceans. DFO's mandate is to support the commercial fishing industry.

SCH operates and maintains a national system of harbours to provide commercial fish harvesters and other harbour users with safe and accessible facilities. The mandate of SCH is to keep the harbours that are critical to the fishing industry open and in good repair.⁸

From the standpoint of the criteria for evaluating the harbour economy – compatibility, competitiveness and opportunity analysis – the core mandate of the GLHA must be in

⁸ <http://www.dfo-mpo.gc.ca/sch-ppb/aboutsch-aproposppb-eng.asp>

the forefront. The GLHA must give priority to the SCH mandate in any decision it makes. Other uses of the Dock are acceptable, provided they do not interfere with the prime directive.

The Government Dock is the best place to observe whether or not there is compatibility or conflict between the marine commercial/industrial and marine recreational/tourism sectors. The GLHA reported most tourism developments as neutral on operations and the remainder as positive. However, written survey responses identify mild conflicts with tourism. Tourists are a strain on GLHA staff time, they sometimes impede commercial/industrial activity, park vehicles on the Dock and use the public washrooms.⁹ These annoyances should be considered in a strategy that aims to greatly increase the volume of tourism. Parking space is the largest problem related to compatibility. Increased tourism will put additional strains on parking availability, with potential impacts on the many types of users of the Government Dock. At this time, neither the GLHA nor the commercial/industrial operators report significant friction with tourists.

Notwithstanding its commercial fishing mandate, the GLHA is in the tourism and recreational boating business. Despite reporting minor frictions, the GLHA profits from tourism and its largest source of revenue is recreational moorage. In response to “What can the business community do to enhance the economy”, be open seven days a week was recorded. The request implies that GLHA is a stakeholder in the tourism economy. Therefore, compatibility issues do not present either-or scenarios. The GLHA will safeguard its mandate. The Town has roles it can play in alleviating the strain caused by significant growth in tourism.

The GLHA identified location as a competitive advantage. The SCH is close enough to Vancouver to attract boaters for a day visit. Gibsons is one of the first stopping places for vessels leaving the Vancouver area on voyages to Pender Harbour, Desolation Sound and beyond. The proximity of high-quality dining and a shopping district draw transient boat traffic. Approximately 1600 over-night vessel stays are recorded annually at the GLHA. There is no excess capacity to increase that volume substantially. These boating tourists spend approximately \$522,000¹⁰ in the Landing economy, including about \$60,000 at the GLHA. In addition, boating day-visitors to Gibsons add significantly to the economy, but no data exist.

⁹ Loss of the washrooms at the Landing visitor information centre was predicted to increase traffic to the public washrooms on the dock.

¹⁰ Based on a 2014 survey of boaters by BC Ocean Boating Tourism Association

The 2013 addition of a float to the Dock increased competitiveness, via improved service to the marine commercial/industrial sector, and added revenue. Access to capital for further additions to infrastructure was identified as the largest issue related to operational vigour.

Opportunity for growth in marine tourism on a harbour-wide scale is a likely candidate for analysis in Phase Two of the economic development strategy process. The Government Dock is a significant player in boating tourism. However, given that its primary mandate is support of commercial fishing (and commercial/industrial secondly), expansion of the Government Dock may not yield the highest return from marine tourism. Looking at the marina business models across the harbour, almost all moorage space is devoted to annual moorage. Annual moorage revenue is certain and, when every slip is full, marina operators are disinclined to reserve space for transient vessels, even when they pay a higher moorage fee than permanent vessels. However, community economies benefit more from transient boaters than from boats moored permanently, because transient boaters spend in the local economy.¹¹ The marine tourism portion of the harbour area strategy should include strategies that maximize revenue from boater tourism, while respecting the business model of the key stakeholders.

2.3.2 Gibsons Public Market

Gibsons Public Market (GPM) is a new addition to the harbour area. Its revenue contribution to the economy can only be estimated. Its role in attracting residents and visitors to the Gibsons Landing, based on the vision of its Board of Directors¹², is outlined below.

The combined revenue of GPM itself and its merchants is estimated at approximately \$2,250,000 per year. The Market's revenues come from retail and office leases, farmer's market, event and conference hosting, community kitchen rental and admissions to the marine education centre. The market creates twenty-two full time equivalent jobs.

¹¹ There are no data to support this assertion. The owner of a permanently moored boat will purchase gas, boat services and boating supplies, etc. The transient boater will spend an average of \$336 per day across marina services, hospitality and shopping. If a marina could keep its entire moorage space full all year with transient vessels (an impossibility), then both marina and community would maximize revenues.

¹² The President of the Gibsons Community Building Society participated in an interview. Material in this section does formally represent the opinions or positions of the GCBS and is a redaction made by the consultant of comments made in the interview.

The benefits from GPM to the harbour area economy extend beyond the revenues and jobs it creates. The Market is envisioned as a community gathering place and it is designed to attract residents, temporary residents and visitors through a combination of integrated features. Permanent vendors sell high-quality food products with an emphasis on local sourcing. A summer farmer's market offers additional, mainly local products. There is top quality bistro in a spacious setting. Meeting rooms and event staging will draw people all year round.

The market's founders believe that by offering a high-quality food market and an event and activity space, the GPM will retain dollars that otherwise would be spent in the Lower Mainland. The Market will attract residents for a variety of purposes and throughout the year. The vision is to create community with a place where people meet, spend leisure time and bring their friends and relatives. Sunshine Coast's seasonal residents and tourists will be attracted to GPM by its uniqueness, high quality food products, dining opportunity and the Marine Education Centre.

Perhaps more than any other development in the harbour area, GPM will draw residents. Most efforts at stimulating the Landing economy have been directed toward increasing tourism volume and expanding services at the Government Dock. An increase in Sunshine Coast resident visits to the Landing will benefit the entire business community, so the Market plays a vital role in economic development. It is generally perceived that seasonal residents rarely depart from their course to their homes to visit Gibsons Landing.¹³ GPM may draw them. Importantly, residents will visit GPM year-round, which may result in a boost in sales for other businesses during the period when sales to tourists are low.

It is certain that tourists will visit GPM, possibly leading to additional spending. Every tourism asset is an additional reason for visitors to stay longer and return more often. GPM is a significant piece in developing a product array that attracts and retains tourists. With its proximity to the harbour, food vendors and Marine Education Centre, the Market will attract marine tourists.

2.3.3 George Marine Hotel and Residences

The George is the largest commercial investment in the history of Gibsons Landing. The 118-room waterfront hotel will attract visitors and conferences year-round. The George will attract new market segments with its 5-star service¹⁴, spa, many comfort

¹³ The visitor survey confirmed this impression.

¹⁴ Star rankings are based on British Columbia Hotel Association standards. Prior to application for ranking, the George's ranking is aspirational.

amenities and conference capability. Sunshine Coast residents will use its services, dine at its restaurants and local organizations will use its meeting and convention venues. A portion of the seaside walk will be enhanced and an ocean-side café and plaza will add greatly to the appeal of the waterfront.

Seasonality in the tourism sector is a significant hindrance to the vitality of Landing businesses that depend on tourism revenue.¹⁵ Survey results show 40% dependency on tourism revenue for the retail sector and 53% for the restaurant sector. These businesses experience high sales volume for 3 or 4 summer months and much lower volume the rest of the year. Many cannot meet operating costs outside of the peak season. Consequently, some establishments reduce operating hours or close during the off-season. The builders of the George estimate that it will bring 32,000 new visitors to Gibsons Landing annually. It is expected that the George will bring visitors during all seasons. Increased off-season visitor volume should result in additional revenue earned by Landing businesses during the seasons it is most needed. Many of their guests will spend multiple nights, which gives them ample opportunity to dine and shop in the Landing. To get an idea of the potential stimulus to the Landing economy, if each of the estimated 32,000 guests spent \$50, \$1.6 million would be injected into the cash registers of Landing shops and restaurants. That is a 10% increase in revenue.

The connection between land and sea extends beyond the enhanced ocean-side ambiance of the improved seaside walk and plaza/restaurant. The George is a marine hotel. Some visitors will arrive by charter boat and there is dedicated moorage space for marine tourists.

The George will spend an estimated \$7.9 million in services acquisition annually. It is unknown at this time how much will be earned by Landing businesses, but the commercial activity generated will by itself increase the flow of people to the Landing. The hotel and convention centre will employ 130; employees will shop, eat and make use of services in Gibsons Landing. The George will have condominiums, adding new residents to the harbour area.

¹⁵ Destination BC's Sunshine Coast Destination Development Strategy (2017) recognizes that extending the season of tourism-based businesses is critical to the health, quality of service and consumer experience. Increasing shoulder-season tourism volume is one of five key strategic foci.

2.4 SUMMARY OF DEVELOPMENT SCENARIOS

This section identifies issues that will be addressed in

Gibsons Public Market and the George Marine Hotel and Residences will draw significant numbers of people to the Harbour Area, principally to Gibsons Landing. The George will attract mainly visitors. GPM founders anticipate that 80% of customer traffic will be Sunshine Coast residents. The two developments are complementary in terms of market outreach and have the potential to be cornerstones in a more robust Harbour Area economy.

The visitor survey revealed that the attractions most likely to attract and retain visitors are extended seaside walk, Armours Beach improvements, Gibson Public Market, boat rentals and greater retail/culinary diversity.¹⁶ An increase in visits to the harbour area by Sunshine Coast residents should also be anticipated. It is possible that substantially increased resident and visitor volume will stimulate improved quality in goods sold, an increase in operating hours and new stores in Gibsons Landing, creating a positive reinforcement cycle that makes the harbour area increasingly popular. These trends work toward increasing the competitiveness of Landing businesses. They make the need for alternative (non-vehicular) transportation to Gibsons Landing and supply/management of parking more urgent.

The business survey found that the current level of tourist and resident activity in and around the harbour at peak times is a mild hindrance to commercial and industrial marine enterprises and the operations of the GLHA. No one has suggested a point at which increased foot traffic on the Government Dock would impede commercial operations. Nonetheless, measures to control foot traffic and vehicle parking may be needed. Conversely, increased consumer traffic will stimulate retail, food and marine recreational enterprises located on the Dock.

The Market and the George will attract marine tourists. Travellers arriving by boat are desirable because they do not have a car to park. However, the limitation to growth in marine tourism is the availability of moorage space. GPM and The George may stimulate increased requests for over-night moorage, but they will certainly stimulate the need for day moorage. The George will provide day moorage. There may be an added strain on the Government Dock.

¹⁶ See Harbour Area Destination Development Plan

3. ECONOMETRICS

The business survey collected data on the size of the harbour area economy and the number of jobs that economy supports. Sixty-five businesses, representing approximately 95% of the economy, were captured. Data were collected by economic sector.

3.1 EMPLOYMENT

The data in Table 3.1 show direct employment by the 65 business surveyed.

Table 3.1: Harbour Area Direct Employment

	Responses	Full Time	Part Time	FTE*
Fishing/marine industrial	14	50	30	62
Marine recreation	4	11	20	19
Professional service	5	32	50	52
Restaurant	12	59	65	85
Retail: Clothing	6	9	23	18
Retail: Service/Trade	4	9	2	10
Retail: Various	20	43	56	65
Totals	65	213	246	311

* Full time equivalent, where 2.5 part time jobs = 1 full time job¹⁷

The two marine sectors combined employ 81 full time equivalent employees. At least three marine businesses were not captured in the survey, with an estimated 5 FTE. Professional services (mainly dental and medical) have the highest number of employees per business (10 FTE). One professional service was missed with an estimated three FTE. Restaurants are the second largest employer among sectors. One seasonal restaurant was not captured and approximately four FTE should be added. The combined retail sectors employ 93 FTE. We are not aware of any missed retail businesses. However, it is likely that at least one was missed.

In addition to direct employment, harbour area businesses generate indirect employment through the purchase of goods and services from other local businesses. There are two methods for estimating indirect employment. The most common method is to use employment multipliers provided by BC Stats. These multipliers are generated

¹⁷ Many part time jobs are also seasonal, hence the 2.5:1 ratio.

from complex input-output models. They estimate the number of indirect jobs created for every \$1 million of revenue generated by the parent industry. A less common method is to directly calculate the amount of spending by the parent industry in the local economy and from that estimate employment generated. Even in a small economy like the Harbour Area, the direct calculation is prohibitively difficult to obtain. Therefore, we will use the Provincial multipliers method. Table 3.3 shows direct and indirect employment and revenue for each of the economic sectors.

3.2 SALES REVENUE

Table 3.2 shows total revenue, tourism revenue and export revenue for each sector. Due to businesses that were not captured in the survey, approximately 5% should be added to all sectors. All calculations in this report will be based on the survey data, without additions due to missed businesses.

The total value of sales for Harbour Area businesses is estimated as \$32.8 million.

The two marine sectors combined, generate about \$13 million (40%). The fishing/marine industrial sector includes transportation, marine construction and marine services (marine industrial). Most of the marine service providers surveyed are not located in the Harbour Area, but they earn most of their revenue from servicing and supplying vessels in the harbour.

Table 3.2: Harbour Area Businesses Sales Revenue

	#	Revenue (1000s \$)	Sector %	Tourism Revenue (1000s \$)	Tourism % of Total Revenue	Export Revenue (1000s \$)	Basic Revenue % of total revenue
Fishing/marine industrial	14	9,825	30%	273	3%	4,381	47%
Marine recreation	4	3,150	10%	738	24%	98	27%
Professional services	5	3,100	9%	66	2%	413	15%
Restaurant	12	7,100	22%	3,738	53%	-	53%
Retail: Clothing	6	2,500	8%	1,310	52%	145	58%
Retail: Service/Trade	4	900	3%	140	16%	380	58%
Retail: Various	20	6,225	19%	1,981	32%	304	36%
Totals	65	32,800		8,244	25%	5,720	43%

Harbour marinas mainly generate marine recreation revenue. Gibsons Landing Harbour Authority has industrial and recreation revenue streams, which are portioned to accordingly (see section 2.3).

Non-marine businesses generate about \$20 million (60%). Restaurants have the highest aggregate sales and number of employees of any sector. The retail sectors combined earn \$9.6 million annually. With 30 retail businesses, average annual income is \$321,000.¹⁸ Eight of the thirty business earn less than \$100,000/yr; eleven earn between one and two hundred thousand. The other eleven business earn 75% of retail revenue. These data indicate that as many as half of Gibsons Landing retail businesses are fiscally marginal, while others are thriving.

Figure 3.1: Percent of Total Economy by Sector

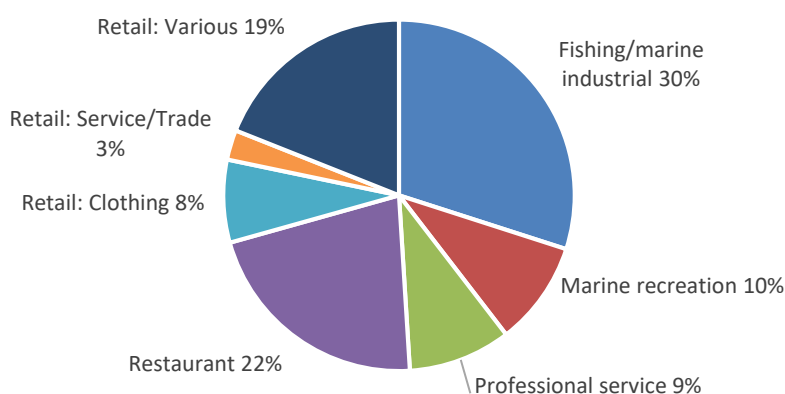


Table 3.2 shows volume of tourism and export revenue for each sector. These sources of revenue bring dollars into an economy and are termed “basic” because they support basic jobs.

