



INFRASTRUCTURE SERVICES COMMITTEE

Thursday, July 19, 2018
SCRD Boardroom, 1975 Field Road, Sechelt, B.C.

AMENDED AGENDA

CALL TO ORDER: 9:30 a.m.

AGENDA

1. Adoption of Agenda

PETITIONS AND DELEGATIONS

2. Evan Guiton, Strawless Coast
Regarding Potential ban on single-use plastic items
3. Dion Whyte, Persephone Brewing Co.
Regarding Development Variance Permit DVP00039 (Annex A)

REPORTS

4. Senior Planner
Development Variance Permit DVP00039 (Persephone) and Proposed
Liquor Licence Endorsements for a Lounge and Picnic Area
(Voting – A, B, D, E, F) Annex A
pp 1 – 57
5. Senior Planner
Provincial Referral 103014586 - 001 TMK / DM Roads (Johnson)
→ INSERT ATTACHMENT A Annex B
pp 58 – 67
pp 67a - ff
(Voting – A, B, D, E, F)
6. Chief Administrative Officer
E-Comm Emergency Communications for British Columbia
Incorporated - Dispatch Services Agreement Annex C
pp 68 – 70
(Voting – All)
7. General Manager, Infrastructure Services
Renewal Licence Tenure Agreements – South Pender Water Annex D
pp 71 – 72
(Voting – All)
8. General Manager, Corporate Service / Chief Financial Officer
Recycle BC Program - Financial Impacts Annex E
pp 73 – 77
(Voting – All)
9. Infrastructure Q2 Report Annex F
pp 78 – 90
(Voting – All)
10. General Manager, Planning and Community Development
Cannabis Legalization – Bylaw Amendments Annex G
pp 91 – 117
(Voting – All)

COMMUNICATIONS

11. Recycle BC, dated July 11, 2018
Regarding Curbside Statement of Work for Electoral Area B and D
(Voting – All)
- Annex H
pp 118 - 119

NEW BUSINESS

IN CAMERA

THAT the public be excluded from attendance at the meeting in accordance with Section 90 (1) (k) of the *Community Charter* “negotiations and related discussions respecting the proposed provision of a municipal service...”.

ADJOURNMENT



Crown Land Tenure Application

Tracking Number: 100146418

Applicant Information

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

Are you the Individual this application will be issued to? Yes

APPLICANT CONTACT INFORMATION

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

Name: Garth Ross Johnson, RPF
Phone: 250-337-8474
Daytime Phone: 250-703-3642
Fax:
Email: kingfisher@telus.net
Mailing Address: 8740 Lory Road
 Black Creek BC V9J 1B8

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	
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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 Light vehicle road access over Crown Land from existing Road Permitted roadway to access private recreation property (fee simple) held by the Johnson family and property held by our neighbour, Disbrow/Mathisen, to the immediate South. Family lot ID is Lot 1, Plan LMP 922, DL4694, New Westminster Land District PID#: 017-464-668 and neighbouring lot ID is Lot 2, Plan LMP 922, DL4694, New Westminster Land District PID#: 017-464-676	Licence of Occupation	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 new roads we wish to construct, over Crown Land, are accessed off of an existing Road Permitted road (held by A&A Trading) with the new construction commencing roughly at the 950m mark measured from Provincial Highway 101 on the Sunshine Coast. The junction of the A&A Trading Road Permitted roadway with Highway 101 is roughly 6km North of the Highway 101 junction with Garden Bay Road and roughly across Highway 101 from the junction of Highway 101 and the Malaspina Substation Road. The start of the road (TMK Road) we wish to construct is at about the 950m mark (measured from Highway 101) on the A&A Trading Road Permitted road. The additional short link, DM Road, from TMK Road to the Disbrow/Mathisen property commences at station 595.8m on TMK Road and runs 71.4m to our neighbor's property line.
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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:	Light vehicle road access over Crown Land from existing Road Permitted roadway to access private recreation property (fee simple) held by the Johnson family and property held by our neighbour, Disbrow/Mathisen, to the immediate South. Family lot ID is Lot 1, Plan LMP 922, DL4694, New Westminster Land District PID#: 017-464-668 and neighbouring lot ID is Lot 2, Plan LMP 922, DL4694, New Westminster Land District PID#: 017-464-676
Period:	More than thirty years
Tenure:	Licence of Occupation

TOTAL APPLICATION AREA

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

Please specify the area:	1.5 hectares
OR	
Specify Length:	770 meters

Specify Width: 20 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? Unknown

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? No

Will this road connect to a public road? No

Will you need fill material to construct this road? Yes

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? Yes

1. You will require a Water Act Section 9 Notification or Approval from the Province. 2. The federal Department of Fisheries and Oceans might need to review your project. 3. Review the Transport Canada website if the Navigation Protection Act applies.

Does your operation fall within a park area? No

LOCATION INFORMATION

LAND DETAILS

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
1:50,000 Overview Map	sakinaw TMK access map 50k.pdf	Roads
Final road location map TMK and DM roads 1:5000	FINAL Sakinaw access map TM...	Roads
Shape File .prj	gm-418525FA4E674DD9BB7E96B0...	Roads
Shape File .shp	gm-418525FA4E674DD9BB7E96B0...	Roads
Shape file .dbf	gm-418525FA4E674DD9BB7E96B0...	Roads
Shape file .shx	gm-418525FA4E674DD9BB7E96B0...	Roads

ATTACHED DOCUMENTS

Document Type	Description	Filename
General Location Map	General location map 1:50,000 scale highlighting road proposal area	sakinaw TMK access map 50k.pdf
Management Plan	Management plan for TMK Road and DM Road	2017 TMK Road DM Road Propo...
Other	Applicant licence to cut/purchase timber	Application for occupant li...
Other	Area of interest polygon Google Earth format	TMK ACCESS ROAD.kmz
Other	DM Road - CROSS SECTIONS	DM Road cross sections.pdf
Other	DM Road - PROFILES	DM Road profiles.pdf
Other	Letter of agreement with A&A Trading regarding road use	A&A Trading letter of suppo...
Other	Letter of support - Neighbouring property owners	Neighbouring property suppo...
Other	Mary Johnson support for road application to private property	Mary Johnson support for ap...
Other	Natural Resource Sector - Area of Interest Evaluation - Detailed Report	Sakinaw TMK ROAD area of in...
Other	Question posed to Front Counter BC and their response	Question posed to Front Cou...

Other	TMK Road - CROSS SECTIONS	TMK Road_Cross Sections.pdf
Other	TMK Road - PROFILES	TMK Road_Profiles.pdf
Other	William Disbrow and John Mathisen support for application - DM Road	William Disbrow and John Ma...
Site Plan	Additional page 16 of 16 for Management Plan with my signature and seal as Qualified Registered Professional, RPF	sealed page 16 of managemen...
Site Plan	Final 1:5000 map for LOO roads TMK and DM	FINAL Sakinaw access map TM...

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: n/a
Contact Name: Garth R Johnson
Contact Address: 8740 Lory Road
Black Creek BC V9J 1B8
Contact Phone: 250-337-8474
Contact Email: kingfisher@telus.net

☒ 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.

OTHER INFORMATION

Is there any other information you would like us to know?
 Answered questions regarding accessed property ownership over phone.
 Step #2 - updated area to 1.5ha
 Included updated polygon file for TMK and DM road.
 Step #5 - included an additional page 16 of 16 for the Management Plan with signature and seal (RPF) as Qualified Registered Professional

APPLICATION AND ASSOCIATED FEES

Item	Amount	Taxes	Total	Outstanding Balance
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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 No
requires more than one natural resource
authorization from the Province of BC?

