WELCOME

PUBLIC INFORMATION SESSION

Gabriola Island Ferry Terminal:

- Official Community Plan Bylaw Amendments
- Land Use Bylaw Amendments

Stantec

BCFerries

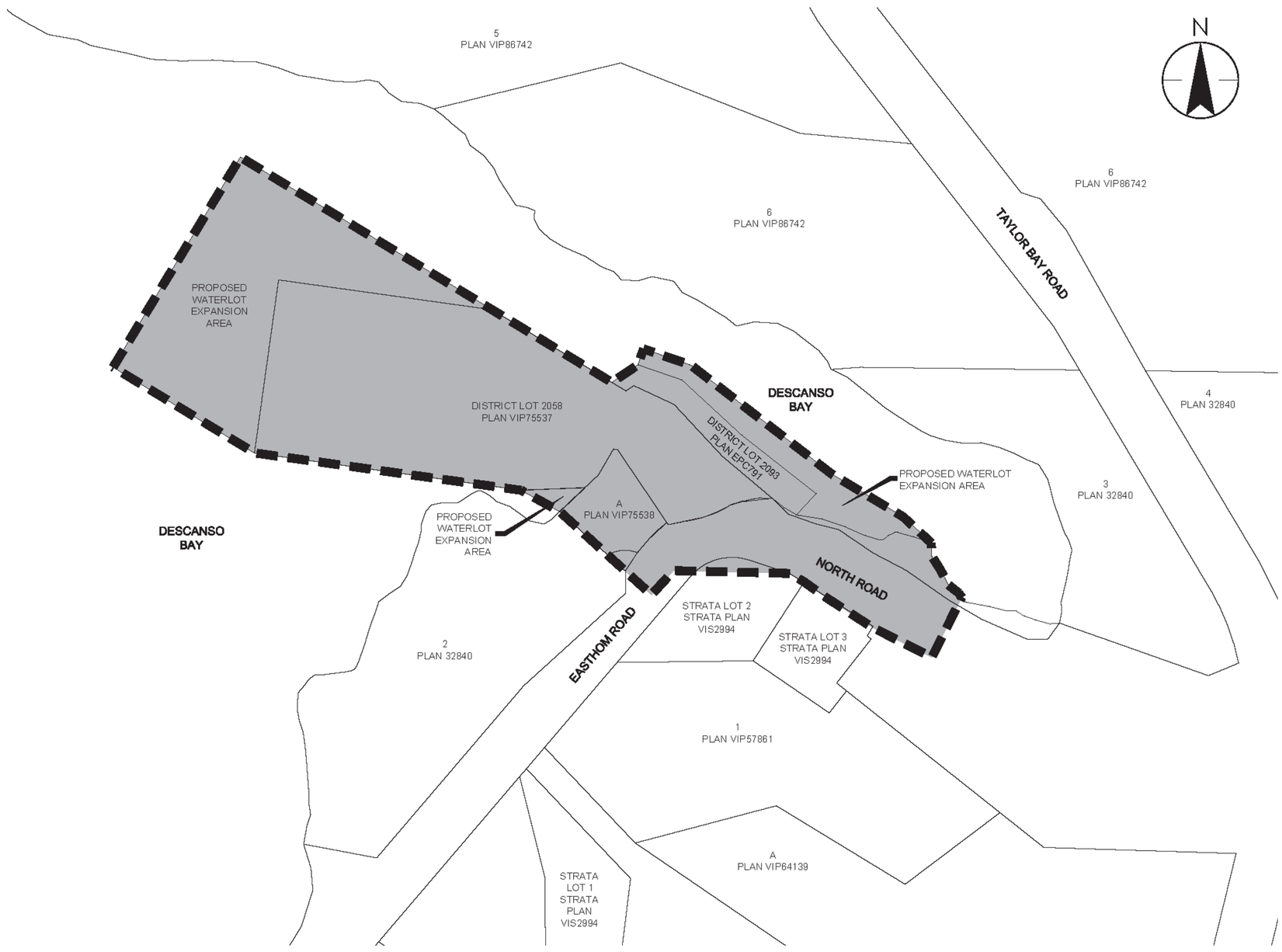
Introduction

Purpose of this Information Session

INFORM you about potential amendments to the Gabriola Official Community Plan (OCP) and Land Use Bylaws (LUB), the planning process, and how to get involved and provide input

SHARE information about the long-term implementation of a new Terminal Development Plan (TDP) for the Descanso Bay, Gabriola Island Terminal

GAIN FEEDBACK from the community on the proposed bylaw changes and concept designs for the terminal before an application is submitted to the Islands Trust



Format of the Event

- Amendments to the text and maps of the Gabriola Official Community Plan and Land Use Bylaws are required to allow the long-term implementation of a new Terminal Development Plan for marine infrastructure and upland areas at the Descanso Bay, Gabriola Island Ferry Terminal.
- Please note that the focus is on the proposed Gabriola Official Community Plan and Land Use Bylaws. The future development concept is presented to show the long-term intent, but the TDP will have to be approved by the Board of BC Ferries and implemented in phases over the long-term.
- Posters explain the proposal and the process for making amendments to the Official Community Plan and Land Use Bylaws.
- Staff from BC Ferries and Stantec consulting will be on hand to discuss your questions and listen to your comments.

Official Community Plan Amendments

Existing Text

Water Transportation Policies

c) A major ferry terminal on Gabriola to provide service to Vancouver Island and/or a Lower Mainland destination shall be strongly opposed as it is inconsistent with the objectives and policies of this plan.

e) Maintenance of the present ferry terminal sites on the Gabriola and the Nanaimo sides is strongly supported.