The fishing/marine industrial sector has negligible tourism revenue, but significant export revenue. Fish is sold off-Coast¹⁹ and marine services are provided to foreign boats. Twenty-four percent of marine recreation revenue is from tourism; 76% is earned primarily from recreational moorage. Some moorage revenue is from foreign boat

¹⁸ When Gibsons Public Market is omitted, average annual revenue for the 29 shops is \$254,000. When GPM is omitted from the retail various sector, the remaining 19 businesses earn an average \$209,000/yr. As noted in section 2.3, not all GPM revenue is from retail sales; a portion is from room rentals, events hosting and paid admissions.

¹⁹ Meaning outside the Sunshine Coast economy.

owners, but we were not told how much. For every 10% of moorage that is non-local, \$240,000 are added to the export column.

Restaurant and combined retail sector revenues are respectively 53% and 32% tourism generated. The figure for the retail sector includes Gibsons Public Market, which reported significant revenue and only 20% tourism revenue. However, these are forecasts because the Market began its first year at the time of surveying. Presuming the forecasts are accurate, including GPM in assessment of the Landing retail sectors obscures analysis of the storefront vendors. Without GPM, the 29 retail businesses generate about \$7.3 million and are 40% tourism dependent. The retail various category is 39% tourism dependent, minus GPM.

The professional and retail sectors generate modest revenue from exports: \$1.25 million or just under 10% of total revenue. A single professional firm accounts for most of that category's export sales; similarly, a single retail trade firm accounts for most of export sales. Exports in the retail clothing and various categories are partially generated by online sales.

Table 3.3 shows direct and indirect employment and revenue for each of the economic sectors. The indirect figures are generated from BC Stats economic multipliers.²⁰ These figures are approximate, because the input-output model that generates them makes many assumptions, the generation of indirect jobs and revenues varies in different local economies and the industry sectors listed in the Provincial tables are broader than the sectors in this study. Provincial multipliers were compared to multipliers for the area administered by the Islands Trust, an economy that may be similar in structure to the Sunshine Coast. There was little difference between the data sets, indicating the Provincial figures are representative of the Sunshine Coast economy.

Table 3.3: Direct and Indirect Employment and Revenue by Sector

Sector	Dir. Employ.	Indir. Employ.	Total Employ.	Direct Rev. \$	Indir. Rev. \$	Total Rev. \$
Fishing/marine industrial	62	27	99	9,825	4,716	14,541
Marine recreation	19	17	36	3,150	1,953	5,103
Professional service	52	11	63	3,100	1,550	4,650
Restaurant	85	25	110	7,100	3,550	10,650
Retail: clothing	18	8	26	2,500	1,175	3,675
Retail: service/trade	10	3	13	900	423	1,323
Retail: other	65	18	83	6,225	2,926	9,151
Total	311	109	420	32,800	16,293	49,093

²⁰ Home, Gary: British Columbia Provincial Economic Multipliers 2004, 2008.

The Gibsons Harbour Area economy supports 420 full time equivalent jobs and produces \$49 million dollars of business revenue. The two marine sectors together support 135 jobs. The fishing/marine industrial sector, the base of the “working harbour,” supports 99 jobs. The non-marine sectors support 285 jobs.

Nine Gibsons-based suppliers were contacted to learn the volume of their business that is generated by the marine sector. These are business in the “indirect” category. They were contacted as a check on the numbers generated by multipliers. These businesses provide mainly parts to the marine sector and include suppliers of auto parts, hardware, glass and upholstery. Collectively, the 9 businesses estimated their marine-based revenue at \$1.4 million. To reach the \$4.7 million non-direct revenue predicted by the multiplier, one must tally all of the supplies and services the 18 marine businesses purchase.

Returning to business health, another indicator is the number of years in business. A rapid turnover of businesses indicates a sub-marginal environment. Business longevity indicates a favourable environment. A snapshot does not reveal as much as does tracking business starts and closes over long periods. The data in Table 3.4 show that 16 of 18 marine businesses are more than 10 years old. All seven fishers have been in busy over 20 years, with two over 40 years. However, fishers reported that it is unlikely they will sell their business or be replaced when they retire. The marine industrial and commercial enterprises are generally more than 20 years old and have secure futures.

Table 3.4: Length of Time in Business by Sector

Years in Business	1 to 3	4 to 10	11 or more
Fishing/marine industrial/commercial	2	0	12
Marina/marine recreation	0	0	4
Professional service	0	0	5
Restaurant	0	7	5
Retail: Clothing	2	1	3
Retail: Service/Trade	3	1	0
Retail: Various	10	5	5
Total	17	14	34

All restaurants are four or more years-old.²¹ Five are more than 10 years-old, indicating fiscal stability. Harbour Area restaurants, on average, earn \$590,000 annually.²² The restaurant with lowest annual revenue (<\$200,000) has been in business for 11 years. The top grossing restaurant earns about \$2.5 million/yr.

The retail sector has the youngest profile, with half of businesses less than 3 years-old. Only 8 of the 30 businesses are more than 10 years-old. Above we saw that nineteen retail businesses earn less than \$200,000 annually. When business age is coupled with sales revenues, the indication is that the business environment – the cost of doing business and volume of revenue – is marginal for retail outlets. The new businesses have replaced businesses that, presumably, failed.

In section 5, we examine competitiveness factors in the harbour area economy. We will see that dependence on tourism revenue, a short tourism season, and low patronage by resident shoppers are the hallmarks of the Landing retail economy. The data from section 3 will be used with competitiveness analysis in section 5 to explain the causes of challenges and constraints to business vigour identified by survey respondents.

²¹ The sole restaurant not surveyed has been open for two years.

²² According to various online sources, the median profit margin for restaurants is 5%. At that rate, average revenues generate only \$30,000 profit. Harbour Area restaurants are owner-operated, which means they earn a “wage” on top of net profits.

4. COMPATIBILITY OF USES

The harbour area has several types of uses and functions. Residential use surrounds and is somewhat embedded in a commercial core that spans land and the harbour. The harbour is home to recreational marinas, Small Craft Harbour housing a fishing fleet, marine trades, services and construction businesses. A few of the marine services operators offer recreational services and there is a marine recreational operator offering kayak rentals and a variety of charters.

The Landing business community (chiefly storefront) generates 36% percent of its revenue from tourists. There are real and potential developments in the HA that will increase the volume of tourism, including the George Hotel, Gibsons Public Market, continuous seaside walkway, and improvements to Armour's Beach and Winegarden Park. Tourism volume is high in the summer and many visitors explore the Government Dock. Approximately 450 recreational boats are permanently moored. In 2014, 4100 transient recreational over-night vessel stays were recorded.²³

The business survey sought to identify the synergies and conflicts between sectors. The harbour and shoreline are confined and are limits to growth. Will growth in one sector require decline in another? Should an effort be made to limit growth in one or more sectors to preserve another? More positively, which sectors enrich each other? Preservation of the "working harbour" is an expressed community value, in part in response to the decline of commercial marine operations and an increase in recreational and tourism operations. The most obvious potential conflict is between the fishing/marine industrial sector and the tourism sector.

Three questions in the survey were designed to assess inter-sector compatibility.

Question 10 asked respondents to rate 13 real or potential developments as having a positive, neutral or negative impact on business revenue. Respondents were asked to identify sectoral, social and environmental conflicts related to new developments.

Question 12 identified constraints to business performance. Question 13 identified business advantages based on location in the Harbour Area.

These questions are primarily oriented to assessing competitiveness, but some response categories reveal synergies and conflicts.

²³ BC Ocean Boating Tourism Association, 2014 survey.

Comments related to compatibility were recorded in questions 14-17.

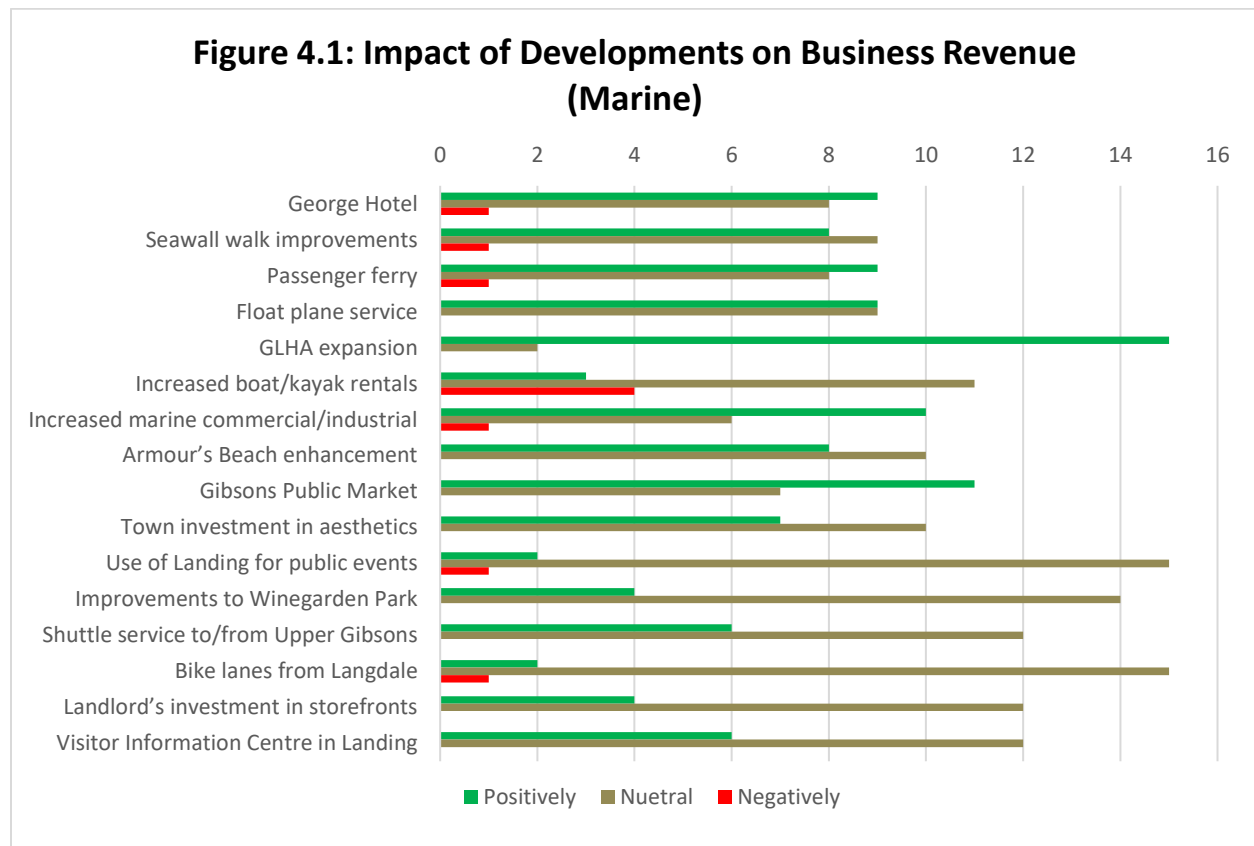
Survey results for compatibility issues are described below.

4.1 MARINE BUSINESSES

There are two sub-sectors:

1. Marine recreational (4)
2. Fishing/marine industrial (14)

Figure 4.1 shows the results of Question 10: **The following real or potential developments affect or would affect my business revenue a) positively, b) neutrally, c) negatively.**



Data for the two marine sub-sectors are combined in Figure 4.1. Operators in the Marine recreational sector were slightly more positive than fishing/marine industrial operators about tourism and recreational developments, as would be expected. The

survey reveals that marine businesses in both sectors are positive or neutral about the effects on business of all types of developments.

4.1.1 Marine recreational

None of the 4 businesses in this sub-sector reported conflicts with other sectors. Nearly all developments were seen as positive for business revenue. Responses indicate compatibility with storefront business and with real and potential developments. These owners recognize that whatever gives vitality to the business community, especially increased tourism, has a direct benefit to their businesses. The George Hotel, Gibsons Public Market and continuous seaside walk were the most strongly endorsed developments, because they will draw and keep people in the harbour area.

Two of the responses to Question 12 (constraints) have relevance for compatibility (see Figure 5.1). Three of four business operators listed size/diversity of the Harbour Area business community as a constraint to business growth. The perception is that greater diversity and number of businesses would attract more people to the harbour area. All respondents listed parking availability as a disadvantage, which has compatibility implications. No operator identified “conflicts with other sectors” as a constraint.

Responses to Question 13 (advantages) indicate a common appreciation by these operators with non-marine business owners on the value of the harbour area’s attractive setting and village atmosphere and the proximity of the ferry terminal. All four respondents reported synergy with the Landing retail economy.

4.1.2 Fishing/marine Commercial

The 14 businesses in this class include seven commercial fishing vessels and enterprises that provide boat building, repairs and maintenance, a variety of transportation services, marine construction and infrastructure maintenance.

It is this group of businesses that primarily gives the harbour its “working” component. A “working harbour” is valued in the Harbour Area Plan, as an expression of the community’s attachment to the history of the harbour, its current character and for the economic benefits of a marine economy. Survey respondents almost unanimously spoke about a trend over the last several decades away from industrial uses in the harbour and toward increased recreational/tourism uses. Notably, the fishing fleet has shrunk and the Hyak Marine and Coles Marine marine ways were removed in the past decade. On the positive side, the GLHA added a float in 2013 that provides additional opportunities for marine commerce and vessel servicing. As noted above, the survey

was designed to reveal possible conflicts between components of the “working harbour” and recreational/tourism enterprises.

Based on responses shown in Figure 4.1, owners of fishing/marine industrial businesses regard growth in commerce in the Landing and developments that would bring additional visitors to the HA as mainly neutral in effect on their operations. The passenger ferry and float plane service were less frequently seen as positive, compared to developments like the George Hotel and extended seaside walk. Not surprisingly, the two marine sector developments – additional GLHA expansion and increased marine commercial/industrial activity – were mainly viewed positively.

There are four operators in the fishing/marine commercial sector that offer recreational services (water taxi, tours, charters). These four operators were more likely to rank tourism developments positively than commercial operators without recreational services. They had modest concerns about a negative impact of tourism growth on their marine commercial operations, but generally ranked developments as positive due to the recreational component of their business.

Comments related to compatibility with the current situation and real or potential developments are summarized below.

- Operators noted the trend to increased recreational marine use, but that trend has had only modest impact on ability to operate in the harbour. The size of the fishing fleet has shrunk for reasons unrelated to availability of moorage space or services.²⁴ The GLHA is committed to accommodating the commercial fishing fleet and would provide space for new boats. The fishing/marine commercial sector can operate in the current situation, citing only relatively minor inconveniences to operations during the peak tourism season.
- Generally, respondents said that continued increase in recreational activity would not conflict with their operations. Some operators reported they are part of the tourism draw to the harbour; visitors enjoy looking at fishing and work vessels, asking questions and taking pictures. Two commercial fishers have considered providing tours aboard authentic fishing vessels to visitors during their off-season.
- The most frequently raised conflict was with the number of pedestrians and vehicles on the Government Dock during high tourism season, with operators commenting they try to avoid working on their vessels on high traffic days.

²⁴ The chief limitation on fishing vessel numbers is the overall reduction in commercial fishing licences over the past 20 years. Commercial fishing in the Salish Sea has been highly curtailed and the fishing grounds are now distant from Gibsons.