OFFICE USE ONLY

Office Surrey	File Number 2412006	Project Number
	Disposition ID	Client Number

License of Occupation
Application for Road

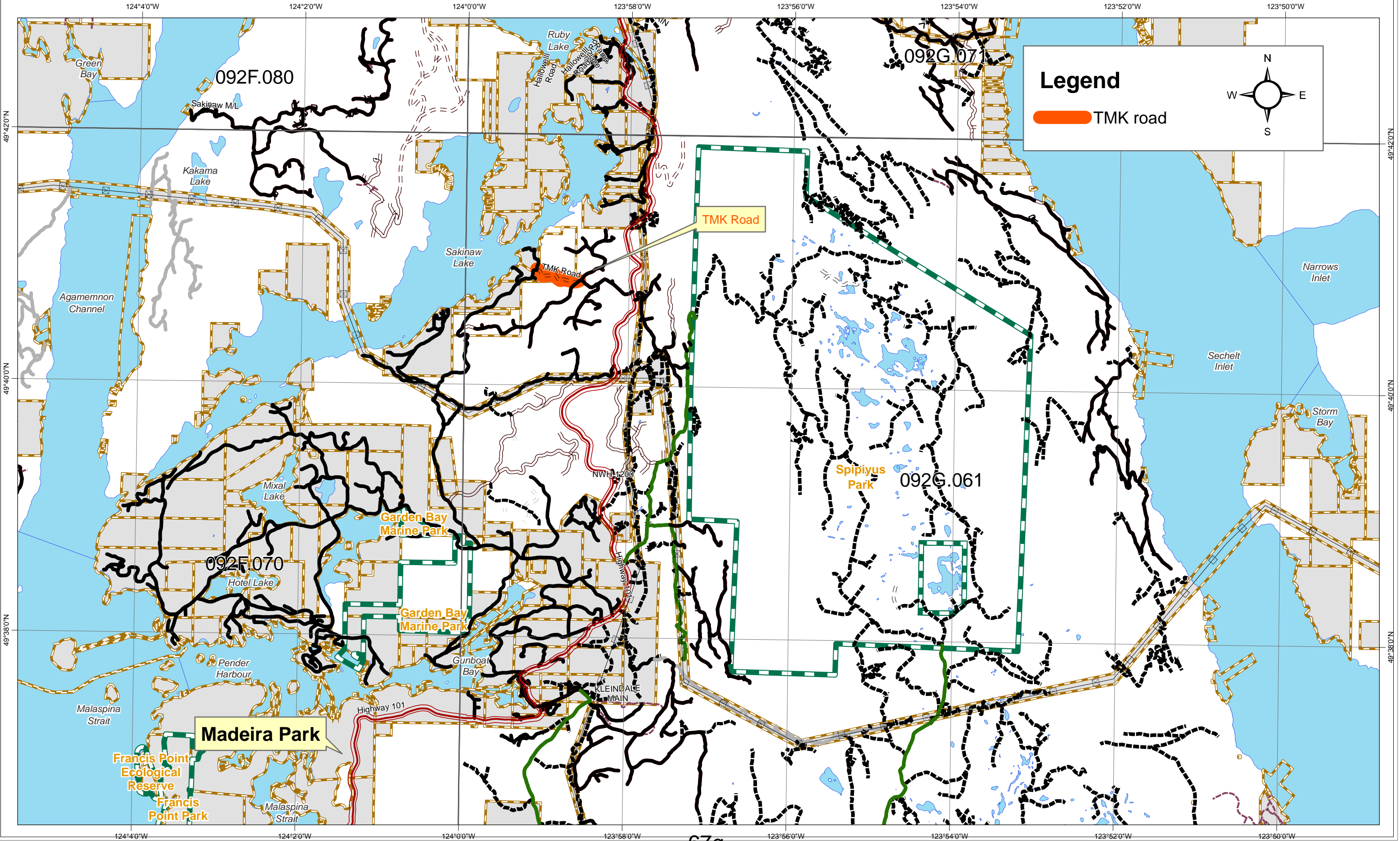
Overview Map

Forest Region: RSC
Forest District: Sunshine Coast Natural Resource District
TSA: SUN

Location: Sakinaw
Map Sheet Ref: O92F.080
Date (M/D/Y): 06/28/2017

UTM Map Center Coordinates:
431,289 5,501,511

0 250 500 1,000 1,500 2,000 2,500 3,000 Meters
1:50,000



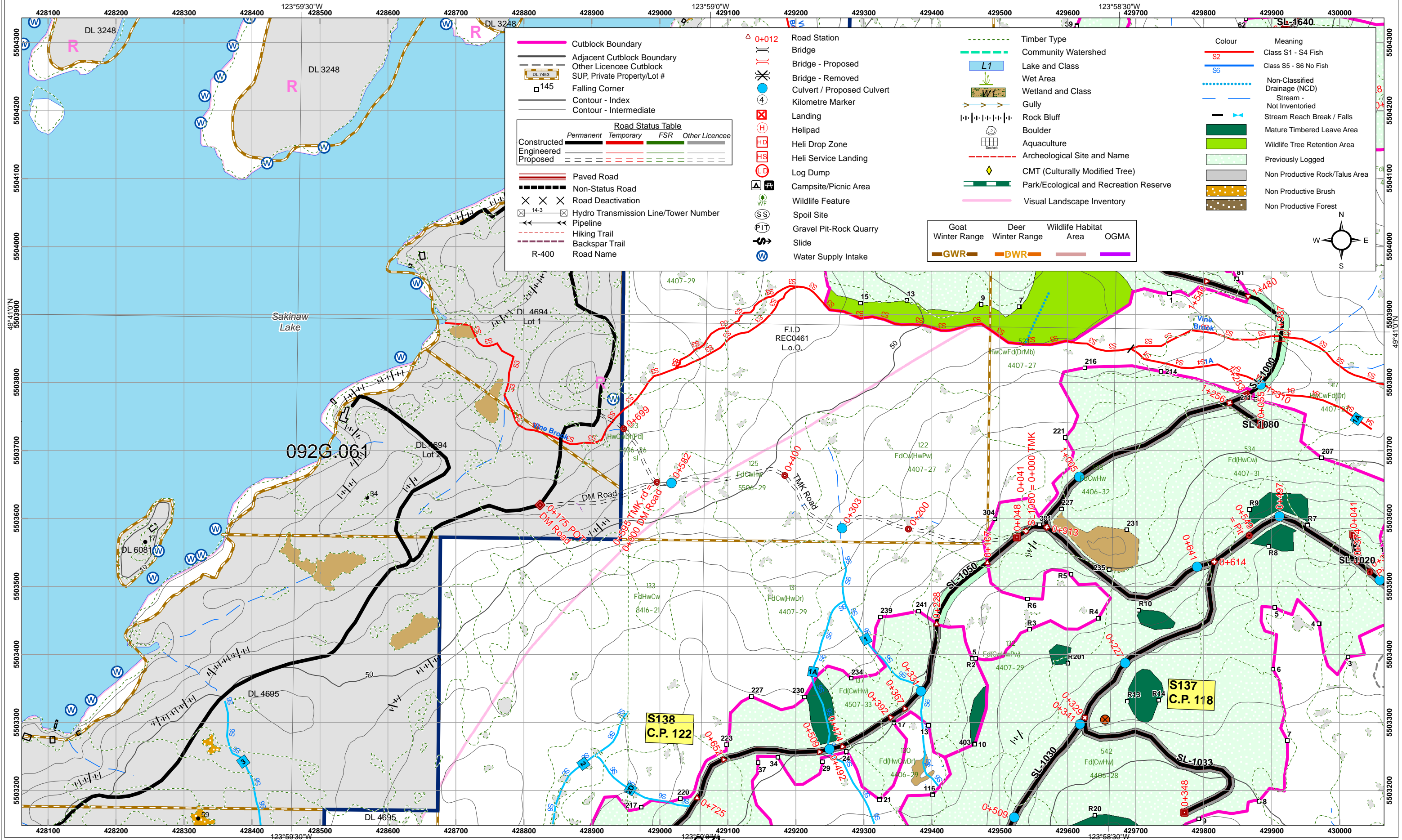
License of Occupation
Application for Road