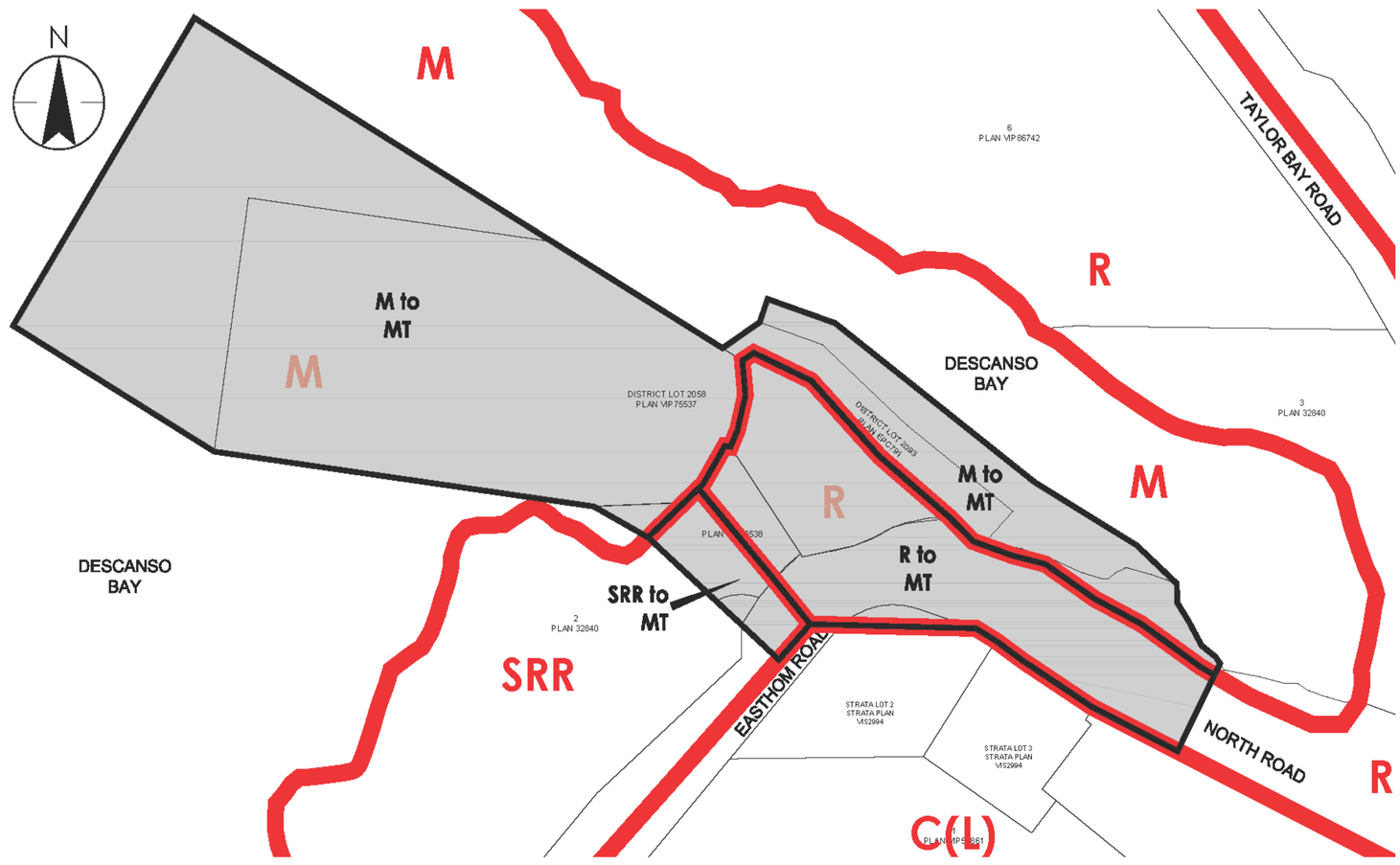
These sections should be combined and re-written in a positive statement to (1) designate the BC Ferry terminal at Descanso Bay as a ferry terminal and (2) reinforce the type and level of service identified in the TDP to appropriately service Gabriola's residents, visitors and businesses.

Proposed Text

Delete subsections c) and e) of the Water Transportation Policies in Section 7.2 of the OCP to be replaced with the following:

The Islands Trust supports the optimization of BC Ferry Terminal at Descanso Bay to provide an appropriate frequency and capacity of service for this important main gateway and connection between Gabriola Island and the Nanaimo Harbour for Gabriola residents, visitors and businesses.

Red lines indicate existing OCP designations and shaded area indicates the proposed amendment area.



M = Marine | SRR = Small Rural Residential | R = Resource | C(L) = Commercial (Local)

Existing Text

Water Transportation Advocacy Policies

g) The BC Ferry Corporation shall be requested to ensure that changes to the ferry service involves consultation with the local community.

h) The following issues shall be discussed with the BC Ferry Corporation:

i. the scheduling of a late evening weekend ferry;

ii. the provision of parking at the Gabriola ferry terminal;

iii. safe pedestrian routes to the Gabriola ferry terminal;

iv. the scheduling of the ferry with the Nanaimo public transit service;

v. the establishment of incentives for foot-passengers.

i) The BC Ferry Corporation shall be requested to:

i. consult with the Trust Committee and public, prior to giving consideration to any major alteration to the ferry service to Gabriola

ii. continue to provide an adequate level of service for the needs of residents

iii. ensure all vessels and associated upland facilities meet the standards of the Ministries of Health and Environment, Lands and Parks.

Proposed Text

What is needed is a positive statement, appropriate for an OCP, about BC Ferries working with the Islands Trust and residents and businesses over time to implement the TDP to ensure appropriate levels of service in support of community objectives.

Delete subsections g), h) and i) of the Water Transportation Advocacy Policies in Section 7.2 of the OCP to be replaced with the following::

BC Ferries should consult and liaise with the Islands Trust, local residents and businesses, and the local ferry advisory committee on developing and implementing a Terminal Development Plan for its ferry terminal at Descanso Bay.

BCFerries

Land-Use Bylaw Amendment

Proposed Changes

The current Land Use Bylaw #177 Schedule B includes a WC3: Water Commercial 3—Marine Transportation zone which only applies to the water lot portion of the ferry terminal. The upland area (i.e. where the parking lot and waiting room are located) is zoned for non-ferry uses: residential, commercial and resource. The WC3 zone also provides for a ferry dock but prohibits buildings.

It is practical for the ferry terminal area be covered by one appropriate zone, in this case the WC3. However, to make it work for the ferry terminal, it is desirable to add 'ferry terminal' to the list of permitted uses. In addition, the wording in the zone should be amended to overcome the prohibition on buildings required for a ferry terminal, while leaving the regulations unchanged for other lands in the WC3 zone.

Amend the WC3 zone of the Land Use Bylaw by:

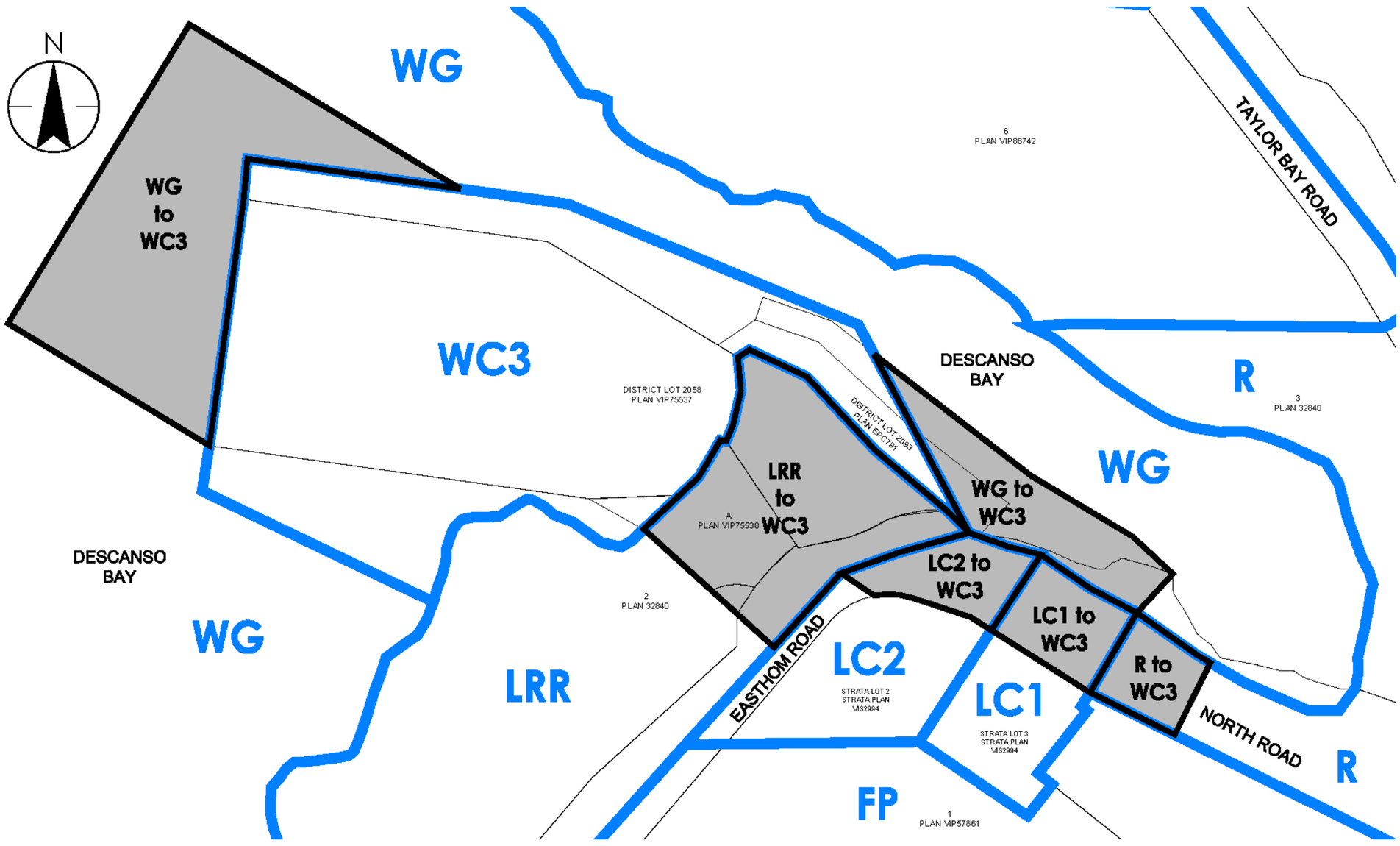
(a) adding 'ferry terminal' to the list of permitted use in D.5.4.1.a of the WC3 Water Commercial Zone;

(a) amending clause D.5.4.3.c of the WC3 Water Commercial Zone by adding the underlined phrase 'No buildings are permitted in this zone, except for those as part of a ferry terminal.'

Amend Section G.1 Definitions by adding the following new definition:

Ferry Terminal means the use of land, water, buildings or structures for the transportation of vehicles, passengers and goods by ferry; including ancillary buildings, storage and maintenance of transportation equipment and includes ancillary commercial uses such as parking and ticket purchase .

Blue lines indicate existing zoning and shaded area indicates the proposed amendment areas.



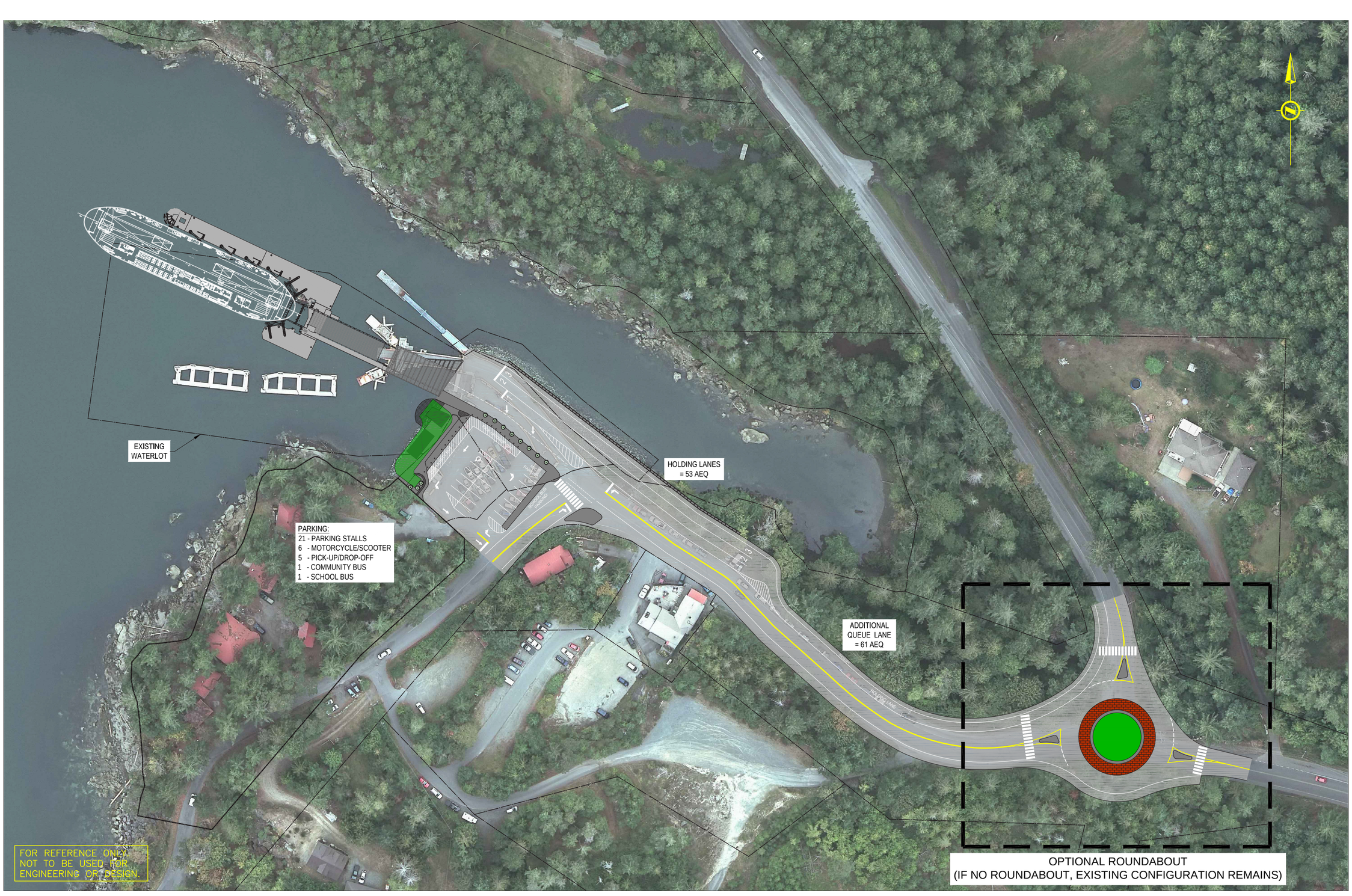
WG = Water General | WC3 = Water Commercial 3 - Marine Transportation | LRR = Large Rural Residential

LC1 = Local Commercial 1 - Neighbourhood Pubs | LC2 = Local Commercial 2 - Restaurants | R = Resource | FP = Ferry Parking

Gabriola Terminal Development Plan

BC Ferries has been working on a draft Terminal Development Plan (TDP) for its site at Descanso Bay, Gabriola Island Ferry Terminal. Its purpose is to set out a long-term vision for this important terminal—the main gateway and route connection between Gabriola Island and Nanaimo Harbour. It must be in conformance with BC Ferries' overall Terminal Network Master Plan and Fleet Master Plan.