- Their remarks are tempered by an acceptance of the status quo in which recreational and other non-industrial commercial activities dominate the harbour and the commercial industrial sector (including fishing) is able to exist. The loss of the two marine ways is seen as a concession to the incompatibility of dryland vessel maintenance in a harbour with high tourism use, aesthetic values and environmental stewardship. Dryland maintenance is not categorically incompatible with other values, because clean technologies exist. However, the cost of these technologies and limitations of back shore space for dryland installations decrease the feasibility of boat cleaning, painting and maintenance in the harbour area.
- There is no overt fear of being forced out, because operators are confident the status quo will remain in effect.
- However, the lack of dryland marine services – haul out, ways, boat yard – reduces the attractiveness of Gibsons as a commercial fishing port and, in some cases, a marine industrial port.
- Marine services providers report loss of income due to the loss of marine ways. Local and non-local craft used to be serviced in Gibsons. A dryland facility in proximity to Gibsons harbour would increase the earnings of marine services providers and reduce the cost of commercial and recreational vessel maintenance, which presently must be done at distant locations.
- Almost every commercial/industrial operator favours further additions to the Government Dock; most strongly a second float and secondly additional slips. Concerns over congestion on the Government Dock and additional demand for parking were raised. The majority of storefront business owners reported that GLHA expansion would have no effect or a positive effect on their business.
- The ability to park barges outside the breakwater is valued by several operators. Some reported concerns that privilege might be lost due to complaints from community residents.
- The public ramp at Gibsons Marina is highly valued and operators expressed concern that its use is curtailed by residents complaining and by high volumes of recreational use during the summer.

4.1.3 Recommendations

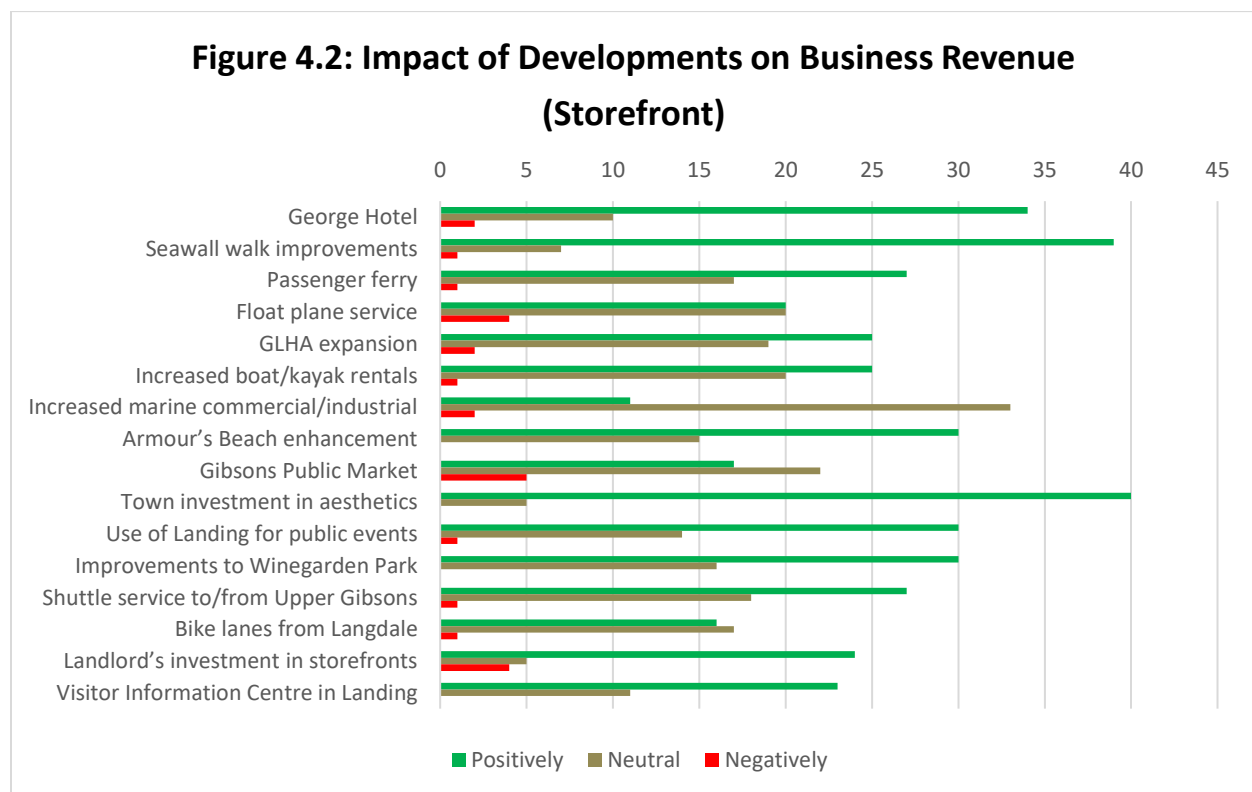
- That the Town, GLHA and other stakeholders at least maintain the infrastructure used by the fishing/marine industrial sector.
- The Town supports additional GLHA expansion.
- The Town collaborates with the Sunshine Coast Regional District 1) to identify potential locations on south Howe Sound for a marine services facility, 2) to seek

investors and 3) to support applications to the Provincial government, should they be necessary. Sunshine Coast Regional Economic Development Organization may be the appropriate agent for this collaborative effort.

- Parking rules on the Government Dock be enforced.
- That attention be paid to the impact of increasing visitor volume and a line of communication with the fishing/marine industrial sector be kept open in order to foresee conflicts.

4.2 NON-MARINE BUSINESSES

Forty-seven, mainly storefront businesses were surveyed. Businesses were categorized as retail, professional services, or restaurant.²⁵ Retail was sub-divided into 3 sub-sectors: clothing, various, and service/trade. The simplicity of the classification system reflects the limited diversity of business types in Gibsons Landing.



Not surprisingly, there were almost no concerns expressed about compatibility among storefront sub-sectors and very few with the marine sector. Responses indicate

²⁵ More categories were used in the survey, but were combined because they had two or less members.

common positive perceptions of compatibility among business owners. Consequently, results in this section are for all non-marine businesses as a single group.

Storefront business owners are generally less conscious of the operations of marine based business than the reverse. The operation of most marine-based businesses does not affect them.

- 27 (57%) reported the passenger ferry as positive. The main reason for neutral responses was added demand for parking by passengers.
- Float plane service split almost evenly between positive and neutral. Four negative responses were due to noise concerns and risks for recreational vessels.
- Over half reported further GLHA expansion would be positive for business revenue. Sales during construction and to increased boaters and service providers were anticipated.
- Only 25% reported increased marine commercial and industrial activity as positive.

Landing business owners showed strong support for developments or actions that increase tourism volume. Many respondents also cited attraction of resident consumers as reason for positive responses to some developments.

- The George Hotel and enhanced seawall walk led in developments that are favourable.
- 30 (64%) reported positive for use of the Landing for public events. Neutral responses were mainly from those who opposed blocking of Gower Point Road. Some who replied positively also had this concern. Merchants are split evenly on use of the road for events.
- Gibsons Public Market was perceived as positive for business revenue by 38% of merchants, neutral by 49%, and negative by 13%. Even among positive responders, there is uncertainty about the impact of GPM on sales. Neutral responses were often motivated by perceptions that the market was too far away from the shopping district for its patrons to walk. Neutral responders support the Market and hope it will benefit their business. Negative responses (tallied before the Market opened) were based on reports that “all the vendors are non-local,” and public investment in the Market gave it an unfair competitive advantage.

5. COMPETITIVENESS

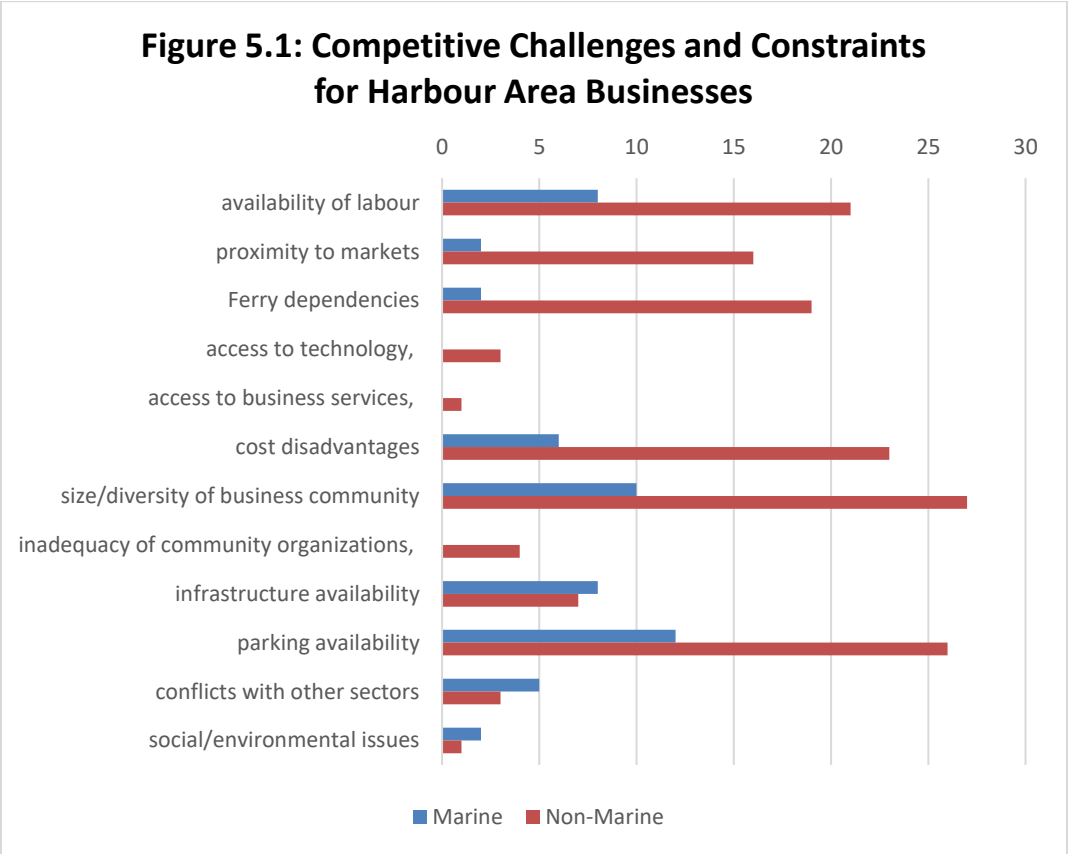
The competitiveness of a business and a business community is influenced by many factors, some within the control of a business or its host community, and many more that are not. Three questions in the survey were designed to assess competitiveness factors that can be influenced.

Question 10 queried for the impact of new developments and potential developments on business revenue; an indicator of the impact of developments on competitiveness.

Question 12 identified constraints to business performance. Question 13 identified business advantages based on location in the harbour area.

Comments related to competitiveness were recorded in questions 14-17.

Figure 5.1 shows results of question 12, which provided a list of possible challenges or constraints. Again, marine and non-marine businesses are analysed separately.



5.1 COMPETITIVE CHALLENGES/CONSTRAINTS AND ADVANTAGES: MARINE

Eighteen marine businesses were surveyed.

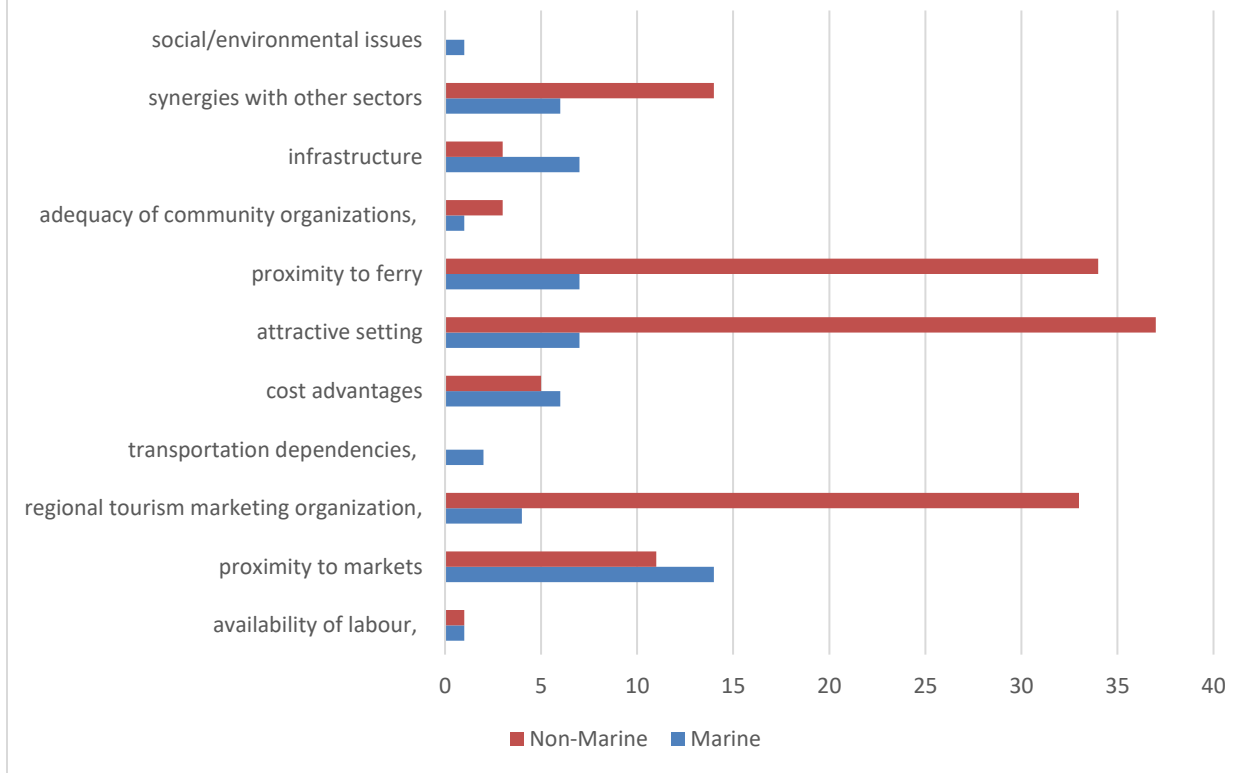
5.1.1 Marine Businesses Challenges/Constraints

- 8 (44%) reported unavailability of labour. Predominately, shortages were for commercial fishing crew and skilled marine tradespersons.
- 6 (33%) reported cost disadvantages; specifically, the necessity to service vessels at distant, expensive locations
- 10 (56%) reported that the limited diversity and size of the harbour area economy is a constraint. Some reported that lack of marine commercial diversity and size limited their sales; others meant the lack of diversity and small number of businesses in the Harbour limited growth of the Harbour area economy.
- 8 (44%) reported gaps in infrastructure. While only 8 checked the box, in their comments every commercial marine operator identified specific gaps in infrastructure: lack of marine ways, unsuitable boat ramp, limited working float space and marine services. See sample comments below.
- 12 (66%) reported parking. See sample comments below.
- 5 (30%) reported conflicts with other sectors. Crowding by recreational boats and high numbers of tourists on the Government dock were cited.
- 2 reported challenging environmental issues. Working in a harbour used for recreation, tourism and resident enjoyment places scrutiny on environment practices. Both firms accepted the responsibility.
- None reported challenges due to access to business services, access to technology or the inadequacy of community organizations.

5.1.2 Marine Businesses Competitive Advantages

Figure 5.2 shows environmental factors that are perceived to be an advantage to business success due to location in the Harbour area.

Figure 5.2: Competitive Advantages for Harbour Area Businesses



Eighteen marine businesses were surveyed.