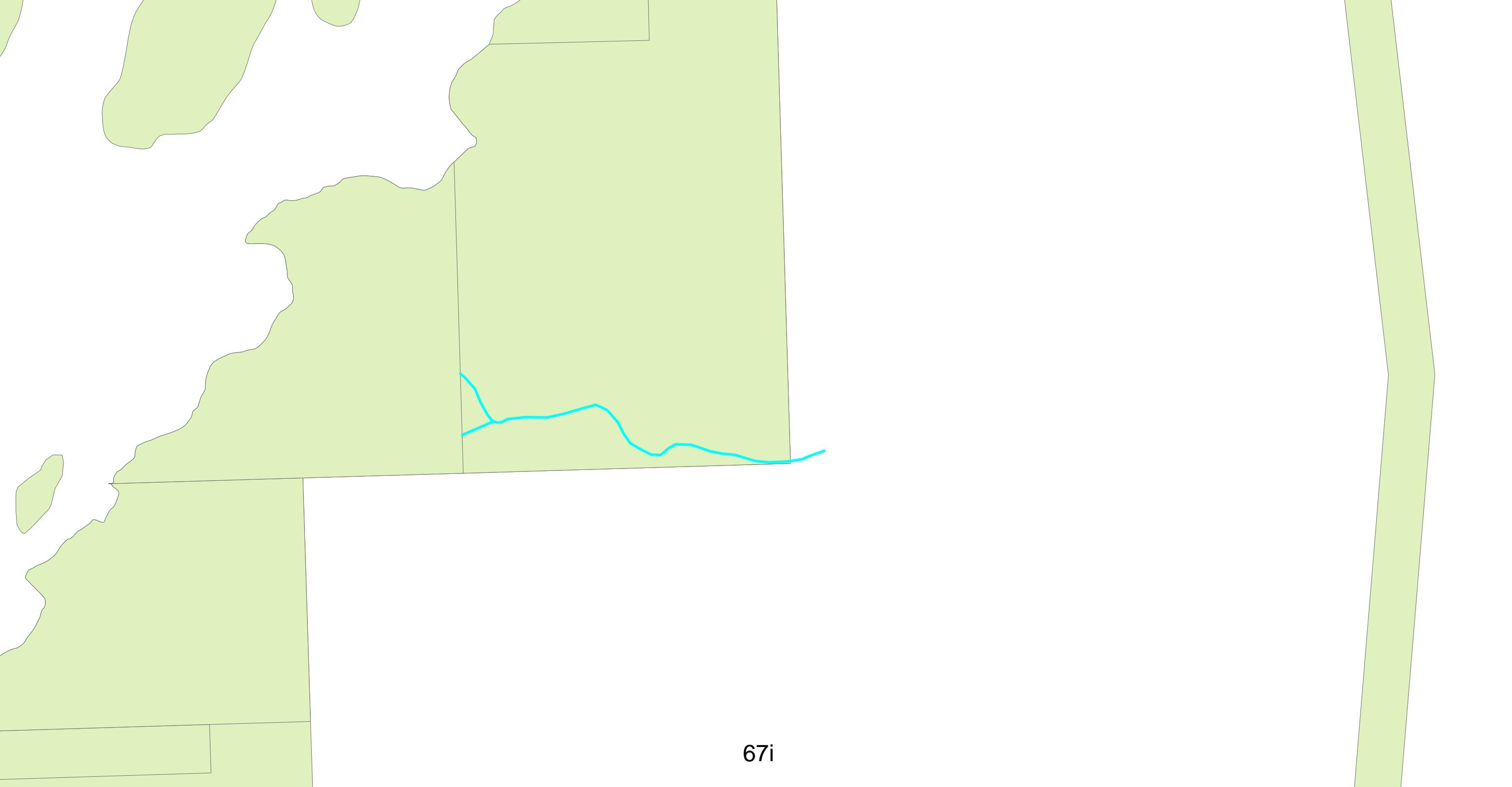
Forest Region: RSC
Forest District: Sunshine Coast Natural Resource District
TSA: SUN

Location: Sakinaw
Map Sheet Ref: O92F.080
Date (M/D/Y): 11/22/2017

UTM Map Center Coordinates:
429,063 5,503,742

0 25 50 100 150 200 250 300 Meters
1:5,000





FROM:

William (Bill) Disbrow
Suite # 2201 - 1275 Pacific Street
Vancouver, BC
V6E 1T6

and

John Mathisen
5584 Maple Crescent
Delta, BC
V4K 1G4

February 18, 2017

To whom it may concern:

Re: Construction of Proposed Access Road East of DL4694 Lots 1 & 2 – Garth Johnson

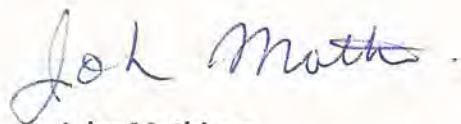
As co-owners of Lot 2 Plan LMP922 DL4694 Land District 36 (PID# 017-464-676), sharing a common dividing boundary with the Johnson Family property, Lot 1 Plan LMP922 DL4694 Land District 36 (PID# 017-464-668), to the North East, we have been approached by Garth Johnson regarding whether or not we would have any issues with, or opposition to, the construction of a new, light vehicle access road, between the Johnson family property and an existing forest road connected, in turn, to Highway 101. We understand that the new road will join up to their lot boundary approximately 75m to the North of the corner post defining the South East end of the common boundary between their lot to the North and our lot to the South.

By way of this letter we wish to express that we have no issues with the road construction proposed by the Johnson family and, being familiar with the mounting complications associated with the existing road accessing our recreational properties, we fully understand why the Johnson family wishes to develop their own access to their property which, when completed, will be unfettered by other tenures and property owners.

Sincerely,



William (Bill) Disbrow



John Mathisen



A&A TRADING LTD.



GST # R875099368

#1210 - 1111 MELVILLE STREET, VANCOUVER B.C., CANADA V6E 3V6

TELEPHONE: (604) 684-2107
FACSIMILE: (604) 689-0977

March 10, 2017

**Re: Light vehicle use of A&A Trading Ltd. roads SL-1000 and SL-1050
held under A&A Road Permit RO0568 - Mr. Garth Johnson, RPF**

A&A Trading Ltd. (A&A), as the holder of Road Permit number RO0568, was approached by Mr. Johnson as to whether A&A would have any objection to recreational use of sections of A&A permitted roads SL-1000 and SL-1050 for light vehicle access. Use will depend upon whether he is able to get a section of new light vehicle access road approved and constructed linking recreation property on Sakinaw Lake, through the A&A permitted roads mentioned, to Highway 101. Mr. Johnson, to support his road construction application, has asked, provided his new road is built, for our approval for infrequent (mostly summer) use of about 913m of SL-1000 from Highway 101 to its junction with SL-1050 and also for use of a short section of SL-1050, about 40m, from its junction with SL-1000 to where Mr. Johnsons proposed new construction branches off to the West. We understand that Mr. Johnson will soon be seeking approval to construct the section of new road access to reach their family property in the area (Lot 1 Plan LMP922 DL4694 Land District 36 (PID# 017-464-668)).