Two Island Class vessels are to be introduced in March 2021, replacing the Quinsam, to better meet demand over the day through an increase in frequency and capacity. The TDP addresses the marine infrastructure, the landside, and the approach to the terminal. The overall scheme is shown below:



Key features include:

- Improved vehicle holding compound to reduce traffic backups and conflicts,
- Sidewalks for improved safety and accessibility,
- Dedicated thru lane for pick-up / drop-off traffic,
- Space for the community bus,
- Dedicated parking for customers and vessel staff, and
- New waiting room/washroom building with dedicated covered bike parking.

Although options are restricted by the limited land area, the TDP provides improvements over the existing situation. Some of these aspects are shown in more detail by illustrative plans on the following panels.

Considerable design must still be done over time and redevelopment will be staged in a comprehensive program over 25 years. Improvements will be organized into strategic phases prioritized by functional (issue / opportunity / need) and social (local / community) needs. As a result, the TDP provides the long-term plan that allows BC Ferries to provide safe, cost effective ferry services and replace and upgrade capital assets in a financially responsible manner.

BCFerries

New Terminal Building

Customer Focused

Pedestrian and Bicycle Friendly: Generous waiting areas and sidewalks, covered bicycle parking area and electric bicycle charging stations

Wayfinding: Screen with real-time sailing information, arrival and departure signage, brochure with local information + events

Outdoor Areas: Picnic area facing Descanso Bay, generous covered spaces, and vegetation integrated into design

Fully Accessible: Seamless paved area for wheeled transport and fully accessible washrooms

Comfortable Waiting Room: Variety of seating options

Device Charging: Sufficient charging outlets

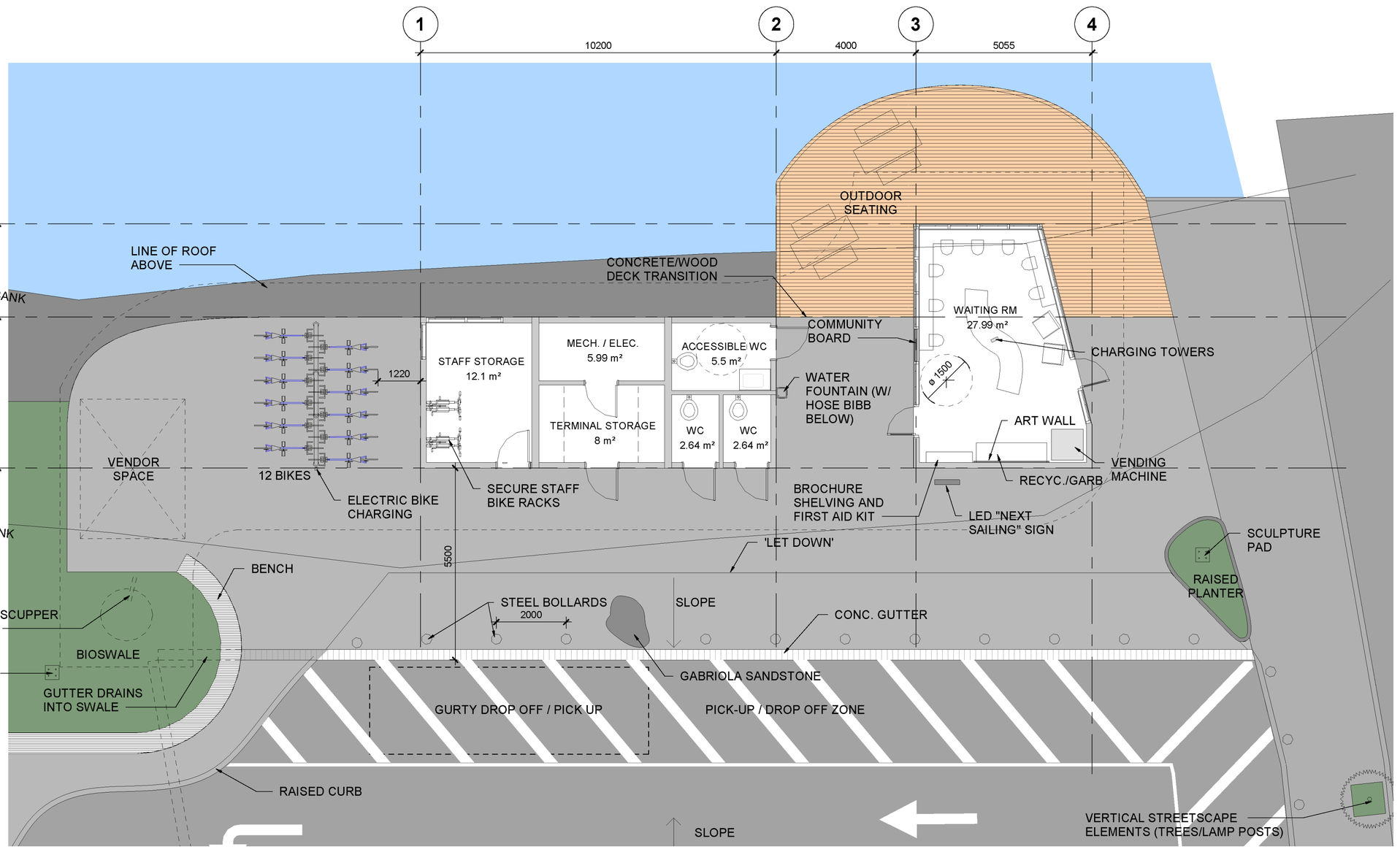
Filtered Water: Bottle filling station + drinking fountain

Family Friendly: Change tables in the universal WC, small group eating areas and good visibility between the waiting room and outdoor spaces

Real-Time Vessel Updates

Bike Parking

Device Charging / Barrier-free Bollard Design



Place for Art Display

Cafe-like Seating

Lamposts and Banners

Sandstone Feature

Sense of Place

Arrival: Welcome features for Gabriola Island

Art: Places designated for temporary art installations

Form and Character: Design represents Gabriola's unique qualities

Ecological Design: Possible strategies include green roof, wood construction, bicycle/pedestrian considerations, habitat enhancement, solar panels