- 14 (78%) reported proximity to markets. For the industrial group, that means that their customers are close by. The harbour provides a customer base for marine services; local island residents are customers for transport and construction. Gibsons Harbour is suitably located to attract commercial vessels for maintenance and the new float at the GLHA provides a place for work that can be done with the boat in the water. Similarly, the two marinas surveyed have ample customers locally and from the Lower Mainland.
- 3 of 4 marine recreational operators consider having a regional Destination Marketing Organization an advantage.
- 6 (33%) reported cost advantages. Primarily the fishing fleet, which enjoys competitive moorage rates compared with the Lower Mainland and parts of Vancouver Island. Marine services providers reported lower costs due to proximity to clients and easy access to them on the new GLHA float.
- 7 (33%) reported attractive setting. These were the marine recreational operators and the marine industrial operators who have a recreational component to their business.

- 6 (33%) report proximity to ferry. Recreational operators commented that proximity is good for tourism; marine services providers commented that proximity makes it easier for Lower Mainland clients to leave their boats for service in Gibsons.
- 7 (40%) reported infrastructure availability. That is equal to the number who reported lack of availability. Most commercial operators made favourable and unfavourable comments on infrastructure. Favourable comments were mainly attached to the recent expansion of the GLHA. Synopsis: they are appreciative of what they have, but would benefit from improvements and further expansion.
- 6 (33%) reported synergies with other sectors. Two recreation operators identified synergies with the commercial sector; two fishing boat operators and two commercial operators with recreation components report synergies with tourism.

5.1.3 Sample of verbatim comments

- **Infrastructure:** add a marine ways, need a boatyard; marine ways, marine services on Howe Sound; freezer plant for fish would create jobs and retain revenues
- **infrastructure:** need to improve wharf loading capacity, preserve anchoring rights for barges, slowly getting nudged out: loading and unloading threatened
- **infrastructure:** load restriction on government dock detrimental: can't use wharf due to weight restrictions; neighbour complaints and congestion inhibit use of marina ramp; launch ramp not maintained well, extend ramp for low tide use
- **infrastructure:** no where to service boats, harbour is turning into tourism trap, away from working harbour; value of marine commerce is higher, need to add float space, new float helpful, need commercial barge ramp on Howe Sound, and marine services; would use marine services at Hillside; commercial and recreational vessels would use it; a Hillside marine services area would attract users and investors
- **infrastructure:** need additional float space, expand for recreational and commercial fleets, need land for light industrial, need a true boat yard, Hillside Industrial Park a candidate
- **infrastructure:** need marine local services; removal of marine ways a problem; used to use ways in Gibsons harbour; have to go to Fraser River, costly; plenty of business here for a boatyard
- **cost disadvantages:** loss of ways means going to Vancouver for repairs with higher cost, local marine services would be of big benefit; if more docks at GLHA, fishing vessels from Vancouver would port there; loading restrictions at GLHA mean barges from Keats/Gambier unload in Port Mellon at greater cost
- **tourism compatibility:** tourists like to see working boats, numerous pleasure craft can impede getting in and out and ability to work on boat; allow only commercial vehicles to park at wharf head, no tourists

- **tourism compatibility:** space allotted to commercial vessels is decreasing, recreational boats in summer crowding, access to boat is inhibited by large number of tourists, in summer can't get to boat some days, parking on wharf not being enforced; support commercial friendly harbour
- **tourism compatibility:** tourism and recreation make harbour so busy in summer can't get to boat or in or out of harbour; need a boat yard nearby we can use
- **parking:** enforce parking permits, renew program for guaranteed parking for commercial operators; any expansion of harbour business puts more demand on parking availability, people who work there should have priority

5.1.4 Summary of comments

Comments from the 14 marine fishing/industrial operators were uniform in their concern that the harbour is decreasingly suitable for a base of operations. The primary reasons are lack of marine services infrastructure, and crowding from recreational boating and tourism volume.

- Operators said the loss of marine ways in the harbour is inconvenient, but most accept the harbour is not a suitable place for them
- The public boat ramp is highly valued, but it cannot be used at all tide levels; many operators fear complaints by nearby residents will close it to them
- Harbour is suitable for repairs/maintenance that can be done afloat
 - The recently added GLHA float is used extensively by local commercial operators and is valued
 - Non-local commercial vessels use the new float, too, providing business for local marine service providers
 - Operators support further additions to the GLHA: floats and slips
 - Some wish the harbour had been built larger
- Some marine services providers report a decline in business as the fishing fleet shrank, not made up by recreational craft
- The ability to park barges outside the breakwater is valued by several operators
- Many operators support expansion of the "harbour," by which they mean the GLHA
 - An additional float is the priority; mainly marine trades said more berths would be beneficial
 - *Two operators said if more space was available, fishing vessels based in Vancouver would use Gibsons Harbour as a home port*
- Operators must go elsewhere (Vancouver, Vancouver Island) to do work that requires getting the boat out of water: noted as a cost disadvantage
- Every operator said locally provided marine services would make their business more competitive.

- Several operators said that a marine services facility on Howe Sound is viable; it would attract investment and some operators said they would locate there
- Both local and non-local recreational and commercial craft would use boat storage, a boatyard and marine services at that location

The four marina/marine recreation operators had a perspective that differs from the commercial operators. The Gibsons Landing Harbour Authority has both commercial and recreational revenue streams. Its important role in the harbour economy is presented in section 2.3. Comments were directed at the need to improve the attractiveness of portions of the harbour area, improve business friendliness, maintain posted hours. These comments reflect orientation to consumer markets. Notably, no operator in this group indicated a conflict with the marine commercial sector.

5.1.5 Analysis of Findings for Marine Businesses

The compatibility and competitiveness responses, plus the comments made on them, indicate two major findings.

Finding 1: The fourteen marine commercial enterprises that comprise the “working harbour” are surviving in an increasingly recreational and tourism environment. Practical suggestions for easing the impacts of congestion were made by marine operators.

Finding 2: Marine commerce is aided by GLHA infrastructure, but it is restricted by the absence of dryland infrastructure for boat repair and regular maintenance, by dense recreational boating and tourism activity, and by pressures from harbour area residents.

Finding 3: While further expansion of commercial float space at the GLHA would not be a solution to the issues in Finding 2, it would increase the marine economy.

Finding 4: A marine services facility located nearby would reduce the costs of repairs/maintenance for marine enterprises and recreational boat owners. According to surveyed operators, a marine services cluster would attract investors and draw commercial and recreational vessels from the Lower Mainland and elsewhere.

Finding 5: There is a probable business case for more recreational moorage. Development options are an addition to the GLHA dock or a new marina. These options should be reviewed in light of information collected in this report and analysis of the opportunity and its economic benefits.

If a working harbour and the economy it adds is important to the community, then commercial marine infrastructure must be maintained and freedom to operate must not be further restricted. Actionable suggestions made by operators include:

1. improvements to the public ramp
2. permission to moor barges in the outer harbour
3. permitted parking for commercial operators
4. additional expansion of the GLHA float space for marine commercial use

There is little room for increased recreational moorage inside the breakwaters. Hence, the crowding issue will not get worse. If additional recreational moorage is built, it should be at a location distant enough from the inner harbour that it does not add to congestion on the water or on the Government Dock.

It is presumed that the Town supports increasing tourism visitor volume. The impact of tourism growth on the marine commercial sector's viability should be considered when decisions are made about what types of travellers to attract, development along the waterfront (especially near the Government Dock) including a seawall walk and increases in marine recreational activity based in the harbour.

The Sunshine Coast Regional District studied the case for a marine services facility at Hillside Industrial Park in 2010.²⁶ A facility on Howe Sound is not in the Town's jurisdiction, but the community would benefit from jobs creation, lower repair and maintenance costs for local vessels and a mitigation of the pressure on working vessels in Gibsons Harbour.

5.2 COMPETITIVE CHALLENGES/CONSTRAINTS AND ADVANTAGES: NON-MARINE

Forty-seven non-marine, mainly storefront businesses were surveyed.

5.2.1 Non-Marine Businesses Challenges/Constraints

Figure 5.1 shows environmental factors that are perceived to be a challenge or constraint to business success due to location in the Harbour area.

²⁶ The consultant prepared a development opportunities analysis for Hillside Industrial Park for the SCRD, which included market analysis for a marine services facility.

- 21 (45%) reported lack of available labour, including 11 of 12 restaurants. High cost of housing was cited as a cause by three respondents.
- 16 (34%) reported proximity to markets; in most cases this meant that local market size is too small to support their business and/or locals don't shop frequently in Gibsons Landing. These operators do not think the proximity of the Lower Mainland market benefits them.
- 19 (40%) reported ferry dependence; see sample comments below
- 3 (5%) reported access to technology; referring to the absence of fibre optics or a need for ubiquitous wi-fi in Gibsons Landing.
- 23 (49%) reported cost disadvantages; referring to added transportation costs or lease rates. See sample comments below.
- 27 (57%) reported diversity/size of the Gibsons Landing business community. See sample comments section 5.2.3 and discussion in section 5.2.5.
- 4 (8%) reported inadequacy of community organizations; three refer to the Chamber of Commerce not serving Landing businesses adequately and one refers to the lack of a Gibsons Landing business association.
- 7 (15%) reported infrastructure availability; referring to a lack waterfront stores or washrooms or directional signage.
- 26 (55%) reported parking; some suggestions are found in the sample comments below.

5.2.2 Non-Marine Businesses Competitive Advantages

Figure 5.2 shows environmental factors that are perceived to an advantage to business success due to location in the Harbour area.

Forty-seven non-marine, mainly storefront businesses were surveyed.

- Only one business reported access to labour as a competitive advantage.
- 11 (23%) reported proximity to markets; referring either to sufficiently sized local markets or the Lower Mainland market or both.
- 33 (70%) reported having a regional tourism marketing organization. Less than half could identify the organization; many were uncertain what it does and even some who said a destination marketing organization is a good thing said it could so a better job of marketing Gibsons. See comments below under Marketing.
- Two businesses reported ferry dependence; because dependence preserves the rural character of the Sunshine Coast, a prime visitor attraction factor.
- 2 reported cost advantages; related to marketing costs and lease rates.
- 37 (79%) reported the Landings attractive natural setting; perhaps the greatest lure for visitors and residents to the Landing.

- 34 (72%) reported proximity to the ferry; because travel time once off the ferry is short and Gibsons is the first stop; the Landing is a convenient day-trip.
- 14 (30%) reported synergies with other sectors; meaning that marinas and marine recreation attract visitors and residents and land recreation opportunities attract visitors.

5.2.3 Sample of verbatim comments

- **Storefronts:** renovate or replace shoddy storefronts on Marine Drive; use storefront by-laws to encourage attractive, coherent look; need more continuity in storefronts (7)
- **Waterfront** enhance built landscape, looks bad from water side, clean up water front; need lighting on waterfront; enhance the foreshore but keep charm; invest in waterfront, town should take active role in waterfront design; get rid of graffiti; need lighting in Molly's Lane, improve appearance of Lane (11)
- **Streetscape:** Town doing excellent job maintaining streetscape visual appeal (17)
- **Parking:** growth means more parking problems, additional parking needed; enforce parking by-laws; business owners should not park on street; directional signs for parking; foot passenger ferry users use Molly's Lane Parking (13)
- **Signage:** allow signs at top of Government dock; allow attractive sidewalk signs; add signs at 5-corners indicating more shopping on Marine Drive; need more Landing "starfish" signs; signs near Public Market indicating shops and restaurants in Landing core; better signage for tourism activities in Landing (11)
- **Events:** don't close street for events (5); close the street for events (3); hire events coordinator for Sunshine Coast (4)
- **Diversity/number of businesses:** need greater business diversity; need more businesses and different types of businesses to attract tourists and residents; need stores selling staples, too many sell gifts and wellness products (8)
- **Resident market:** people from Upper Gibsons don't go to Lower Gibsons; there is nothing to bring Gibsons' residents to the landing; highly oriented to visitor market, little to attract locals; local population not supporting arts component (9)
- **Proximity to markets:** location near Vancouver a competitive advantage; positive to be close to Lower Mainland, but ferry dependency a constraint (4)
- **Marketing:** need more marketing of Gibsons Landing; one of the nicest waterfront communities in the world, but we don't attract as many visitors as we should; potential of Landing, especially arts component, not being met; fewer galleries than years ago; need to recognize value of marine tourists; Landing not being appropriately marketed by Sunshine Coast Tourism, need more and better off-coast marketing, marketing is oriented to get away, outdoor recreation which does not help merchants (14)

- **Service quality:** need to raise service quality, need a cooperative strategy, branding and mission statement for Landing; merchants need to provide better service and products, keep posted store hours, maintain stores better and cleaner, engage World Host to improve standards
- **Cost disadvantages:** lease rate too high; commercial lease rates not competitive with Lower Mainland, some businesses lost as a result (3); cost of supplies and goods higher due to ferry costs (5)
- **Ferry dependence:** ferry cost and delays reduce number of visitors; I have had customers tell me they will never come back because of ferry waits; ferry line-ups reduce the amount of time visitors spend shopping and eating (6)
- **Labour:** can't find employees; hard to find employees due to high cost of homes (7)
- **Chamber of Commerce:** Chamber not supporting Landing business adequately; need a Sunshine Coast-wide Chamber of Commerce (3); Chamber should use social media to promote businesses (1)
- **Public market:** public market will draw tourists, will draw Gibsons residents, boaters (8) public market subsidized by public sector, unfair to competing small businesses (3); shoppers at the public market don't shop in the rest of the Landing (3)
- **George Hotel:** hotel is a game changer; the George will bring people all year long; George's guests will expect high quality of service, can we meet it? (11); George guests will stay at hotel, won't visit Landing core (2)

5.2.4 Summary of Comments

The Landing storefront retail economy is highly dependent on tourism revenue (see section 3). Not surprisingly, the identification of challenges to business success and comments on the business environment are oriented to the visitor economy. However, the importance of the resident market – and the need to increase resident spending – is also made clear.

- The attractiveness of the Harbour area setting is understood as a primary draw for tourists, and somewhat for residents.
- The attractiveness of the built-scape and streetscape got mixed reviews. Merchants point to portions of Marine Drive, Molly's Lane (the land in front of it primarily) and sections of the waterfront as in need of aesthetic improvement. Better use of these unattractive areas is also suggested. Conversely, merchants applaud the Town's many efforts to create an attractive streetscape.
- Many merchants ask that the issue of directional signage be revisited. Despite the addition of themed directional signage on the Landing in 2012, merchants on Marine Drive state many visitors don't know they are there. Additional signs near the Public

Market and future site of the George Hotel were requested. These requests show orientation to visitor markets.

- Merchants see Gibsons Landing as an attraction in its own right. Visitor surveys support them: approximately ??% of visitors' primary motivation to come to the Sunshine Coast is to visit the Landing. The majority of merchants appreciate the value of Sunshine Coast Tourism; however, most think the Landing is under-marketed as a destination and needs more exclusive attention.
- Dependence on tourism revenue is in many cases a limit to success. Owners report receiving as much as 80% of their annual revenue during June – August.
- With a few exceptions, merchants say that increasing revenue from residents is important for the growth, even survival, of their business.
- Business operators are evenly split on whether market proximity is a challenge or an advantage. Those who stated “advantage” generally rely less than 40% on tourism revenue; they are successful in the local and visitor markets.
- The limited diversity and number of retail shops was viewed as a limiting factor in the attractive power of the Landing business community. This factor is seen as a limit on drawing tourists and residents to the Landing. Visitor surveys indicate that additional shopping and (to a lesser extent) dining opportunities would increase and lengthen visits. Likewise, surveys indicate that additional things to do in the Landing would increase visitation.
- The importance of service quality has greater urgency because the addition of the Gibsons Public Market and the anticipated George Hotel are seen as raising the bar on standards. During the business survey (in February and March), the consultant observed that a few stores were often closed during posted hours and that service was most often attentive and friendly, with a few exceptions.
- The addition of The George Marine Hotel and the Gibsons Public Market are seen as significant boosts to Landing business viability because the hotel will bring new visitors and the market will attract visitors and residents. The business community supports development of more shops, activities and attractions, and the development of assets such as a continuous seawall walk and enhancement of Armour's Beach. Visitor surveys indicate these additions will stimulate tourism.
- Ferry service, parking availability and store lease rates are viewed as limitations to growth; however, except perhaps for parking, there is little that the Town can do to improve the situation.

