

Proposed Quathiaski Cove Lay-by Berth

Topics Raised at the Neighbours Session

Café Aroma, Quadra Island, January 28, 2020 (6-8PM)

▪ Use of lay-by berth

The proposed general scheduling for the two ferries will be based on the second ferry, docked at the lay-by berth, having a shorter shift, starting later in the day and finishing earlier. The ferry docked at the terminal is anticipated to have a longer shift, starting earlier in the morning and going later in the evening.

▪ Noise

As above, the vessel docked at the lay-by berth is expected to have a less disruptive schedule. In addition, the new vessels are designed to generate less noise. The vessel, being a hybrid, is equipped with various silencers and generally only needs to run one generator.

When docked, the ferry will be connected to shore power and engines will be shut off except for the process of coming and going. The dock does not include vehicle access on to the ferry.

▪ Lighting

Like the noise issue, the vessels will be designed to generate less light off site when docked. Non-essential lighting could be turned off when not needed. Similarly, security lighting of the upland area will be designed to minimize off-site impacts. Low light security cameras will be used to minimize the need for higher lighting levels.

▪ Pollution

The new vessels are hybrid and use of the diesel motors will be minimized as much as possible during the docking and embarking process. The exhaust system is also designed to reduce NOx emissions through selective catalytic reduction, and propellers are designed to reduce underwater radiated noise. The ferry will use shore power when docked.

▪ Views

BC Ferries understands that the ferries will have some impact on the closest residential properties. Visual impact from the vessel will be somewhat mitigated as the ferry will be operating for substantial portions of the daylight hours. When in the berth, the vessel measures 80m long and about 17.7m high from lightship waterline to the top of its superstructure. For comparison, Powell River Queen (existing vessel) has same length and stands 15.6m high.

▪ Wash

The *Island Class* vessels are designed to minimize wash and underwater radiated noise. Propeller technology has significantly advanced from that in use on the *Powell River Queen* and wake will be reduced from what is experienced today. In addition, wake impact on nearby shore and docks can be mitigated by sensitive operating procedures when moving in and out of the berth.

▪ Pidcock Road

Pidcock Road is narrow and has some steeper sections. Concerns have been raised about design and safety, including over-road flow and icing in inclement weather. While the design and maintenance of

the roadway is not in BC Ferries' purview, they will encourage the Ministry to maintain the road to appropriate standards, including erosion

- **Night Activity**

As noted above, the intent is to minimize impacts from noise and lighting at night. Security at the site will be provided.

- **Services**

There is BC Hydro in proximity to the site. The lay-by berth will not require water or sewage facilities at the site. BC Ferries understands that there are shared water service wells and lines close to the site that serve adjacent properties. BC Ferries will ensure no disruption to these facilities during construction, etc.

- **Parking**

Crew levels have not yet been established—this will be done in conjunction with Transport Canada through the testing period, but it is anticipated some crew parking will be required. Crew will arrive in the morning and leave in the afternoon in conjunction with the shorter, less disruptive schedule for the vessel docked at the lay-by berth. Access to the site will be designed to be safe with adequate sight lines, etc.

- **Upland Structures**

There will be minimal structures required on the upland portion of the site--the concept plan includes a service shed for electrical panels, etc. and potentially BC Hydro equipment for shore power.

- **Construction**

Construction is expected to take place in 2021. Immediately, the first step will be to secure the site now that BC Ferries has taken ownership and to remove existing marine infrastructure in the spring of 2020.

If construction stays on schedule, no night work is expected for activities such as pile driving. The bulk of the marine structures (floating lead, wingwall and walkway) can be prefabricated off site, which will reduce onsite construction time and disruption. Dredging is not required.

BC Ferries will notify nearby residents well in advance of scheduled construction. It is understood that residents prefer construction to be in colder times, so there is less impact on 'deck time.'

- **Light on Grouse Island**

The installation on Grouse Island does not belong to BC Ferries.

- **Other Studies**

BC Ferries has submitted various environmental and archaeological studies to the Strathcona Regional District. These studies indicate the feasibility of the new lay-by berth, but also various approvals and practices that BC Ferries must follow in the implementation of the new lay-by berth.

- **Alternative sites**

BC Ferries looked at and evaluated several sites in the vicinity for the lay-by berth. Criteria included factors like wind and wave condition, proximity to existing terminal, depth and profile of water, availability of power, adjacent land use and potential impacts on neighbours, property acquisition

issues, marine structures, conflicts with nearby water lots, upland availability, and archaeological factors.

The site at the bottom of Ferry Road was not selected particularly because of the higher number of neighbours, water depth, excessive distance from three-phase power, and lack of upland. BC Ferries also looked into the nearby site (727 Pidcock Road) but was unable to acquire the property.

The proposed site was selected as the most practical and met the criteria in the most satisfactory way. BCF Ferries understands that there will be some impacts regardless of where the lay-by berth is located and will endeavor to minimize impacts.