Local Partnerships: We are hoping to form partnerships with local organizations to assist in creating a community focused design

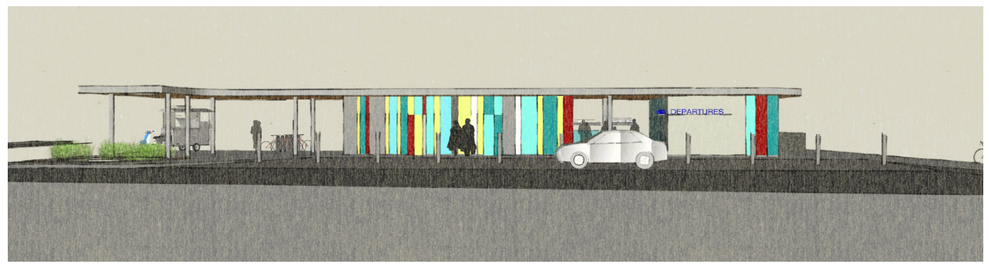
BCFerries

New Terminal Building

Building Massing and Design

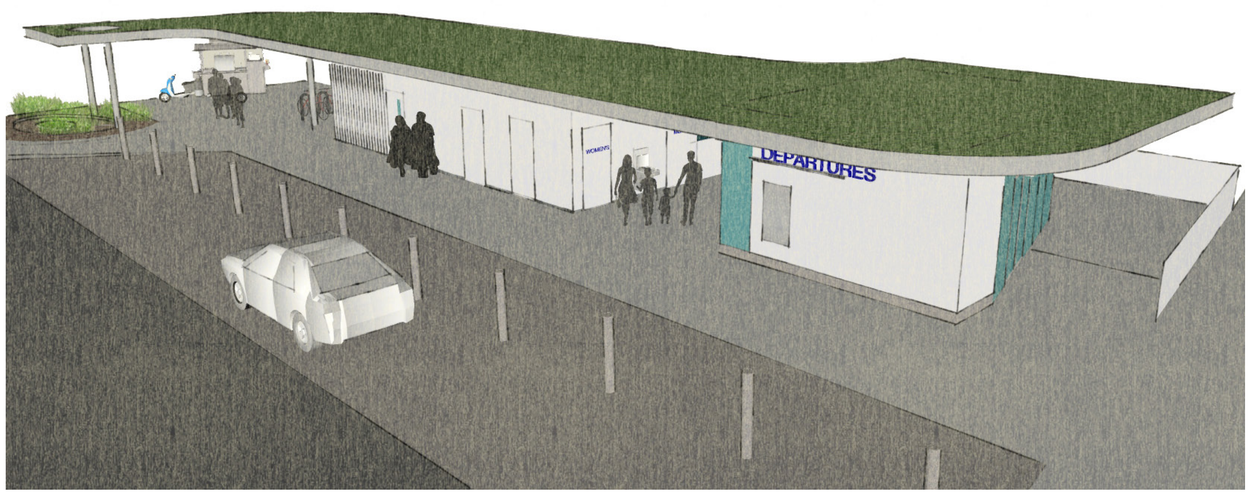
Site

- Create an open, pedestrian focused environment
- Integrate landscape elements into the site
- Ample area for transit and vehicle drop-off and pick-up
- Local vendor space for seasonal use
- Smooth pedestrian flow for drop-off and pick-up
- Sculpture display area for local artists or stakeholder groups



Concept View Showing Colour Option on Facade

Concept View of Arrivals Deck



Concept View from Ferry Arrival Walkway

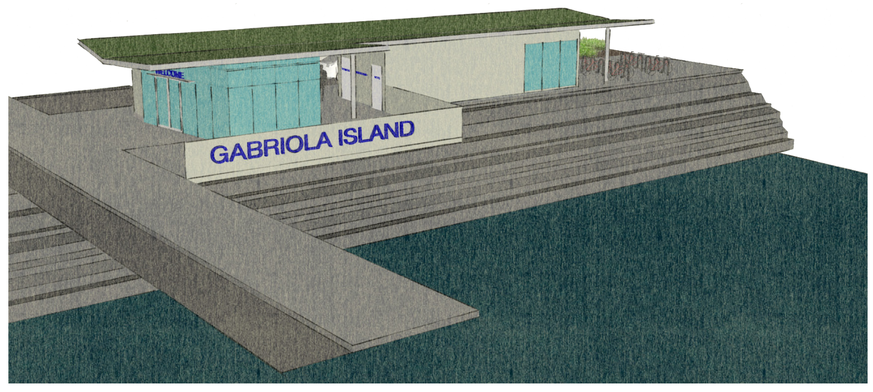
Concept View from Terminal Arrivals

Interiors

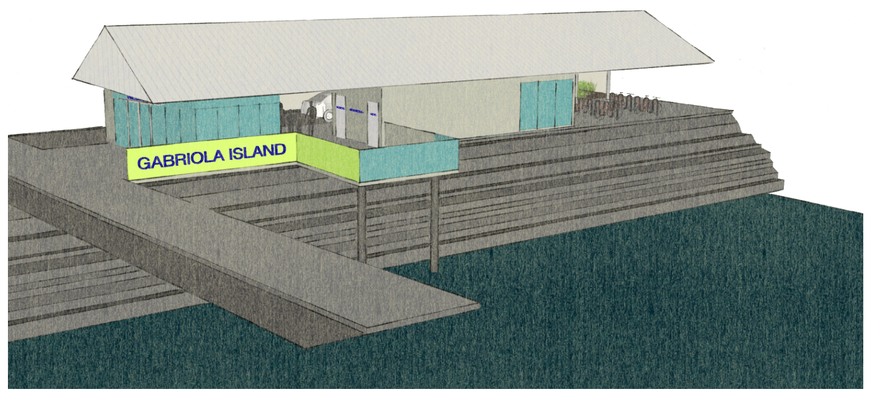
- Waiting room that faces the water, with generous glazing
- A variety of seating types
- Open concept
- Warm materials, wood roof/ceiling element
- Display area for local artists
- Durable finishes that are low maintenance

Building Form

- A flat roof concept that integrates signage and generous covered areas
- Green roof for storm-water management and unique “Gulf Islands” feel
- Separate service areas from waiting room to enhance customer experience.
- Long building form creates a civic, street-like entry
- Views from drop off into waiting room
- Community bulletin board area



Alternate Massing 1 - Butterfly Roof



Alternate Massing 2 - Gable Roof

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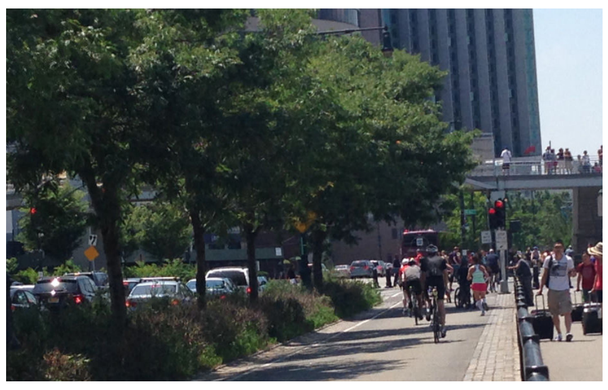
Landscape Concept