5.2.5 Analysis of Findings for Non-Marine Sectors

The key feature of the Gibsons Landing economy is that it is tourism dependent. The 47 retail outlets receive 40% of revenue from visitors. When Gibsons Public Market is removed from the calculation,²⁷ dependency on visitor revenue is 49%.

When we look at the composition of the Landing business community and compare it to Upper Gibsons, we see that the former is characterized by businesses that cater to tourists, while the latter contains the staple household goods and services that residents consume routinely. There are 13 restaurants in the Landing. Arguably, they cater to both tourists and residents. However, they report that 53% of their revenue is from tourists. About half of them are closed outside of the main tourism season or have reduced hours. There are six clothing stores, that mainly cater to women. Fifty-two percent of their combined revenue is from visitors and two owners commented that they cater to the off-Coast market. The twenty stores in the Retail various category are mainly gift shops, specialty shops or wellness providers. With Gibsons Public Market included, 31% of sales are to visitors. Without GPM, the figure is 39%.

There is a near absence of basic goods and services in the Landing retail economy. The five professional services include dental and medical services and 85% of this category's revenue comes from residents.²⁸ Basic household staples are absent: no grocer, pharmacy, hardware, electronics, auto parts or salon/barber, etc.

The lack of diversity and size of Gibsons Landing retail economy was listed by over half of business owners as a challenge or constrain to business. This issue needs to be seen in light of the tourist economy AND resident consumer spending. The lack of diversity and size pertains to the ability of the Landing to attract (and hold) visitors. The size of the retail sector is only one factor in the power of the Landing to attract visitors. The number of restaurants and volume of accommodations, things to do and accessibility for travellers on wheels or keels play just as important roles in making the Landing a tourism destination. Business operators in all sectors identified lack of diversity/size of the retail economy, accommodation and things to do as limiting tourist volume, and length and season of visits. The visitor survey supports the need for greater diversity.

Many merchants reported that Gibsons residents do not shop or visit the Landing. From the standpoint of resident consumers, the Landing does not offer enough in the way of stable consumer goods and services to warrant going there. Here the diversity/size

²⁷ See section 3.2 for rationale.

²⁸ 2% comes from tourists, 13% from exports.

issue is the concentration of stores that cater to visitors and the near absence of basic household needs outlets. Merchants are in favour of additional stores in the Landing, generally even if they are competitors, in order to attract and hold more tourists and increase resident shopping.

The Landing retail economy is stuck between the rock of tourism and the hard place of resident spending. It's diversity and size are marginal with respect to destination appeal – where most owners have placed their bets – and the array has weak local drawing power. There are many thriving businesses in the Landing. However, the marginality of the Landing economy is seen in the following statistics: 1) 1 in 7 retail businesses earns <\$100,000 annually, 2) average retail sales is \$240,000 (exclusive of GPM) and 3) average revenues for restaurants is \$590,000 annually.

Dependence on tourism means revenue generation is concentrated in a short season. Owners report making as much as 80% of revenue in June – August, although 60% is about average. The most urgent need for the Landing economy is to increase revenues in the other nine months of the year. That goal can be achieved by increasing off-season visitor and resident volume.

The seasonality of the economy extends across all Harbour area business sectors. The four marine commercial enterprises with recreation components and the four marine recreational enterprises have short active seasons. Marine commercial enterprises involved in transportation of people and goods and marine construction do most of their business between April and September. There is some intertwining among the seasonality of marine and non-marine sectors that should be accounted for in economic development strategies.

Responses to Question 10 identified the developments that merchants believe will increase their revenues, a surrogate for competitiveness.

- Merchants expressed optimism that The George and GPM will attract visitors and residents to the Landing. It remains to be seen if additional off-season revenue will justify merchants remaining open year-round and for the full business week (minimum six days).
- An enhanced seawall walk and improvements to Armour's Beach are strongly supported.
- Improvements to Winegarden Park and holding events in the Landing are strongly supported.
- A shuttle between upper and lower Gibsons during peak tourism season is strongly supported.

- The Town's investment in street aesthetics received the highest support
- Bike lanes from Langdale and maintaining a Visitor Information Centre in the Landing received modest support.

Finding 6: The dependence of the Gibsons Landing economy on a short tourism season leaves it vulnerable to fluctuations in weather and tourism activity (state of economy, value of Cdn\$). Fixed costs are difficult to bear during the off-season.

Finding 7: Gibsons Harbour Area is close to having sufficient attractions to be a robust high season destination that attracts visitors for multi-day stays. It is further away from being a 3-season destination. The addition of Gibsons Public Market and The George Marine Hotel will strengthen and extend the Landing's drawing power. Further additions to shopping and accommodation, waterfront infrastructure and recreational opportunities, along with additional attractions and events, along with exclusive marketing of Gibsons as a destination, are needed to achieve 3- or 4-season destination status. The many suggestions made by business owners about place-making and visitor satisfaction should be considered for action.

Finding 8: Growth in marine tourism is one of the best opportunities. The volume of boaters can be increased by providing additional transient berths. Marine based tours, like the one begun this year by Pacific Ferry's should be encouraged. Marine tourists do not put pressure on parking places. They benefit both the marine and non-marine economies.

Finding 9: Ten percent of Gibsons' resident professional services and retail spending occurs in Gibsons Landing. Increasing the amount of resident spending is one of the most effective ways to stimulate and stabilize the Gibsons Landing economy.

Finding 10: Marketing will play a role in increasing tourism and resident traffic to the Harbour Area. The Town should consult with Sunshine Coast Tourism about how the Landing and harbour are marketed. The business community and the Town should consider actions they could take to draw more residents.

6.0 OPPORTUNITY ANALYSIS

The objectives of Phase One are to 1) provide credible information for support of planning and economic development and 2) to identify economic development opportunities that should be explored in Phase Two.

The consultant offers the following actions as candidates for Phase Two.

6.1 Marine services installation: A market survey and preliminary business case analysis for an installation at Hillside Industrial Park was completed in 2010. This work would be updated and strengthened in an opportunity analysis (feasibility, business case). Other locations on Howe Sound would be considered. Sunshine Coast Regional District might be a partner in the project. SCREDO would conduct a search for investors, if that action was deemed appropriate.

6.2 Expansion of recreational moorage: Supply and demand analysis for Sunshine Coast and Lower Mainland for permanent and transient moorage. Evaluate the economic benefits for the Town and business community. Determine appropriate lease royalty rates and the requirements for a private sector proposal: scale, components, amenities, transient moorage capacity. Assess current transient moorage capacity against demand. Examine the pros and cons of expansion of the Government Dock versus construction of a new marina. Examine alternatives: anchor buoys and stern-tie rings in breakwater.

6.3 Seaside walk and Armour's Beach enhancement: Use visitor survey and data from other sources to estimate the economic benefits of the amenities. Identify possible sources of funding and prepare applications.

6.4a Continue "place-making" project: Many of the recommendations in the 2012 Landing Vitalization Strategy were followed. Use results of the 2017 survey to continue place-making activity. Merchants had many suggestions for additional signs and small amenities and, given the shift of visitor concentration to the George Hotel and Gibsons Public Market portion of the Landing, the Vitalization Plan should be re-visited. Use results of the compatibility and competitiveness analyses to inform the Town's strategic objectives. Include the analysis of visitor motivations from the Visitor Survey in medium- and long-term planning for the Harbour Area.

6.4b Destination Development Strategy: A second option is to create a Destination Development Strategy based on the Gibsons Harbour Destination Development Background Report²⁹ and the 2017 Destination BC *Sunshine Coast Destination Development Strategy* (DDS). In addition to place-making, a DDS would estimate the economic benefits of various developments (a la 6.3), and make recommendations consistent with the Destination BC strategy related to transportation, product alignment/development, awareness of the value of tourism, marketing, service quality and partnerships for action.

There are other opportunities to be considered, which are not likely candidates for Phase Two funding.

1. Use visitor survey results to review and enhance how Sunshine Coast Tourism markets Gibsons.
2. SCREDO consults with Town and Landing merchants on actions that will increase volume of resident shoppers in the Landing.

²⁹ Part of the current project.

Gibsons Harbour Economic Development Strategy Phase One

Destination Development Background Report



Rural Futures Associates

2017

Gibsons Harbour Economic Development Strategy

Phase One

Destination Development Background Report

SECTION TITLES

Purpose and Scope	1
Visitor Survey Results: Land Travellers	3
Visitor Survey Results: Boaters	11
Destination Development Implications	16

1. Purpose and Scope

This Report is part of the Gibsons Harbour Economic Development Strategy: Phase One. Other documents in the Strategy are:

- Phase One Economic Development Strategy Report
- Summary report for Council presentation
- Slide presentation of community waterfront tours

The Destination Development Background Report focuses on tourism opportunities in the harbour area.¹ It's descriptions, findings and recommendations are based on 1) a Business Survey of all harbour area business owners and 2) a Visitor Survey conducted in April through August of 2017. The Business Survey asked owners to identify developments and community features that would increase the appeal of the harbour area for tourists (and residents). The Visitor Survey asked visitors why they visit and which added developments and community features would encourage them to visit regularly and stay longer.

Tourism spending is vital to the harbour economy. Visitors generate 40% of retail revenue. Over 50% of restaurant revenue is tourism-based. The Phase One report describes the harbour area as being on the verge of a stable tourism economy. The Visitor Survey found that many people come to Gibsons for one or more nights and for many it is their principle destination. A main purpose for gathering tourism related

¹ "harbour area" denotes the water and land components; "harbour" denotes the water component and "Gibsons Landing" or "Landing" denote the land component.

information is to identify actions that would increase the appeal of the harbour area as a travel destination.

This research is timely. In March 2017, Destination BC released its *Sunshine Coast Destination Development Strategy*. The Town of Gibsons CAO and the consultant responsible for this report were members of the Steering Committee that guided the Destination BC Strategy for the Sunshine Coast. The recommendations in that Strategy are relevant to developing Gibsons Harbour Area as a destination, and a harbour area tourism strategy would wisely align with a strategy for the entire Sunshine Coast. A major feature of destination development is linking tourism products and access to information about them.

The Destination BC Strategy is organized under six destination development themes.

1. Improve Transportation To, From and Within the Sunshine Coast
2. Attract, Retain and Train Skilled Workers and Provide Job Growth
3. Enable Tourism Business Success and Viability
4. Manage the Destination Collaboratively
5. Implement Product Development and Experience Enhancement that Cultivate a Unique Sense of Place
6. Enhance the Quality of Services and Experiences for Our Guests.

All of these themes will be addressed. However, the primary goals of the Business Survey and Visitor Survey align with items 3-6. Following presentation of Visitor Survey results, observations and recommendations for destination development will be grouped under these six themes.

2. Visitor Survey Results: Land Travellers

Between April 15 and August 6, 2017, 105 land travelers and 32 water marine travelers were surveyed with different sets of questions. Thirty-three surveys were obtained at the Visitor Information Centre in Gibsons Landing; the remainder were gathered at several locations in the harbour area.²

Survey results are adequately representative of the visitor population, but cannot be used to define the population. We cannot say for example, “60% of visitors to the harbour area are from the Lower Mainland. We can only say that 60% of visitors surveyed are from the Lower Mainland. The sampling points introduce bias in the sample. Visitors to the Visitor Information Centre are not a cross-section of all visitors. A large portion of the surveys were taken at restaurants and on the walkway to the gazebo on the breakwater. Visitors who came primarily to shop, take a harbour tour or rent a kayak were easily missed. The greatest bias is in the boater surveys. Approximately half were conducted at Smitty’s Oyster House, which attracts mainly day visitors who come primarily for that purpose. Families frequently declined to be surveyed because children were restless. It is important to recognize that many travellers to Gibsons and vicinity do not visit the harbour area. Hence, for example, few travel parties with a mountain biking as primary travel motivation were surveyed. Our interest is only in visitors to the harbour area, but a destination development strategy should be mindful of other nearby markets.

2.1 Transportation mode, Origins, Party Size, Age

Transportation Mode		Origins	
Vehicle	76	Lower Mainland	60
Foot/Public Transit	13	Upper Sunshine Coast	4
RV	9	Vancouver Island	4
Bicycle	7	Rest BC	9
Total	105	Alberta	3
		Rest Canada	8
		Washington	4
		Rest USA	5
		Rest World	8
		Total	105

² Thanks go to Gibsons and District Chamber of Commerce. Thanks also to Smitty’s Oyster House, Smoke on the Water, Molly’s Restaurant and Gibsons Public Market for allowing surveys of their patrons. Thanks also to GLHA for allowing surveying on its dock.

1. All but two foot/public transport parties live in the Lower Mainland. Two parties from elsewhere travelling with Lower Mainland residents took public transport.
2. All bicycle parties are from the Lower Mainland.
3. RVs were recorded from Rest of BC, Alberta, Washington, Rest of USA and Rest of World.
4. The distribution of origins outside of the Lower Mainland indicates that the Sunshine Coast is a destination for long-haul markets. Only a few of the long-haul visitors had Gibsons as the sole Sunshine Coast destination.
- 5.

Chart 2.1: Party Size and Age Distribution

Party Size	# of Parties	<18	18 - 55	>55
1-2	62	2	71	43
3-4	32	19	74	21
5+	11	7	52	3
		28	197	67

6. Party size distribution is typical, with 60% parties of two. The larger party sizes show members under 18, indicating families.
7. The large showing of people aged 18-55 indicates people who are still working and who make decisions on where to spend their travel time are choosing the Sunshine Coast.