By way of this letter A&A wish to express that we have no issues with the proposed light vehicle recreational use of A&A permitted roads, noted above, provided that he enter into a Road Use Agreement with A&A and that users respect any safety requirements outlined by A&A whenever our contractors are active on our permitted roads and provided that Mr. Johnson keep the inactive sections of our roadway that he uses appropriately brushed and maintained for safe light vehicle traverse including maintenance associated with keeping culverts/waterbars/cross ditches flowing properly. A&A also requires that any work Mr. Johnson proposes to do on our permitted road sections, beyond minor brushing and drainage maintenance, must be approved by A&A in advance. Mr. Johnson understands, in the event

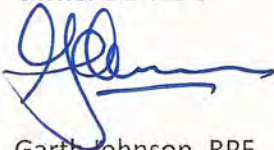
that A&A wishes to remove these road sections from road permit, that he may have to seek approval from an appropriate Ministry in order that his continued access is not disrupted.

Sincerely,
A&A Trading Ltd.



Bob Harris, RPF
Operations Manager

Owner DL 4694



Garth Johnson, RPF



Google Earth

miles 1
km 1

Road Names
For Existing Roads
That Will Be Part Of Access

HIGHWAY 101 - PROVINCIAL HWY.
 SL1000 EXISTING ROAD FROM HWY 101 TO $\pm \Delta 0+913m$ - A+A ROAD PERMIT
 SL1050 EXISTING ROAD $\pm \Delta 0+041m$ - A+A ROAD PERMIT
 67m

Mary I. Johnson
1111 Gilston Road
West Vancouver, BC
V7S 2E7

July 7, 2017

Ministry of Forests, Lands, and Natural Resource Operations – Front Counter BC

To whom it may concern:

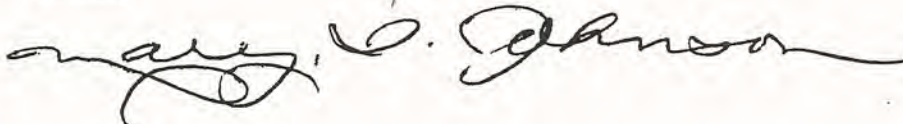
**Re. Request for Licence of Occupation for new road accessing private property
located at Sakinaw Lake, BC.**

Please accept this letter, included with the application for a Licence of Occupation for road over Crown Land, as acknowledgment of my agreement with the request. The proposed road will provide reliable light vehicle access to family property located at Sakinaw Lake, BC.

My property is identified as:

Lot 1, Plan LMP922, DL4694, New Westminster Land District, PID: 017-464-668

Sincerely,

A handwritten signature in black ink, appearing to read 'Mary I. Johnson', with a stylized flourish at the end.

Mary I. Johnson

William Disbrow
Suite #2201 – 1275 Pacific Street
Vancouver, BC
V6E 1T6

John Mathisen
5584 Maple Crescent
Delta, BC
V4K 1G4

July 7, 2017

Ministry of Forests, Lands, and Natural Resource Operations – Front Counter BC

To whom it may concern:

**Re. Request for Licence of Occupation for new road accessing private property
located at Sakinaw Lake, BC.**

Please accept this letter, included with the application for a Licence of Occupation for road over Crown Land submitted by Garth Johnson, as acknowledgment of our agreement with the request. The Johnson family property shares a common border with our property so, coincident with the Licence of Occupation application for TMK Road, Garth has also included a short, 71.4m, section of road (DM Road) that accesses our lot directly off of the TMK Road proposed. The DM Road branches off of the proposed TMK Road at TMK road station 0+594.8 and runs 71.4m from its junction with TMK Road to our Eastern property line. The proposed road will provide reliable light vehicle access to our property located at Sakinaw Lake, BC.

Our property is identified as:

Lot 2, Plan LMP922, DL4694, New Westminster Land District, PID: 017-464-676

Sincerely,



William Disbrow



John Mathisen

William Disbrow
Suite #2201 – 1275 Pacific Street
Vancouver, BC
V6E 1T6

John Mathisen
5584 Maple Crescent
Delta, BC
V4K 1G4

July 7, 2017

Ministry of Forests, Lands, and Natural Resource Operations – Front Counter BC

To whom it may concern:

**Re. Request for Licence of Occupation for new road accessing private property
located at Sakinaw Lake, BC.**

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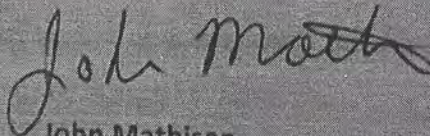
Our property is identified as:

Lot 2, Plan LMP922, DL4694, New Westminster Land District, PID: 017-464-676

Sincerely,

SEE PREVIOUS PAGE

William Disbrow


John Mathisen

DM FINAL LOCATION

ROADENG Profile

Horz Scale 1:2000

P. 1

C:\Users\cpetersen\Documents\2017\Personal\Cabin Sakinaw Lake\DM Road Not\Vert Scale 1:200