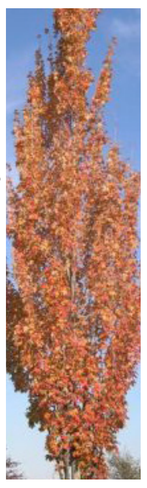
Entry Walkway Precedent Images



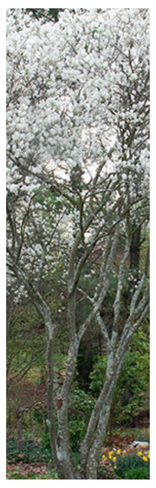
Landscape Concept

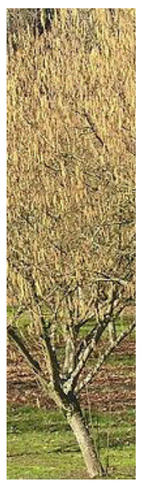
Proposed Native Plant Palette

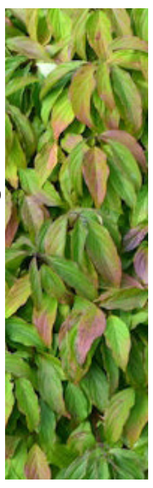
Trees and Large Shrubs

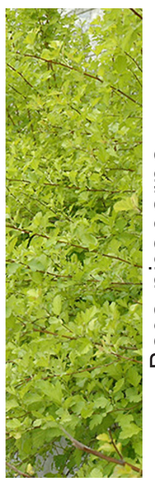

Acer rubrum - Bowhall Maple

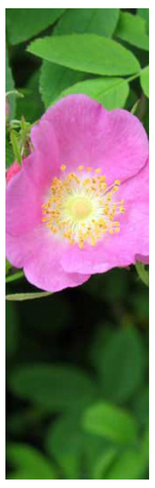
Acer circinatum -


Amelanchier alnifolia - Western Serviceberry


Corylus cornuta - Beaked Hazelnut


Cornua sericea - Red-osier Dogwood

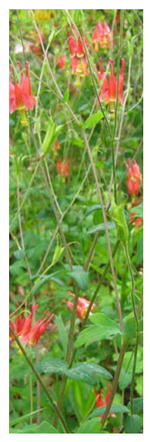

Physocarpus opulifolius - ‘Dart’s Gold’


Rosa pisocarpa - Clustered Wild Rose

Groundcovers, Grasses and Perennials

Arctostaphylos uva-ursi - Kinnikinnick

Lavandula angustifolia - Lavender


Aquilegia formosa - Western Columbine

Juncus ensifolius - Dagger-leaf Rush

Aster subspicatus - Douglas Aster

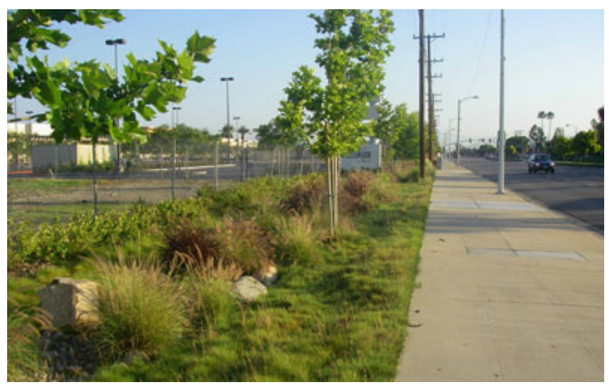
Carex flacca - Blue Sedge

Helianthemum numularium - Sunrose

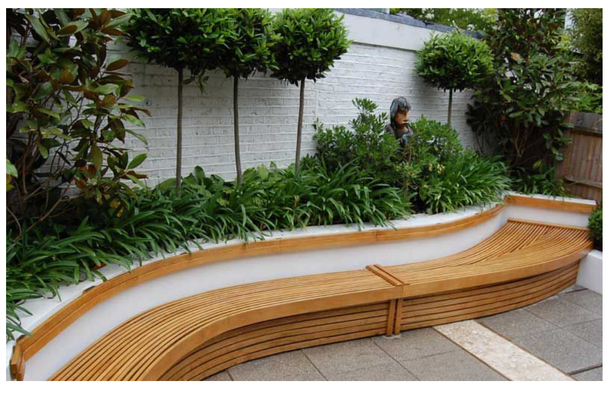
Calamagrotis x acutiflora - ‘Karl Foerster’