2.2 Length of Stay, Frequency of Visits, Spending

Chart 2.2

Frequency		Length	
First	48	1 day	44
Second	21	1 overnight	26
Several	25	2 nights	25
Regularly	11	3-7 nights	10
	105		105

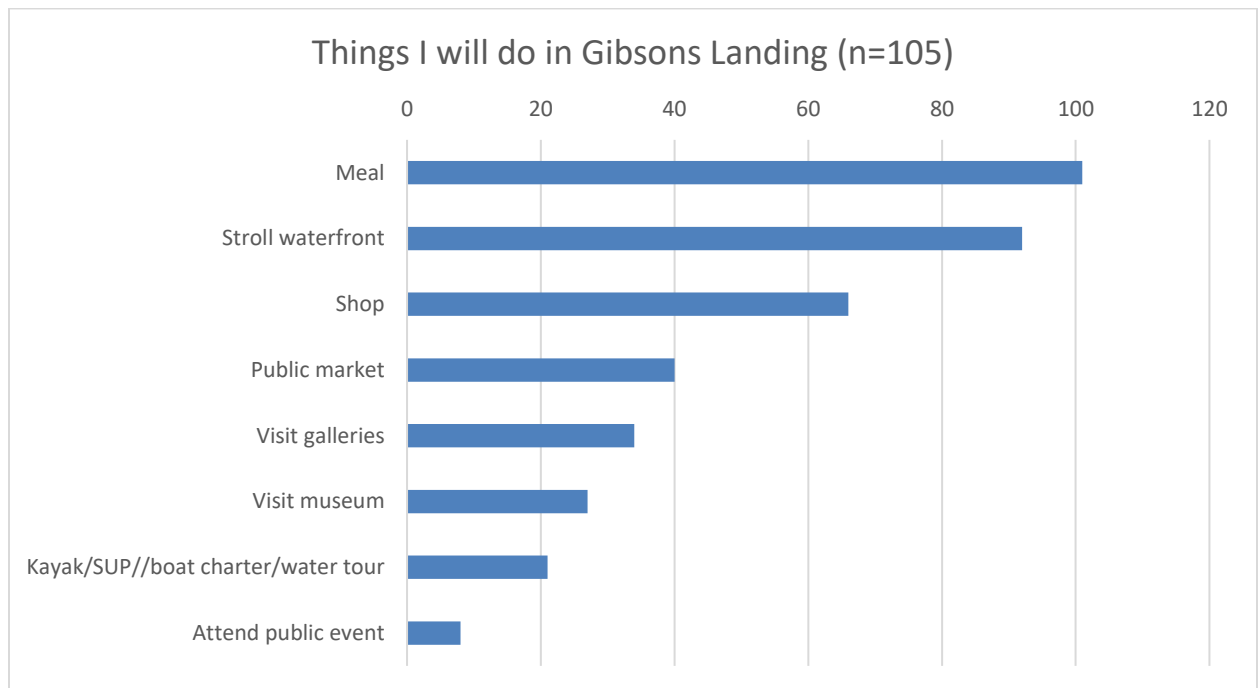
1. Nearly 70% of visitors came for the first or second time. About half of Lower Mainland residents visited for the first time, possibly an indication that Sunshine Coast Tourism marketing efforts are working.
2. About 1/3 of visitors reported several visits or regular visits. Most of these frequent visitors reside in the Lower Mainland. A few long-haul visitors report a second visit or several visits.
3. About 40% of parties surveyed were in the harbour area for just the day. For about ¾ of them, Gibsons was the sole destination.
4. About 30% of visitors staying 1 or 2 nights had Gibsons as their sole destination.

5. 60% of visitors staying in Gibsons for 3 or more nights had Gibsons as their sole destination.
6. Spending estimates were collected only from day-visitors. Forty-four parties, comprising 114 people had average party spending of \$102.67, or \$38.50/person.
7. Spending on over-night visits was not requested because it is onerous to visitors and average spending/night estimates are widely available and consistent within modes of travel and accommodation type.

2.3 Activities in the Harbour Area

The chart below shows what visitors did while in the harbour area.

Chart 2.3



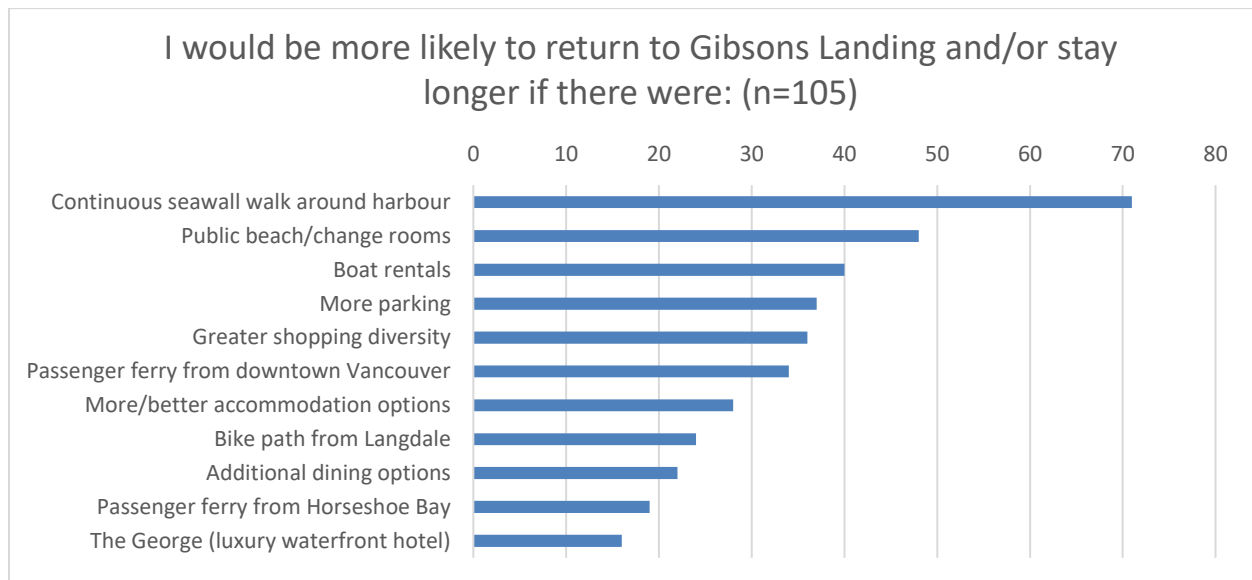
1. Almost every party had a meal. Visitor spending generates 53% of harbour area restaurant revenue.
2. 90% strolled the waterfront or gazebo walk
3. 65% shopped. Visitor spending generates 40% of harbour area retail goods revenue.
4. 38% visited the public market. The market was not well known by visitors and many replied they would visit it after learning about it during the survey.
5. About 50% visited an art gallery or the museum.

6. 20% of visitors either rented or used their own kayak or SUP (most rented), or took a boat charter or water tour.

2.4 Destination Draws

The chart below shows what attractions and services would encourage visitors to visit again and stay longer.

Chart 2.4



1. Activities related to the water were the three most popular attractions, with a continuous seawall walk leading with 70% affirmative responses. Generally, those who selected the seawall walk also favoured public beach development. A surprising 40% of respondents selected boat rentals as a destination attraction.
2. Almost 40% indicated that increased parking availability is welcomed.
3. Greater shopping and dining diversity and more/better accommodations tallied between 25% and 35%. Generally, day-trippers did not select these hospitality improvements. Among all other visitors, improved accommodation options was selected by 45%, better shopping by 55% and better dining by 50%. The relatively low score for The George Marine Hotel should not be seen as an indication that it would not be popular. It was only a concept at time of surveying. A better indication of its destination value may be the 45% who asked for more/better accommodation.
4. A passenger ferry from downtown Vancouver was attractive to 35% of visitors; from Horseshoe Bay 20%.

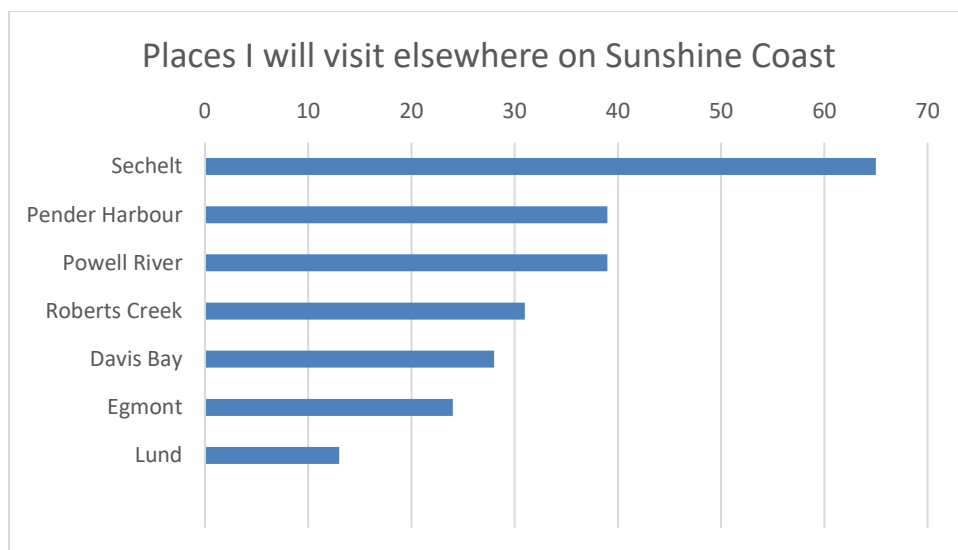
5. Nearly 25% said a bicycle path from Langdale would bring them back more often. Less than 10% of respondents arrived by bicycle, indicating perhaps that more visitors would come by bicycle if there was a path.

2.5 Travel to rest of Sunshine Coast

We are interested in what else visitors do on the Sunshine Coast. These questions reveal travel motivations and characteristics that should be integrated in a destination development strategy. The sample size is smaller, because 22 visitors to Gibsons did not visit any other place.

The chart below shows other communities visited.

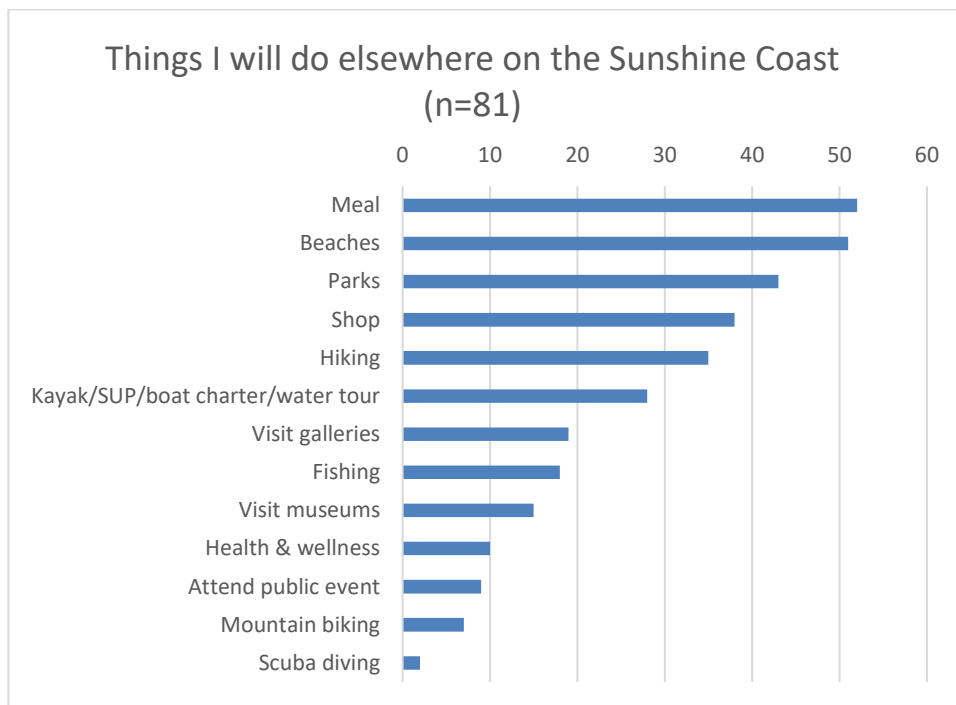
Chart 2.5a



1. Roughly 40% of visitors were taking the Sunshine Coast – Vancouver Island circle tour.

The next chart shows the main activities visitors engaged on the Sunshine Coast. Some of these people will have used Gibsons as a base.

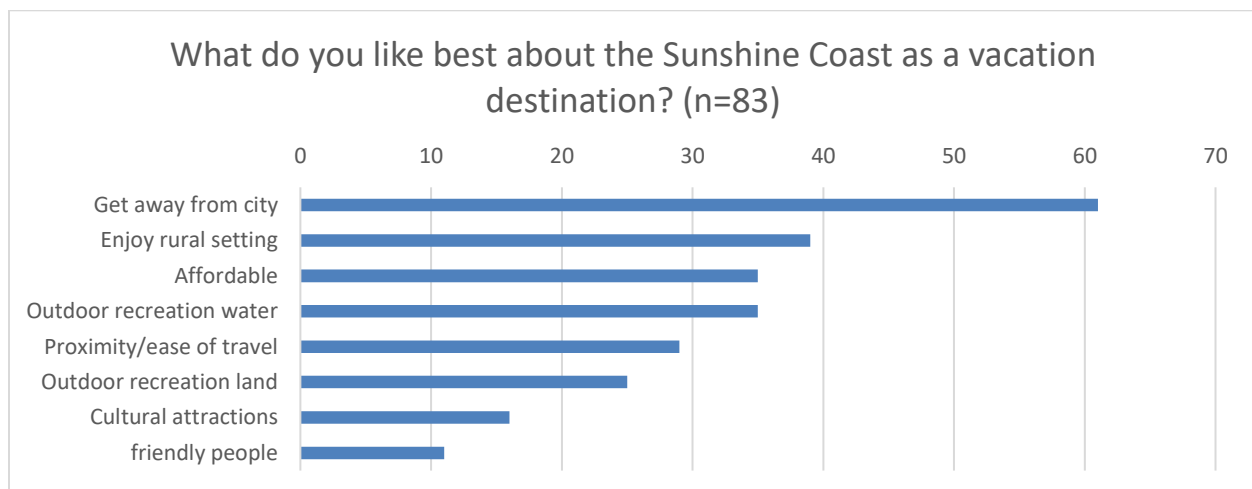
Chart 2.5b



2. Outdoor recreation, whether on land or water, is the primary reason for visits. The survey revealed few who come for mountain biking or diving, but it is possible the survey missed them because they don't visit the harbour area.
3. Cultural attractions are visited by 15-20% of those surveyed and there is a small health and wellness cohort. Public events were attended by only 10% of respondents.

The next chart shows the place characteristics that attract visitors to the Sunshine Coast.

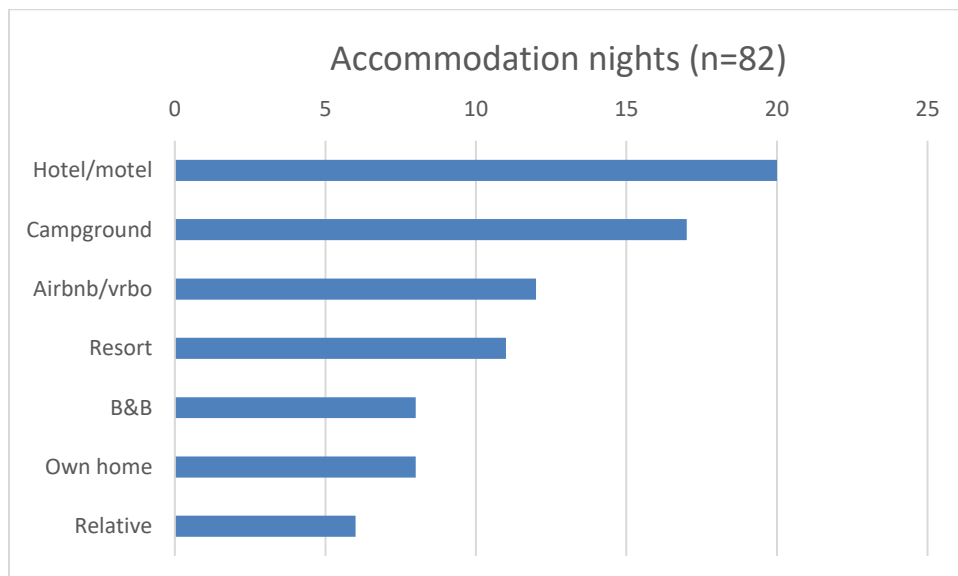
Chart 2.5c



4. Not surprisingly, getting away from the metropolis and enjoying a rural setting are the most valued qualities motivating travel to the Sunshine Coast. These values are especially important for the harbour area. Most visitors love it just the way it is. Visitors favour developments, but not those that would change the character of the place. Likewise, population growth on the Sunshine Coast and increased traffic volumes could reduce the rural ethos.
5. 45% of visitors listed affordability as a trip motivator. Affordability is related to proximity/ease of travel for Lower Mainland visitors. Visitors from everywhere except BC frequently listed affordability. The Sunshine Coast is seen as a close, easily reached, affordable destination in its main market, the Lower Mainland.
6. 45% of visitors list water-based recreation as an incentive; 30% land-based recreation. These numbers are reduced because many respondents checked just one incentive, most often “get away from city.” In the chart above, we saw that more than half of visitors visited parks, beaches and hiking trails.
7. Cultural activities are motivators for about 20% of respondents; a figure that is consistent with reasons for visiting the harbour area.
8. Friendliness was not on the ballot. Eleven individuals wrote it in.