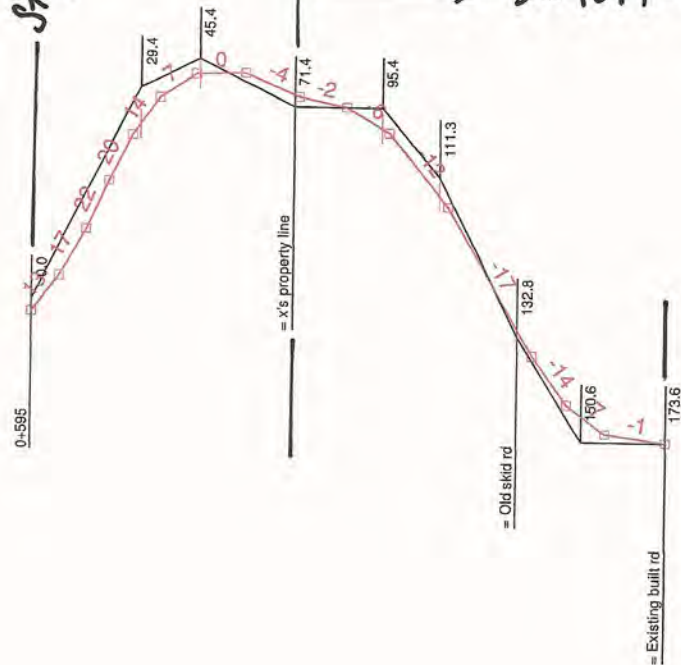
17/09/18

DM ROAD

START OF DM ROAD = 0+595
OF TMK ROAD

0+071 = DL 4694
LOT 2 PROPERTY LINE

DL 4694 LOT 2



0+173.6
Joins To Existing Roadway ON
DL 4694 LOT 2

LAYOUT: G. JOHNSON

DESIGN: C. PETERSEN

END HAUL - NONE

SPOIL SITES - NOT REQUIRED

STEEP GRADES > 18% - Δ 0+015 TO Δ 0+020

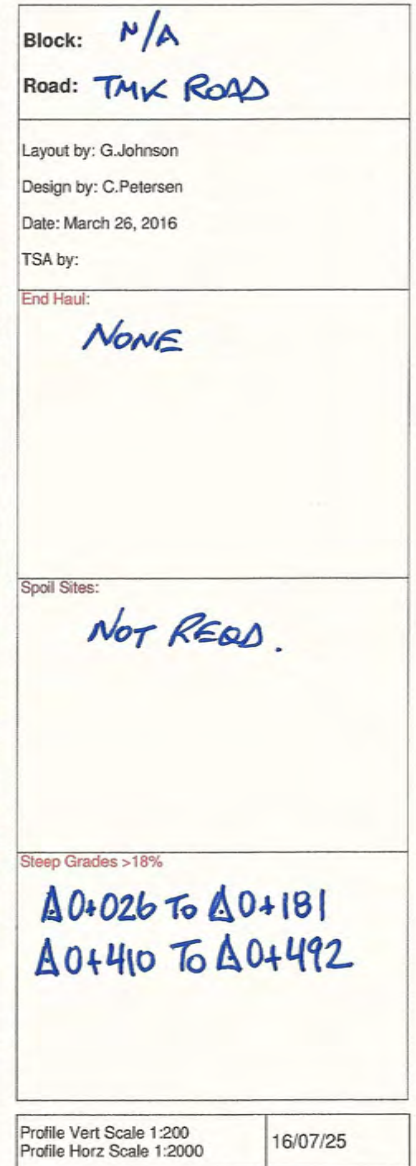
PAGE 1 OF 1

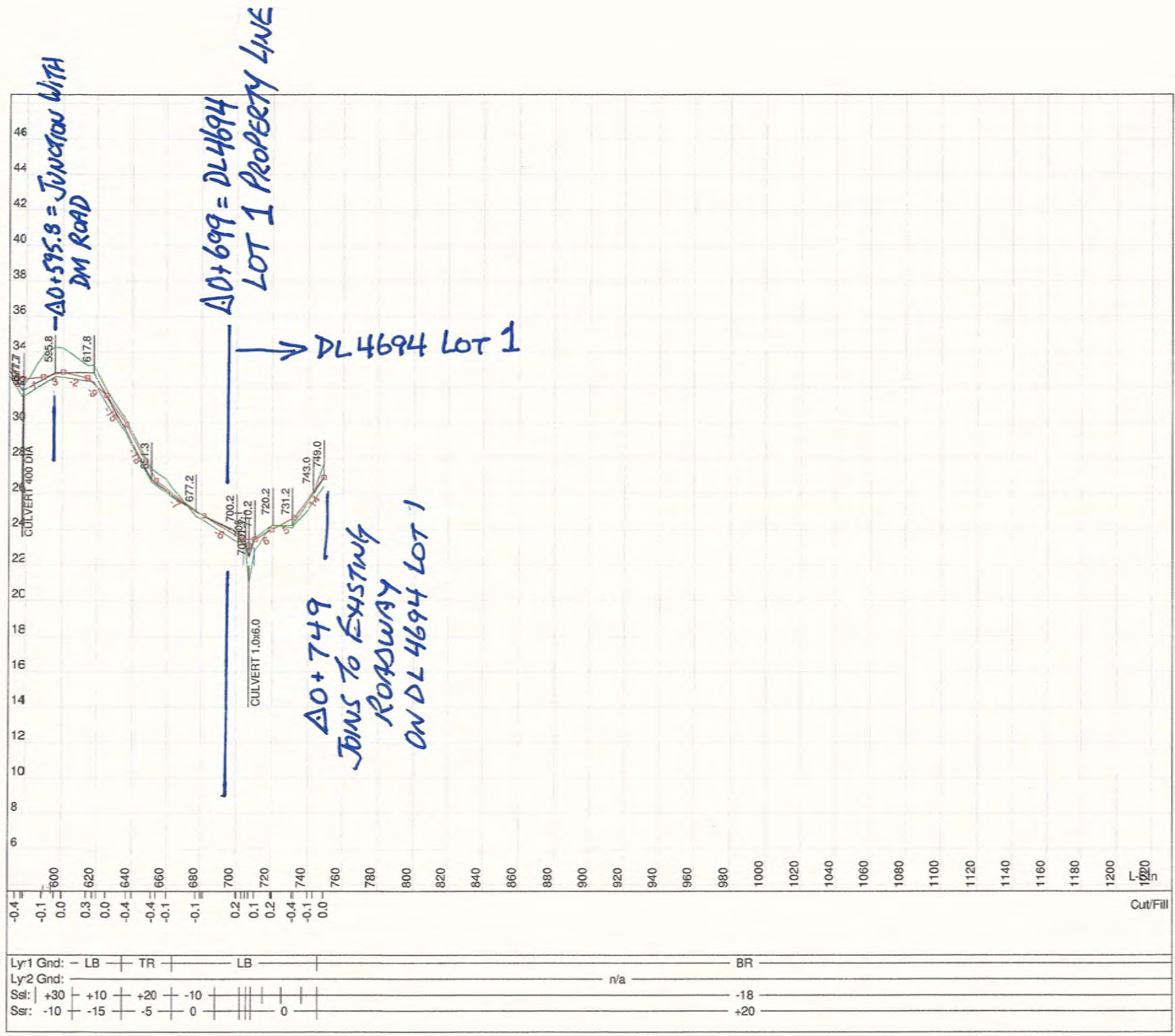
SEE CROSS SECTIONS FOR SIDE SLOPES

679

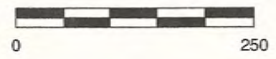
L-Str

TMK FINAL LOCATION



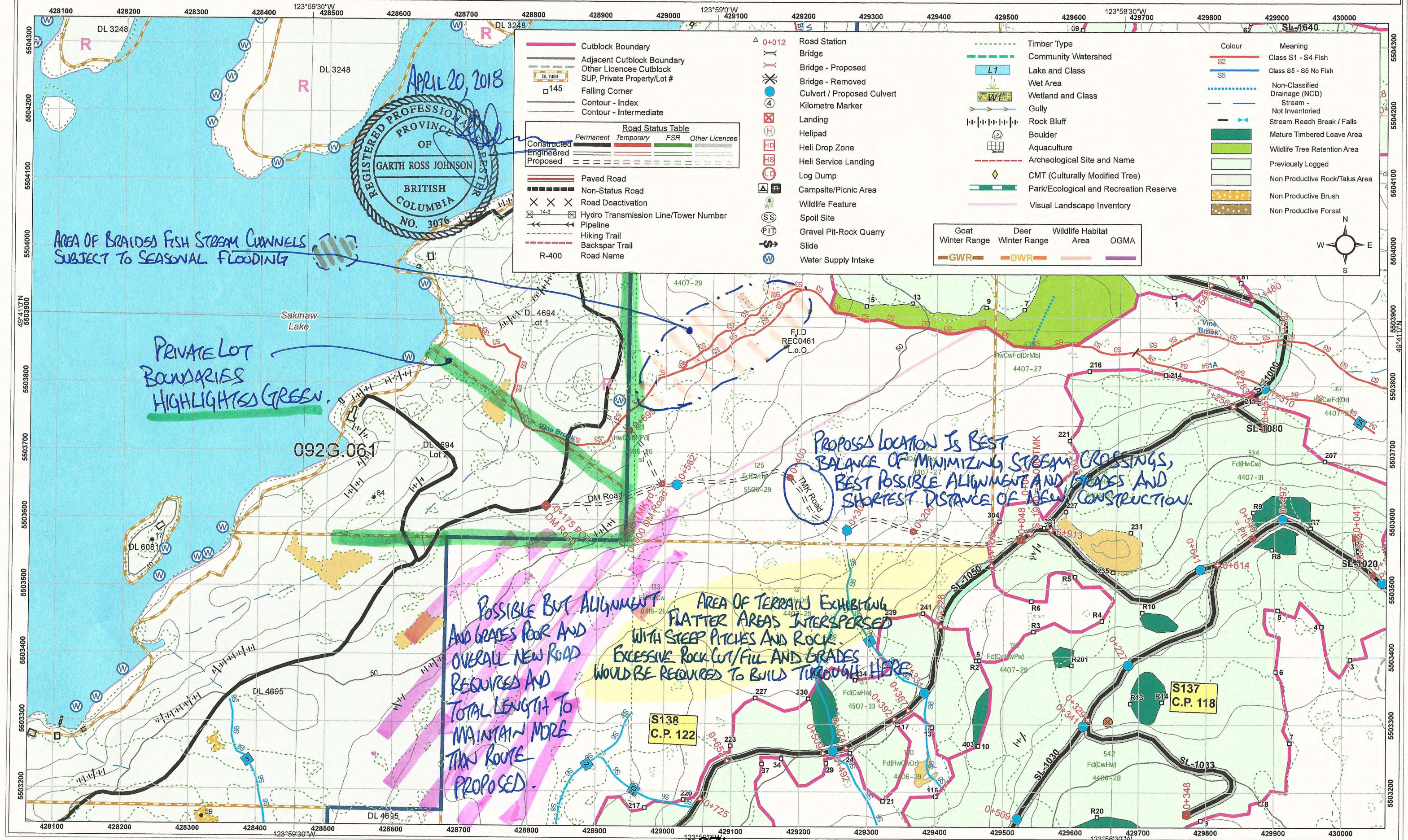


Block:	
Road:	
Layout by: G.Johnson	
Design by: C.Petersen	
Date: March 26, 2016	
TSA by:	
End Haul:	
NONE	
Spoil Sites:	
NOT RECD.	
Steep Grades >18%:	
Δ0+639 TO Δ0+659	
Profile Vert Scale 1:200	16/07/25
Profile Horiz Scale 1:2000	



0 25 50 100 150 200 250 300 Meters

1:5,000



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:

Firstly I'll provide a brief overview of our family history in the Pender Harbour area; after returning from overseas fighting for Canada in WWII my father completed high-school at Seaview School in North Vancouver then attended UBC. He worked summers, while attending the University of BC Forestry program, for the Ministry of Forests based out of Irvines Landing in the mid to late 1940's running their boat, the "Cherry II", and, at that time, while checking a lightning strike fire on a hillside nearby Sakinaw Lake became interested in purchasing property on the lake. He commenced investigation into the purchase of property in about 1946 and subsequently, in 1948, purchased the water halves (Sakinaw Lake being the water) of District Lots 4694 and 4695 located on the Southeast side of the lake about mid-way along the lake. After purchasing the property he tented while at the lake at sites on the DL 4694 property and, in 1961, he constructed a small cabin on a prominent point on the North half of the DL 4694 portion. The original cabin remains on site and is used regularly to this day by our family. In the early 60's he sold the DL 4695 portion to some friends of his and in the mid-60's sold half of the DL4694 property to another family in the early to mid-70's. Our family continues to own half of the original DL4694 portion that was purchased amounting to roughly 8.72 ha (19.2 acres). In about 1987 a light vehicle road link was built between our property and a vehicle accessible wilderness road to provide 4x4 vehicle access to our property similar to other properties to the Southwest of ours that had originally been part of the property owned by our family. This wilderness road exists today though it crosses several private lots, owned by separate parties, as well as traverses several sections permitted under a temporary use permit (TUP) of some sort and other sections which are non-status. With our property, and the neighbour bordering our property to the South, being at "the end of the line" and requiring traverse over various Crown and private tenures our continued "over land" access is tenuous and could be cut off at any of the places where current access crosses private property. With further subdividing of neighboring lots underway and more on the horizon, continued uninterrupted access to our property will be even more uncertain over the long term.