Precedent Images

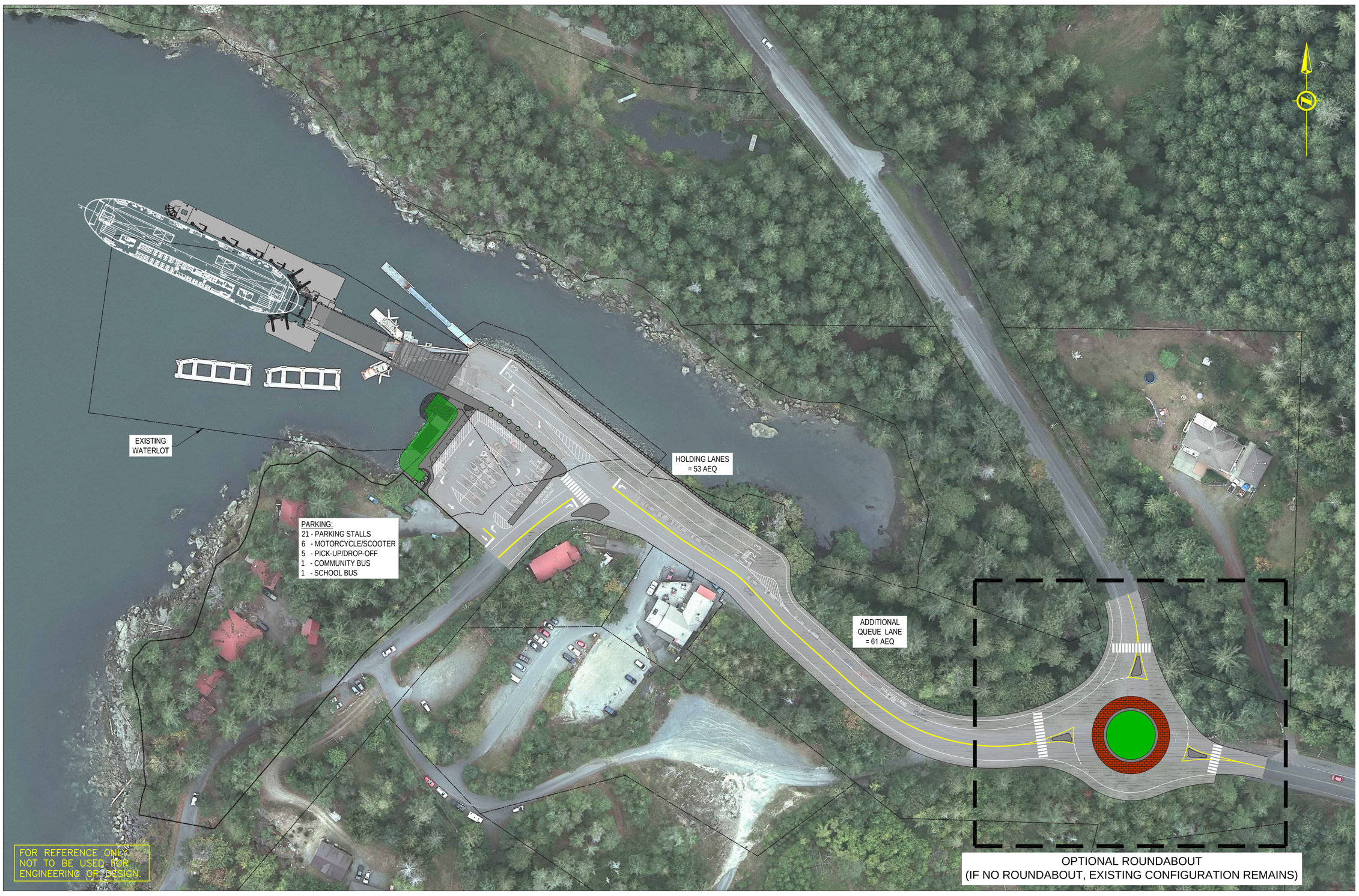
Bio-Swales



Custom Benches



Transportation and Utilities



Transportation

Currently, vehicle traffic for the ferry queues along the north side of North Road and the west side of Taylor Bay Road. Promoting safety and increasing vehicle capacity, the Terminal Development Plan aims to develop a dedicated holding compound for 53 vehicles, also upgraded holding lanes along North Road and Taylor Bay Road will provide an additional queue length of 61 vehicles. The overall system would be improved for safer access for vehicles, pedestrians and cyclists, with designated lanes, better signage, sidewalks, bike parking, marked crosswalks, designated bus parking, and more organized pick-up/drop off areas. In the long term, intersections will be improved including a roundabout proposed for the intersection of North Road with Taylor Bay Road.

Storm Drainage

Storm drainage from Taylor Bay Road and North Road are currently managed through roadside ditches, ultimately discharging into Descanso Bay. The proposed new stormwater system would be a combination of underground infrastructure, surface collection, conveyance components and green infrastructure. Where possible, infiltration areas and oil-grit separation will be included for peak attenuation and water quality control.

Sanitary Sewage

Sanitary sewage is currently collected on-site and pumped for off-site disposal. Three future options were identified: (1) in ground disposal using septic tanks and an absorption field; (2) a packaged water treatment system with marine discharge; and (3) a holding tank that is pumped to either BC Ferry vessel holding tanks or pumper truck, both for off-site treatment and disposal. Option 3 is preferred.

Potable Water

Potable water is currently provided to the ferry terminal by pipe from a private off-site well through a contract. Three future options have been identified to serve a new terminal building: (1) the preferred option is to continue to use the existing well—changes are required to licensing, etc.; (2) the same option, but with a different off-site well; and (3) a new well on-site.

BCFerries

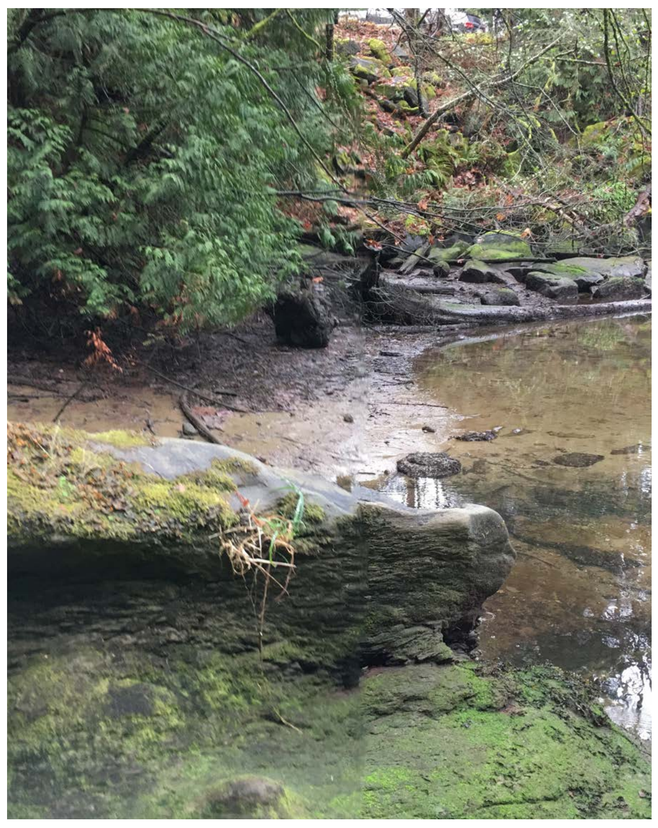
Environmental

In 2018, a biophysical site review was conducted by qualified environmental professionals (marine, terrestrial vegetation and wildlife biologists) to identify unique habitat types and species diversity around the upland and shoreline areas of the terminal. A biophysical inventory report is being prepared for the Islands Trust.

Key Biophysical Findings and Site Characteristics

Terrestrial Vegetation: The vegetation survey observed the area is predominantly secondary growth (50-100 years old), with at least one old growth Douglas Fir southeast of the project area.

Wildlife: The wildlife survey focused on birds. The survey took place in Fall 2018, which may have limited opportunities to observe a variety of species. There were wildlife sightings of bald eagle, great blue heron, and marine seabirds in the bay and offshore. This area is not suitable for marble murrelet nesting and there was no evidence of barn swallow or purple martin nests. Several signs of deer were found throughout the area.



Marine Biology: Shellfish (clams, cockles) and other burrowing invertebrates (lug worms) were found in the top layer of sediments in the bay. A small patch of eelgrass was observed in the northern portion of the bay outside the proposed terminal area. The lower sediments in the bay area were anoxic and did not support life. The intertidal areas support rockweed, red algae, invertebrates including barnacles. The terminal piles are colonized by anemones, small invertebrates and fish (shiner perch). The planned rip-rap wall in the bay will help support additional marine habitats..