Choice of accommodation is shown next. Some visitors used more than one type. The form used most was recorded.

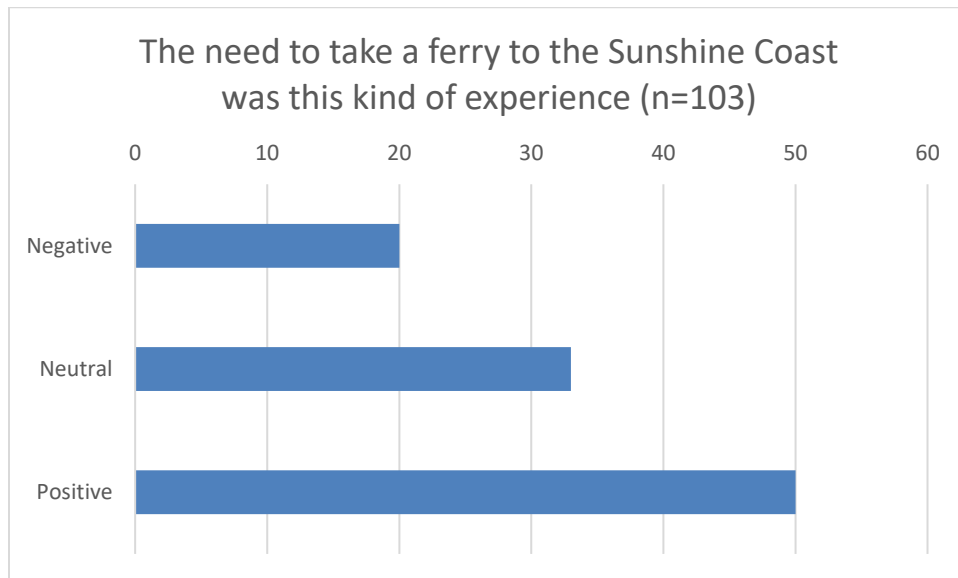
Chart 2.5d



The final chart shows how the ferry trip was experienced. The way in which this part of a Sunshine Coast vacation is perceived is important for destination development.

Potentially, the trip across water is scenic, relaxing and gives a sense of journeying and arrival: a selling point.

Chart 2.5e



9. Roughly half of visitors found the ferry ride enjoyable, 20% selected neutral and 30% negative. Visitors from the Lower Mainland were more likely to select neutral or negative. Motorists were most likely to say negative and most negative responses occurred in July and August.

3.0 Visitor Survey Results: Boaters

Thirty-four boating parties were surveyed. Approximately half were surveyed while at a restaurant and half on the GLHA dock or floats.

3.1 Trip Characteristics

<u>Home Port</u>		<u>Trip Type</u>	
Sunshine Coast	1	Day trip	17
Lower Mainland	21	Sunshine Coast/Desolation Sound	6
Vancouver Island	3	Beyond Sunshine Coast/Desolation Sound	11
Washington	5		
Rest USA	1		
Rest world	3		

<u>Frequency of Visits</u>		<u>Duration of Visit</u>		<u>Party Size</u>	
First	4	Day trip	18	1-2	8
Second	4	1 over-night	11	3-4	15
Several	13	2 over-night	5	5+	11
Regularly	13				

According to BC Ocean Boating Tourism Association, approximately 28% of marine tourists on BC's coast are from the USA. The survey yielded 18%. Visitors from the Lower Mainland predominate, in part due to survey locations frequented by regular Lower Mainland visitors. The 26 parties that report several or frequent visits include almost every Lower Mainland boater, plus the three from Vancouver Island and a few from Washington. Three percent of marine tourists on BC's are from outside of the USA and Canada. Capturing three overseas parties (9%) is an anomaly, but it indicates international boaters are finding Gibsons.

We see that Gibsons is a very popular day trip for Lower Mainland boaters. Those parties that stayed for one or two nights were mainly from other points of origin. The normal pattern for boaters is to rest a night in a port, stock-up, refuel and move on. Survey results indicate that pattern, but it is encouraging to see that one in seven parties remained a second night.

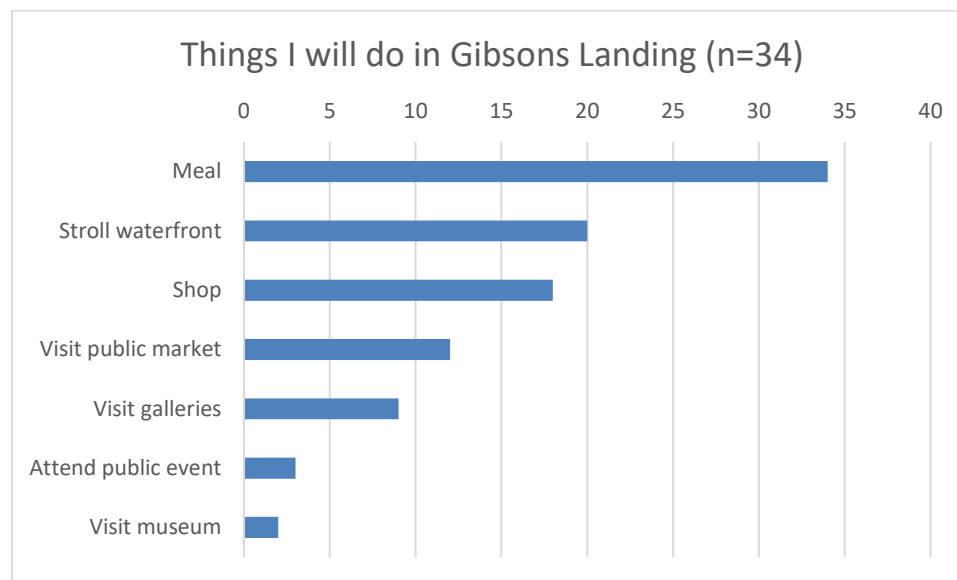
Boater party size is larger than found for land travellers. Many of the larger parties were day-trippers from the Lower Mainland, coming for a meal and to enjoy the ambiance.

Large parties spend more than smaller parties. We estimate that boating day-trippers spent \$50-\$75 per person. A typical over-night boater spends \$872 refueling, provisioning and on dining.³ A rough calculation based on party size and trip duration yields spending by the 34 boating parties at \$20,000. These parties represent as little as 1% of marine tourists who visited Gibsons in 2017.⁴

3.2 Activities

The chart below shows what boaters did while in the harbour area.

Chart 3.2a



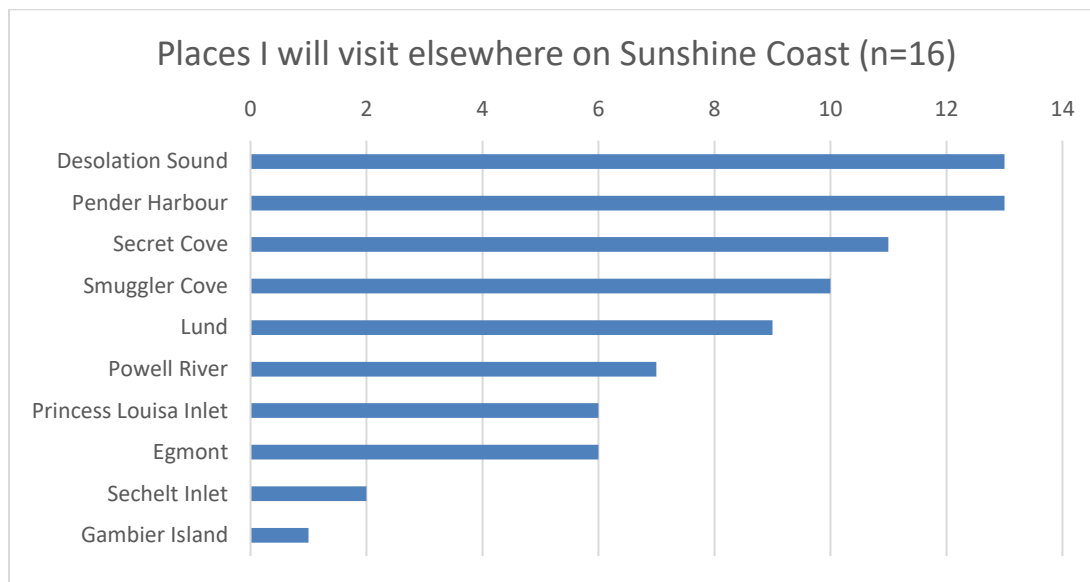
1. Every boating party had at least one meal. Many day visitors have a meal in Gibsons Landing as their central trip motivation.
2. Roughly half of boaters shop. Since about half of boaters stayed over-night, it is likely they are the shoppers, not the day trippers.
3. More than 1/3 of boaters visited the public market.

The next chart shows other locations visited on the Sunshine Coast. There are only sixteen parties that went elsewhere than Gibsons.

³ Source: BCOBTA boater survey 2014

⁴ A 2014 BC Ocean Boating Tourism Association survey of marinas recorded 2900 over-night vessels stays at Gibsons three marinas.

Chart 3.2b

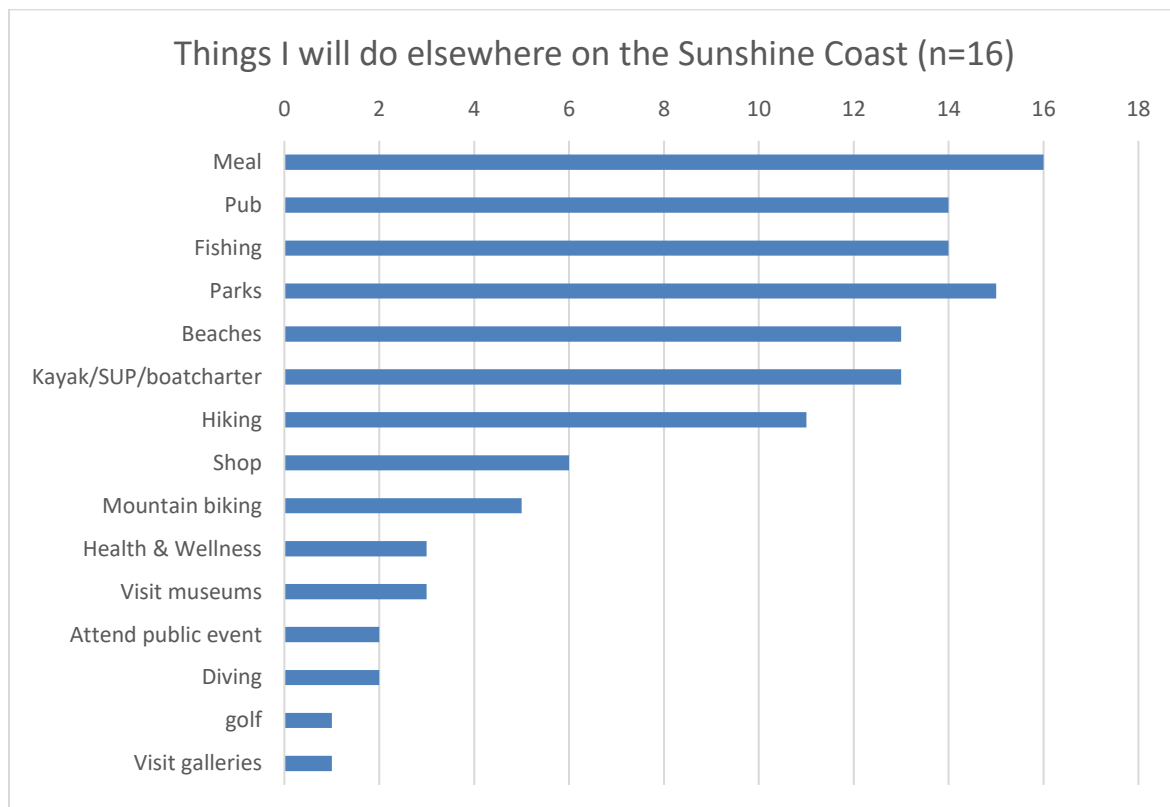


4. The chart shows the typical pattern for boating in the Salish Sea. Desolation Sound is one the most popular destinations on BC's coast. Pender Harbour is also very popular as a destination or way-stop. The next four locations are popular way-stops, but less likely destinations.
5. Princess Louisa Inlet is another of the fabled boating destinations. Egmont is a common stop along the way there or to Sechelt Inlet.

The next chart shows the activities boaters will participate in. These activities are a bridge between marine tourism and land tourism and, hence, knowing then is useful in destination development. Some day trippers reported activities, mainly fishing.

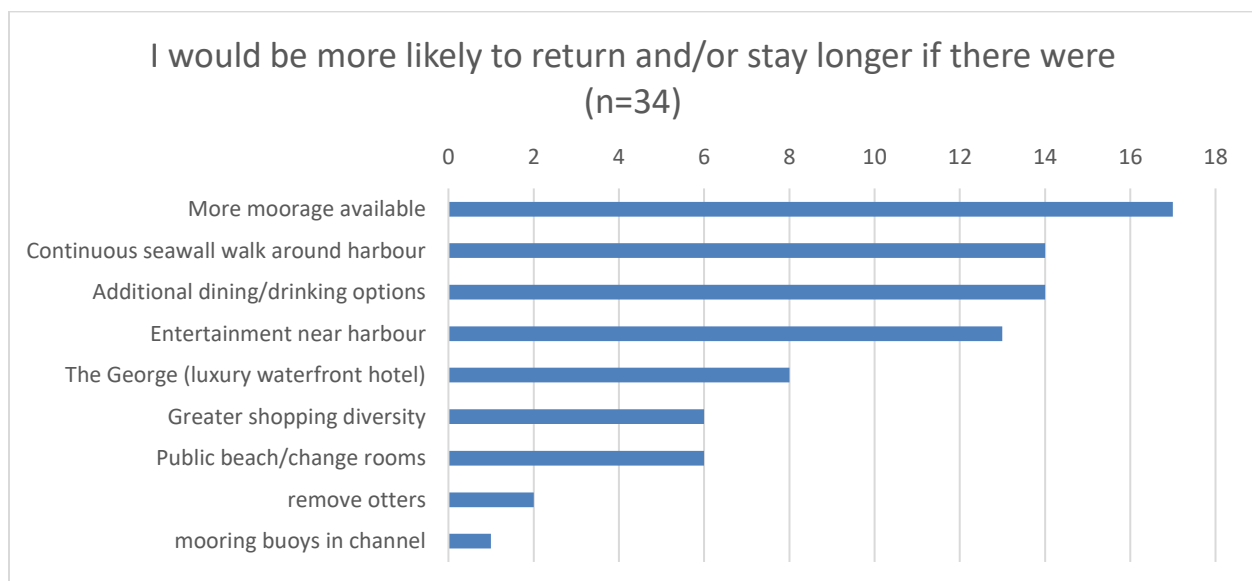
6. Almost all boaters enjoyed food, drink and outdoor recreation activities. Shopping in this context refers to items outside of normal provisioning. Five parties went mountain biking, presumably with their own bikes.
7. Responses to museums, galleries, and golf are constrained by a lack of venues accessible to boaters on the Sunshine Coast.
8. Outdoor recreation activities on water and land are frequently enjoyed by all boaters surveyed. Marine parks account for the high number of park visits reported.

Chart 3.2c



The next chart shows the attractions and services that would entice boaters to return and/or stay longer.