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 term.

Activity	Brief Description of Activity	Status (e.g. Complete, incomplete, ongoing)	Comments / Milestones
Investigate road options 2014	Fall of 2014 looked at various possible road options from recent A&A harvest blocks in area. Performed cost benefit analysis of "new" access off of existing end of A&A road linking existing wilderness access road to water halves of DL's 4694 and 4695 (including lots subdivided from these original parcels)	COMPLETE - Identified possible access routes but access, given existing access at time, and new potential access required fish stream crossings and poor alignment and steep grades. These potential alternate access options did not eliminate complications of crossing other nearby private property.	Further recce work to do in 2015. Investigate other potential road access options linking to A&A permitted roads closer to Highway 101 and directly to family property rather than traversing other private lots.
Investigate road options 2015	In the late summer of 2015 my daughters and I investigated other potential road access routes between A&A permitted road and our property. Several options were found however one traversed significant fish sensitive areas, braided streams, wet ground, and seasonal flood channels. The other option worked very well avoiding all wet ground, fish sensitive areas and fish streams by a significant margin.	COMPLETE - Best route option across Crown Land identified as possible providing desired access as well as avoiding the crossing of any fish streams and/ or fish sensitive areas and avoiding the crossing of wet ground.	Fine tuning of best route option and traverse and design planned road required.
Finalize planned road option Fall 2015/Spring 2016	In the fall of 2015 my daughters and I fine tuned the best access route minimizing rock work necessary as well as designing the most favorable and cost effective road alignment considering the environment and minimizing necessary right of way falling for construction while selecting the best location for construction chance and to control cost. Traverse, prepare road design (profiles, plan, and cross sections), and prepare map of desired road location.	COMPLETE	Given consideration of several possible access routes, some terminating, nearby our property on neighboring lots and/or Crown Land, and others terminating at our property as well as our desire to minimize crossing fish streams or fish sensitive areas we arrived at our final proposed design and plan which accompanies this management plan.
Investigate short link from TMK Road to neighbor's property to South and bordering our private property.	July 2017 my daughter and I located and finalized a short link from station 595.8m on TMK Road over Crown Land to our neighbor's property. This short link to their property measures 71.4m.	COMPLETE	Minimal timber on Crown Land, possibly none, will require falling related to the short DM Road link. No streams or watercourses crossed by DM Road.

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.**

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 discussed, with the Sechelt First Nation, our proposed road however we have not engaged in significant consultation or review with Sechelt First Nation. Over the course of their business and development in the area, A&A Trading, through the review and approval processes associated with their license A19229 and nearby cutblocks S137, 138, and 139 and associated roads has engaged with the Sechelt First Nation and subsequently received approval for their road construction and harvest. A&A Trading did perform preliminary field reconnaissance surveys with the Sechelt First Nation and I understand no archaeological features were identified. The planned road we hope to construct commences from station 0+041 of an existing A&A road (SL 1050) and traverses topography similar to their recently harvested areas although the timber quality through our new proposed road is not near as good as what A&A harvested in the area (S137 harvested in 2012). Our proposed road is located over benchy, well drained, ground, North of A&A Trading's harvest block S138 (harvested 2013/2014) and measures a total of about 699m. There are no fish streams or fish sensitive zones crossed by the proposed new road over Crown Land and only one seasonal flow stream will be crossed by the planned road. Up slope of the planned road, and in several locations along the proposed road, there are exposed rocks and rock bluffs; interruption of natural drainage patterns is not expected as subsurface flow will be maintained through the ground types encountered. As well, there are very few, perhaps no, old growth trees which will be impacted by the planned construction depending on danger tree assessment and ground conditions encountered during construction. Ideally the falling of old growth, in particular Douglas Fir vets, will be avoided where safe to do so. The entire section of Crown Land traversed by the proposed road is fire origin open second growth, generally small diameter, coniferous forest with few vets and a substantial section which traverses through a patch of open grown Big Leaf Maple and Alder. There are few Douglas Fir Vet trees and few Cedar trees; the majority of Cedar trees that do exist are small diameter and most will remain standing post construction; larger Cedar have been avoided where possible along the road location. A narrow right of way is anticipated for the light vehicle access design of the new road. Also, for the short 71.4m DM Road link which joins TMK Road to our neighbour's property, there are no streams or watercourses crossed and the slopes are gentle and very well drained. Timber is minimal over the Crown Land portion over which DM Road traverses with vegetation primarily being sword fern and some small big leaf maple and small hemlock.

A&A road (SL 1050) and traverses topography similar to their recently harvested areas although the timber quality through our new proposed road is not near as good as what A&A harvested in the area (S137 harvested in 2012). Our proposed road is located over benchy, well drained, ground, North of A&A Trading's harvest block S138 (harvested 2013/2014) and measures a total of about 699m. There are no fish streams or fish sensitive zones crossed by the proposed new road over Crown Land and only one seasonal flow stream will be crossed by the planned road. Up slope of the planned road, and in several locations along the proposed road, there are exposed rocks and rock bluffs; interruption of natural drainage patterns is not expected as subsurface flow will be maintained through the ground types encountered. As well, there are very few, perhaps no, old growth trees which will be impacted by the planned construction depending on danger tree assessment and ground conditions encountered during construction. Ideally the falling of old growth, in particular Douglas Fir vets, will be avoided where safe to do so. The entire section of Crown Land traversed by the proposed road is fire origin open second growth, generally small diameter, coniferous forest with few vets and a substantial section which traverses through a patch of open grown Big Leaf Maple and Alder. There are few Douglas Fir Vet trees and few Cedar trees; the majority of Cedar trees that do exist are small diameter and most will remain standing post construction; larger Cedar have been avoided where possible along the road location. A narrow right of way is anticipated for the light vehicle access design of the new road. Also, for the short 71.4m DM Road link which joins TMK Road to our neighbour's property, there are no streams or

watercourses crossed and the slopes are gentle and very well drained. Timber is minimal over the Crown Land portion over which DM Road traverses with vegetation primarily being sword fern and some small big leaf maple and small hemlock.

2.0 Location

2.1 Description

Provide a general description of the location of the project:

The proposed road (TMK Road) is located roughly mid-way between a point about 6km North along Highway 101 from Garden Bay Road and the mid-point of the Southeast side of Sakinaw Lake. The proposed road is planned as a single track light vehicle access from about the 0+041 (41m) mark of existing road, SL1050, held under Road Permit by A&A Trading (RO0568SL1050). There will be some turn outs constructed where site conditions lend to easy construction or where material spoil is required; turnouts will be located in areas to minimize impact to standing trees. The planned road measures approximately 699m in length between the commencement point on SL1050, the A&A Trading roadway, and the point where it meets the East boundary of our private property (Lot 1, Plan LMP922, DL 4694, New Westminster Land District, PID: 017-464-668). The road crosses vacant Crown Land, encompassed within A&A Trading License A19229, and a Crown portion of DL 4694 leading up to our property boundary. Recent (2017) communication with Front Counter BC, using iMap and their Discovery Tool as well as an online Natural Resource Sector 'Area of Interest Evaluation Detailed Report' confirmed that there are no reserves of any type in the area where I proposed new road over Crown Land. Once on our property the road extends about a further 50m to where it connects to an existing private wilderness road located on our family property. The DM Road, also included with this application, is a short 71.4m link over Crown Land branching off from TMK Road at TMK Road station 595.8m. The short DM Road links TMK Road to our neighbour's property to the immediate South of our property. Our neighbour's are seeking alternate access for the very same reasons as us. The neighboring private property is noted as Lot 2, Plan LMP922, DL 4694, New Westminster Land District, PID: 017-464-676.

2.2 Location Justification

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

The planned road construction (TMK Road) is to provide long term unfettered light vehicle access over Crown Land directly to our family property and located on Sakinaw Lake. As well, the short link section proposed (DM Road) between TMK Road and our neighbor's property to the immediate South of our property will provide them with the same unfettered light vehicle access. A rough existing wilderness roadway currently provides access however it traverses several tenures crossing over Crown Land, of which portions are non- status, as well as it crosses several sections of private property owned by various parties whereby access could be restricted or eliminated at any time. Changes in ownership of the private land crossed by the existing road and/or further subdivision of properties to the Southwest of our lot threaten to restrict our continued access and/or add cost yet provide no long term security of access to our or our neighbor's property which are at the end of the road traversing all these various tenures.

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:

Project Phase (Construction / Operations)	Brief Description of Activity / Works	Season
Construction.	Falling of right of way necessary (will be minimized) and construction of road grade.	Winter / Spring.
Maintenance.	Brushing, surface repairs, snagging, wind throw and dead fall removal, maintenance of ditches, drainage, and culvert integrity.	Ongoing over the long term in all seasons, as necessary, with appropriate shutdown and/or selection of activities to minimize risk of fire.
Use	Light vehicle access.	Infrequent use to recreational property at Sakinaw Lake (primarily summer use) over all seasons by our family and our neighbor primarily and family friends from time to time.

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.

Facility/Infrastructure/Process	Construction Methods/Materials	Construction Schedule
Construction of road over Crown Land - Approximately 699m of new, light vehicle access, road (TMK Road) and approximately 71m of new, light vehicle access, road (DM Road).	General cut and fill construction techniques utilizing wood puncheon/matting to stabilize the road subgrade in areas where gravels/tills/hadpan/rock are not present in situ to produce a narrow, light vehicle access roadway with gravel/rock running surface. The running surface is anticipated to be about 3.5m wide and the ditch, as dictated by site conditions and necessary water runoff control, will be up to 1m wide. Turnouts to allow vehicles to park on a temporary basis, turn around, or pass will be spaced appropriately along the new construction and utilize natural flats/wide spots. The one, seasonal flow non-fish, stream will be routed through a steel or plastic round culvert approximately 600mm in diameter. It is expected that an excavator in the 200 size class or smaller will suffice to perform most of the construction with the assistance of a gravel truck and possibly a rock drill or excavator mounted hydraulic hammer. Right of way trees requiring removal will be hand felled. It is not expected that the manufacture of significant amounts of fill or capping material will be necessary but rather found and used along the way from the road prism.	Spring construction during a drier weather period is anticipated rather than summer. Construction, all phases, should take only an estimated 10 to 15 days.