Chart 3.2d



9. Some U.S. and international boaters did not answer this question. The most frequent boat visitors, from the Lower Mainland, are prominently represented in the responses.
10. Both day visitors and over-night visitors made requests for additional moorage. GLHA provides space for short stays (4 hours), but space is often fully used during the summer. Gibsons Marina's transient space is usually completely booked by over-night vessels. During the peak season, over-night moorage is often either not available in the harbour, or boats must raft together, something most skippers don't like.
11. Almost 50% of marine tourists said a continuous seawall walk would draw them.
12. Greater dining diversity and entertainment were reported by nearly half.
13. About 25% of boaters said The George Marine Hotel would be a draw. That is a strong number, considering it is not built yet.

4.0 Destination Development Implications of Visitor and Business Surveys

The visitor survey was designed to learn what motivates travel to Gibsons harbour area and secondarily the Sunshine Coast, and to identify improvements to the harbour area that would stimulate repeat visits and longer stays. The business survey provides insights into those questions from the perspective of harbour area merchants who depend on tourism revenue and, presumably, know something about visitor motivations. Additionally, tourism industry operators are able to comment on the challenges and opportunities each faces. Information from the two surveys combine well, because destination development is about creating desired products AND creating conditions for the delivery of those products related to capital investment, transportation, service quality standards and product packaging.

The visitor survey shows that Gibsons is the sole destination for many visitors or that is a destination on a Sunshine Coast or Sunshine Coast-Vancouver Island tour. It is appropriate to think of Gibsons as a destination in its own right, but its development as a destination should occur in a Sunshine Coast context, because that reflects travel patterns and recognizes the need to integrate destination development across the Sunshine Coast.

Hence, the six themes from the Destination BC *Destination Development Strategy for the Sunshine Coast* will be used as a template for summarizing what the two surveys reveal about Gibsons' destination status and a program to advance its status.

4.1 Improve Transportation To, From and Within the Sunshine Coast

The DBC Destination Development Strategy (DDS) for the Sunshine Coast has four recommendations related to ferry service. The ferry ride is a part of the Sunshine Coast vacation experience. It was a negative experience for 20% of respondents. Thirty percent found it neither positive or negative. Twenty percent of merchants reported ferry dependence as a constraint on revenue. Much has been said about the importance of improving ferry service, especially during peak summer months. The results of the two surveys suggest that without improvements, ferry service could be a constraint on destination development.

A significant number of visitors arrive on foot or with a bicycle. The DDS recommends several improvements to public transportation and to improved bicycle lanes.⁵ Following these recommendations would certainly increase the number of non-motorized visitors, the length of their stay and the range of places they visit.

Both surveys support the DDS call for evaluation and improvement of parking options, especially for recreational vehicles.

4.2 Attract, Retain and Train Skilled Workers and Provide Job Growth

The DDS makes recommendations related to increasing the labour pool and improving its customer service quality. About 20% of business owners reported lack of labour availability as a constraint. Across the Sunshine Coast, resorts and restaurants are challenged by lack of summer labour, to the point of curtailing hours of service. It is beyond the scope of this report to make recommendations on increasing the supply of labour.

Several merchants commented on the need to improve service quality. We did not ask visitors about service quality. We heard only positive remarks from them. However, a World Host program should be considered. The usual outcome of this program is, however, that the businesses that need it least participate and those that need it most do not. The George Marine Hotel aspires to a 5-star accommodation rating. Many merchants predicted that Hotel guests would bring high service-quality expectations and that shops would have to raise service standards in order to benefit from the new business or even survive.

4.3 Enable Tourism Business Success and Viability

The eleven recommendations in the DDS can be grouped into three action categories.

Action 1 Increase awareness of the value of tourism to the local economy

Increase awareness of the value of tourism on the Sunshine Coast and provincially

The value of the tourism industry to the harbour area economy was measured in the Phase One report. This information should be made available to tourism partners and to

⁵ The Sunshine Coast is not bicycle tour-friendly. Paved road shoulders are rough and uneven in width, and absent for some sections of highway.

the business community. SCREDO can use this data in projects related to tourism development.

Encourage tourism partners to support local businesses to extend the local visitor economy and generate community support for tourism

There are possible roles here for Sunshine Coast Tourism, Chambers of Commerce and SCREDO. There are many concrete actions that generate support for tourism

Develop robust data and intelligence to measure and monitor tourism performance on the Sunshine Coast

The Phase One report provides baseline data. Sunshine Coast Tourism monitors metrics that measure the volume and value of tourism on the Sunshine Coast. SCREDO might take an active role in monitoring tourism performance by repeated collection of baseline data.

Action 2 Support tourism growth through local government approval process and planning

Improve time/process to secure tenure, permits and development approvals.

Business owners did not report constraints related to development approvals. They did identify restrictions on way-finding and display signs. Sign policy might be reviewed with specific goals in mind.

Ensure tourism partners participate in the creation of, and tourism interests are articulated in, Official Community Plans

A review of the OCP might be an action the Town takes in cooperation with Sunshine Coast Tourism, Gibsons Chamber of Commerce, SCREDO and tourism industry representatives.

Theme 3 Improve support for tourism businesses quality and cooperation

Provide training and support to increase the capacity of business owners/operators for product packaging and new experience development initiatives

Provide outreach, a warm welcome and mentoring for new business owners

One of the most effective ways to develop tourism products and a destination is for tourism operators to collaborate on experience delivery and product packaging. Sunshine Coast Tourism and SCREDO are natural agents for facilitating these actions.

The surveys reveal there is a lack of diversity of visitor experiences in the harbour area to attract and retain visitors. Connecting visitors to experiences outside the harbour area would increase destination appeal. The visitor survey (Chart 4.2) revealed additions to the product and services that would stimulate repeat and longer visits. This information should be used to guide development and attract investment.

Theme 4 Manage the Destination Collaboratively

This section provides recommendations for Coast-wide collaboration. Some recommendations repeat those in previous themes: collaboration is a key tool in destination development.

Some recommendations in this section are directed to activities wholly or partially controlled by local governments.

Maintain trails, parks and other natural assets to the highest standard

Manage tourism growth on the Sunshine Coast, ensuring positive visitor experiences are balanced with community capacity and protection of natural places

Ensure tourism activities support environmental protection and do not negatively contribute to environmental degradation

Improve agriculture land use zoning for agritourism

These recommendations reflect values that are widely held by Sunshine Coast residents and are supported by local government policy. However, policies related to development, protection of the natural environment and the maintenance of recreational assets may not explicitly reflect the good of the tourism industry. Conversely, these recommendations seek to safeguard the natural environment and recreational assets from over-use by tourists.

Many communities and regions have Tourism Advisory Committees whose role is to advise local governments and economic development agencies on all matters related to tourism. SCREDO is probably the organization that should consider forming a Sunshine Coast TAC.

Theme 5 Implement Product Development and Experience Enhancement that Cultivate a Unique Sense of Place

The visitor survey goes right to the heart of this theme. The survey enabled visitors to describe their perceptions of Gibsons as a place and to identify additions to products and services that would enhance their experience.

The DSS makes 15 recommendations for action under this theme. The objective is to increase the number and variety of visitor experiences on the Sunshine Coast. Behind all strategies in the DSS is the goal of increasing tourism volume outside of the months of June – August.

The visitor survey, combined with responses to asset development questions in the business survey, provides an action plan for product development in the harbour area. The George Marine Hotel and Gibsons Public Market add high impact products. Visitors indicated that a seaside walk, public beach, public entertainment, and additional shops, restaurants and accommodation options would increase the appeal of the harbour area. To this list we can add better access to water- and land-based recreation. Marine tourists had a similar wish list, plus a wish for additional moorage.

The harbour areas greatest assets are natural beauty and the connections of land and sea. Most visitors come to enjoy the oceanside. Currently, access to and enjoyment of the waterfront is limited, rudimentary and in some locations marred by unattractive features. There are only three venues for having a meal over-looking the water. There are no shops along the waterfront. The Landing's business district has its back to the sea.

Improving access to the waterfront and connecting land and sea activities should be the primary strategies for product and destination development.⁶ A seaside walk, public beach and increased water recreation opportunities would advance that strategy without much additional development (commerce) in the harbour area. Development of seaside or sea-facing commerce may or may not be acceptable to the community. Nor is it certain at this time that private investment is economically justifiable. However, the situation could change with the opening of The George. Spending by the Hotel's guests will improve business cases. Its construction could inspire confidence in the business community and stimulate investment in renovations and new buildings.

The harbour area has a unique sense of place due mainly to its natural setting and an ambiance commonly described as "village character." The Town has over the years

⁶ Product development is a part of Destination Development.

help to accentuate the sense of place by removing power lines, up-holding sign by-laws, careful tending of the streets and public areas, and installation of themed way-finding signs. The tourism side of the harbour area economy is currently marginal as a whole, but not far from sustainability, as it sits on the cusp of viable destination status.

According to Sunshine Coast Tourism reports, the volume of tourism to the Sunshine Coast has grown steadily over last 8 years. The main market, the Lower Mainland, will continue to expand. Over the past decade, short holidays to near-by places have become more common. If predictions of fewer urban dwellers owning cars and relying on temporary vehicles instead, then short-haul holidays will become even more popular.

The Harbour area could support a robust destination economy, with shops and restaurants added to the shoreline and investment in renovation of existing buildings, in 20 years (or sooner). That is, if that is what the community wants. Based on the waterfront comparison tour⁷, small-scale development need not diminish the village character and charm that is prized by residents and visitors. The Town's administration is aware of the possibility of interest in tourism investment. We recommend that the vision for what that could mean for harbour area development extend 20 years ahead.

Theme 6 Enhance the Quality of Services and Experiences for Our Guests

The seven recommendations relate to the quality of private sector delivery of visitor experiences and the quality of public visitor services.

Improve the diversity and quality of the accommodation offerings on the Sunshine Coast

Approximately 30% of visitors surveyed said more/better accommodations are desirable. The George will provide a high-end hospitality addition. A question for the Town is: Does it have sufficient lands whose uses include tourism commercial to allow for new motels or hotels?

Improve the consistency of businesses hours of operation for visitors

Several merchants and marine industries operators commented on the inconsistency of shop hours in the Landing. There is nothing the Town can do about this issue. The Chamber of Commerce or a Tourism Advisory Committee are appropriate bodies to promote this and other service quality best practices.

⁷ Part of Phase One

Develop a collaborative strategy for visitor services throughout the Sunshine Coast

The benefits of well-integrated visitor information services are large. Information promotes use, which increase spending and length of stay. Collaboration between formal visitor services providers is not difficult and is practised on the Sunshine Coast.

Information sharing can be extended to the tourism business community. Every tourism business should be a host for its community and for the Sunshine Coast. There are a variety of ways to promote information sharing (travel ambassadorship) and either SCREDO or a Tourism Advisory Committee are appropriate proponents.

Enhance infrastructure for sharing the culture and heritage of the Sunshine Coast through improved public gallery and museum spaces

Gibsons harbour area is home to Gibsons Public Art Gallery and Sunshine Coast Museum and Archives. These are assets are worth support that enables them to remain vibrant. About 25% of visitors surveyed visited GPAC or the Museum or both. The harbour area is also the location of many of the community's arts and music festivals and live entertainment is provided on evenings from June to September. The harbour area is an important cultural centre for residents and tourists. "Culture" is delivered mainly by volunteer organizations. The Gibsons arts community is doing all it can, given its resources, and it is being supported by the Municipality.

Ensure well maintained public washrooms are available for visitor use

One of the most important features of the Visitor Information Centre in Gibsons Landing is washrooms. They are heavily used, because they are at the centre of visitor activity. There has been talk of closing the VIC due to its deteriorating condition. The loss of washrooms would be a distress to visitors. The nearby GPAC has the closest publicly accessible washrooms, but these are intended for gallery visitors. Anyone can be a gallery visitor, so GPAC has little control over their use. Hence, it is important to maintain public washrooms at the centre of the Landing.

Susan Hunt

From: Millar, Carol <carol.millar@tc.gc.ca> on behalf of Burack, Ellen <Ellen.Burack@tc.gc.ca>
Sent: Tuesday, October 31, 2017 7:38 AM
To: Burack, Ellen; Sanders, Michelle
Subject: Invitation to Stakeholder Engagement Sessions on the National Strategy to Address Abandoned and Wrecked Vessels
Attachments: BC-Invitation-Stakeholders-Fall2017-Victoria-Vancouver.docx; FN- BC-Invitation-Stakeholders-Fall2017-Victoria-Vancouver.docx

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Good afternoon,

Attached is an invitation to participate in discussions on the National Strategy to Address Abandoned and Wrecked Vessels. Engagement sessions will be held across Canada to gather comments and feedback on some of the key components of the Strategy. Some funding is available for participation: more information can be found at <https://www.tc.gc.ca/eng/marinesafety/Applicants-Guide-4446.html>.

Please RSVP by November 17, 2017 to Laura.Welsh@tc.gc.ca. Further details on the time and location will be provided at a later date to confirmed attendees.

We look forward to hearing from you.

Ellen Burack

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OCEANS PROTECTION PLAN PLAN DE PROTECTION DES OCÉANS

Invitation to participate in a discussion on the National Strategy to Address Abandoned and Wrecked Vessels

The Oceans Protection Plan is the largest investment ever made to protect Canada's coasts and waterways. Preserving and restoring marine ecosystems and habitats is one of the Plan's main priorities. This includes a National Strategy to Address Abandoned and Wrecked Vessels.

The National Strategy reflects efforts to not only address existing abandoned and wrecked vessels, but also to prevent future abandonment threatening our coastlines and waterways, and to improve vessel owner liability and responsibility.

Regarding existing problem vessels, the Government launched the Abandoned Boats Program in May 2017 and the Small Craft Harbours Abandoned and Wrecked Vessels Removal Program in September 2017 to provide funding for the assessment and removal of small high-priority abandoned vessels.

To help inform the development of other preventative and clean up measures, we would like to hear from you on key initiatives from the National Strategy, specifically:

- Enhancement of vessel owner identification: How can we enhance Canada's pleasure craft licensing system to improve the accountability of pleasure craft owners?
- Long-term funding sources to remediate problem vessels: What are the options for establishing funds to address abandoned and wrecked vessels in the longer term, based on the polluter-pays principle?
- Implementation of federal legislation to regulate abandoned and wrecked vessels by recognizing the responsibility of vessel owners: How could your community be engaged in the implementation of the legislation?



You are invited to join our discussion on November 27, 2017 in Victoria, or November 29, 2017 in Vancouver, British Columbia. Details on the time and location for each of these sessions will be provided at a later date to registered participants. There will also be an opportunity to provide input via the <https://letstalktransportation.ca/OPP> website which will soon be updated to include a dedicated space for the National Strategy.

To register: contact Laura.Welsh@tc.gc.ca by November 17, 2017. Please indicate whether you will attend the Victoria or the Vancouver session.

Your participation matters!

Your participation and collaboration as part of a local community, partner or stakeholder group is essential to the success of the National Strategy on Abandoned and Wrecked Vessels.

To learn about financial support for participation in the Oceans Protection Plan engagement activities, check out Transport Canada's **Community Participation Funding Program**:

<https://www.tc.gc.ca/eng/marinesafety/Applicants-Guide-4446.html>

Further information on the Government's efforts to address abandoned and wrecked vessels can be found at

<http://www.tc.gc.ca/eng/marinesafety/abandoned-boats-wrecks-4454.html>.

If you have any questions or for more information, please contact Éric Huberdeau, Manager, Abandoned and Wrecked Vessels Engagement, at Eric.Huberdeau@tc.gc.ca.

We look forward to working together!

Ellen Burack
Director General
Environmental Policy
Transport Canada