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:

Roadway/Proposed Connection	Existing/Proposed	Existing Road Classification	Road Permittee Information and Road Use Agreements	Traffic Volume		Mitigation of Traffic Effects
				Construction Phase	Operations Phase	
Highway 101 junction with A&A Trading Road SL1000. Approximately 6km North along Hwy 101 from its junction with Garden Bay Road.	Existing.	Provincial Highway.	Ministry of Transportation and Highways - Government of British Columbia.	Typical highway traffic will not be affected by construction phase well removed from highway.	Typical highway traffic will not be affected by operations (recreational family access/use) well removed from highway.	Not necessary. Access off of or on to highway is by way of a significant widening off of the highway with excellent visibility and approach in either direction. This same junction has been utilized for commercial log truck and industrial traffic for some time.
A&A Trading forestry access road SL1000 joins with Highway 101 and travels West to the 0+913 (913m) point on the road where it joins with A&A Trading Road SL1050.	Existing.	Road Permitted forest road. RO0568SL1000.	A&A Trading Ltd., Vancouver, BC is the road permittee and they have provided a letter indicating that their road permitted road section can be used without charge for non-industrial purposes provided that I enter into a road use agreement for use of certain sections of their permitted road with them.	n/a - road permitted forest road with minimal traffic (hunters, off road vehicle recreation and forestry management are the only typical users of the roadway.	n/a - see comments under "construction phase".	Not necessary.
A&A Trading forestry assess road SL1050 joins with SL1000 at station 913m on SL1000 and travels to the Southwest a significant distance through the S138 harvest area however the new proposed road commences at about the 0+041 (41m) mark on SL1050.	Existing.	Road Permitted forest road. RO0568SL1050.	A&A Trading Ltd., Vancouver, BC is the road permittee and they have provided a letter indicating that their road permitted road section can be used without charge for non-industrial purposes provided that I enter into a road use agreement for use of certain sections of their permitted road with them.	n/a - road permitted forest road with minimal traffic (hunters, off road vehicle recreation and forestry management are the only typical users of the roadway.	n/a - see comments under "construction phase".	Not necessary.

3.3 Utility Requirements and Sources

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

No utility requirements are anticipated.

3.4 Water Supply

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.

Project Phase (Construction/ Operation)	Water Requirement (e.g. Surface water or ground water. etc)	Source/location	Volume	Infrastructure Description	Agreements
Construction/Operation/ Long term use.	None anticipated.	n/a.	n/a.	n/a.	Family proposing new road construction holds downstream water licences C121472 (PD82527) on Sakinaw Lake and the provisional water license on Vine Brook (also referred to as South Sakinaw Creek) C124558 (PD45226). We have held the initial water license on Vine Brook since 1964. Neighboring property Owners, of private lot to immediate South of our property hold a water license on Sakinaw Lake as well.

3.5 Waste Collection Treatment and Disposal

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

Project Phase (Construction/ Operation)	Water Requirement (e.g. Surface water or ground water. etc)	Source/location	Volume	Infrastructure Description	Agreements
Construction/Operation.	None anticipated.	n/a.	n/a.	n/a.	See above.

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? **Yes.**

Are any areas of vegetation to be cleared, outside of timber removal? **No.**

4.1.2 Soil Disturbance

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

Disturbance Type	Impacts	Proposed Mitigations
Clearing/grubbing/excavation/leveling.	These activities could expose subsurface water flow and or introduce sediment to water flow during rain events or to natural watercourses.	Introduction of sediment will be minimized by utilizing appropriate armoring as necessary, erosion resistant road surfacing materials, appropriate ditches, where necessary, and sediment control means such as sumps, straw bales, grass seed as deemed necessary during construction and over the longer term regarding maintenance activities. Additional culverts will be added if site conditions, exposed during construction, deem necessary.

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.**

Identify all works that may affect the Riparian zone, the impacts, and proposed mitigations:

Work Type	Impacts	Proposed Mitigations
Clearing, grubbing, excavation, leveling.	One seasonal, low flow, non-fish watercourse/stream will be crossed and require a culvert installation. This watercourse dries and/or becomes completely sub-surface during significant periods of the year.	In stream/watercourse works will be minimized and sediment control measures such as sumps, ditch blocks, and sediment control means such as geotextile, grass seeding, straw bales, or other appropriate means will be utilized to minimize risk of downstream sedimentation.

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 mitigations:

Construction Material/Method	Impacts	Mitigations
With the exception of culverts and other possible man-made items, such as geotextile, all construction materials will originate onsite or nearby associated with construction activities. Conventional cut/fill road construction will be utilized whereby a subgrade and ditchline (as necessary) will be created then, if necessary, the subgrade will be covered with appropriate, erosion resistant, ballast for road running surface.	Potential impacts will be interruption of subsurface natural drainage and possible exposure of sediment generating materials.	Ditch lines and sediment sumps will be installed as necessary. In addition, ditch blocks will be installed where ditch flow may impact natural watercourses. Other sediment control means will be employed as necessary such as, but not limited to, grass seeding, the utilization of erosion resistant materials for road construction and at culvert outflows etc.

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:

Sound? **Yes.**

Explain the current conditions, source, type and range of emission. Provide a description of atmospheric effects from proposed construction, operation, and decommissioning phases. Also include proposed mitigation measures to manage or mitigate adverse effects.

Emission Source	Current Conditions	Project Impacts	Proposed Mitigations / Management
Although expected to be minimal, there will be additional sounds, during construction, from equipment operation and hydraulic hammer and/or rock drilling/ blasting.	Natural with some existing, and continuing sounds from the nearby forest harvesting activities, from time to time, overflying airplanes, recreation such as boats on the lake, atv's, dirtbikes, hunting and target practice, Highway 101 traffic etc.	None anticipated.	Construction is proposed when there is limited recreational use of cabins in the area. There are no nearby residential areas and any anticipated noises are typical of forest harvesting that occurs regularly in the area. Long term noise associated with the completed proposed work will not increase levels already present. No more traffic to properties than current is anticipated.

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? **Yes.**

Describe the potential effect or impact and include plans for mitigation/management:

Effect	Potential Impacts	Proposed Mitigations / Management Plan
Improved access will be provided to the public over Crown Land.	Potential impacts are vandalism, unapproved fire wood cutting and/or timber theft, poaching, wilderness fire risk due to public access improvements as well as possibly easier access to cabins may increase instances and frequency of theft, vandalism, break-ins to private property. Also a concern is additional areas with close proximity to a major thoroughfare (Highway 101) that may be used for dumping/disposal.	If the some, all, or other unanticipated potential impacts are realized improved security of the Crown Land and/or private properties may be required and/or appropriate Provincial and forest licensee approval sought to gate the roadway.

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? **No.**

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

Describe the fish habitat on or near the project site, include potential impacts of the Project (e.g. stream crossings, water diversions, etc), including seasonal considerations, and plans to manage/mitigate effects.

Project Phase	Impacts	Proposed Mitigations / Management
Construction / Operation.	Possible interruption of natural stream (one stream) or subsurface flow and/or downstream sedimentation.	See proposed mitigation/management under section 4.1.3 Riparian Encroachment above.

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? **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.

The nearest community is that of Kleindale near the junction of Garden Bay Road and Highway 101 roughly 6km away. Year round residences within this range are limited. Other seasonal residences/cabins are located on Sakinaw Lake to the Northwest; otherwise the area is generally wilderness and utilized for forest management activities or resides in natural state.

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.) **Yes.**

Please list:

A&A Trading Ltd. resource management plan for forest license A19229.

Sunshine Coast Regional District Official Community Plan.

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.

We do not anticipate any increased demand on fire protection and other health facilities and emergency services arising from our proposed project.