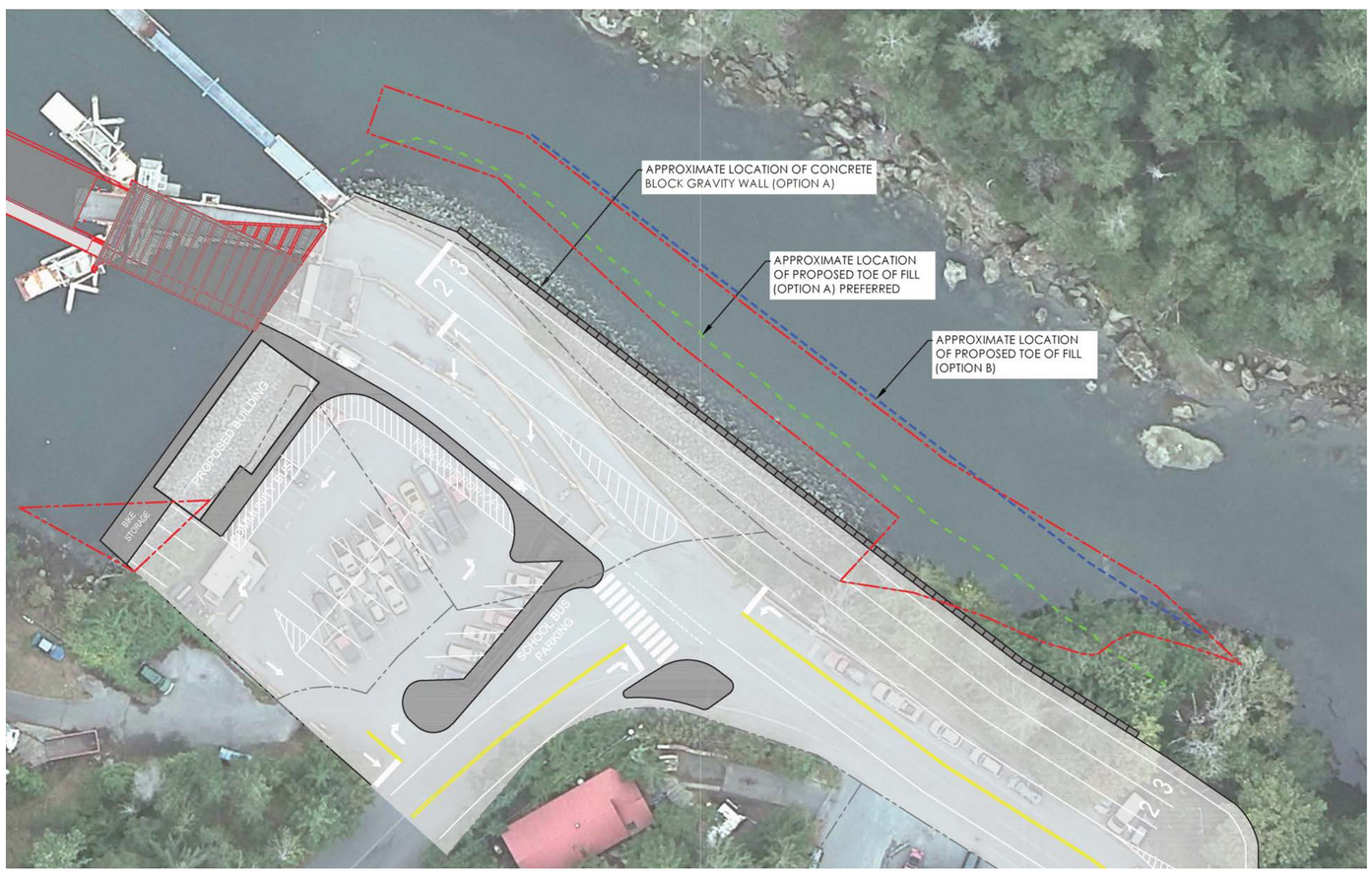
Invasive Species were found throughout the project area in relatively low densities, often alongside the roadway. The Japanese oyster, a marine invasive species, was also identified on site.

Geotechnical and Archaeology

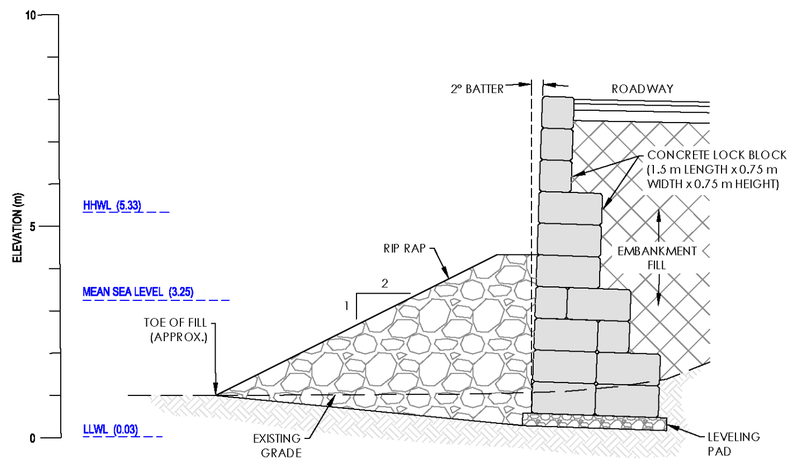
Geotechnical

Expansion of the queuing area will require some shoreline extension with associated fill placement. Two options have been considered from a conceptual design standpoint: (A) Concrete block wall with riprap stability berm and (B) Riprap revetment slope (similar to existing slope). Option B would extend further into the water, while Option A would be more expensive and more complicated to construct. Schematic sections and the extent of fill are shown below for each option. This is based on preliminary design that used inferred subsurface conditions and does not account for seismic loading. Actual limits of fill and structure/slope configurations will be further determined during detailed design.

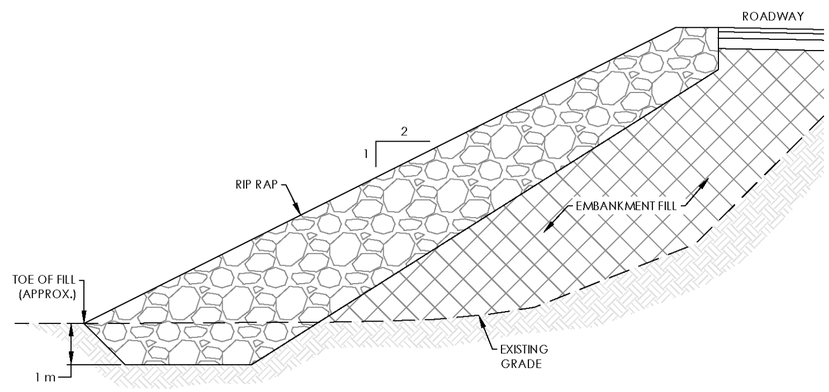
Site Plan Showing Proposed Slope Options



Schematic Conceptual Sections - Options A and B



OPTION A - CONCRETE BLOCK GRAVITY WALL (PREFERRED)
SCALE: 1:100



OPTION B - RIP RAP REVETMENT
SCALE: 1:100

NOTE:
ELEVATIONS TO BE DETERMINED IN DETAILED DESIGN.

SCALE IN METRES
0 1 2 3 4 5
1:100

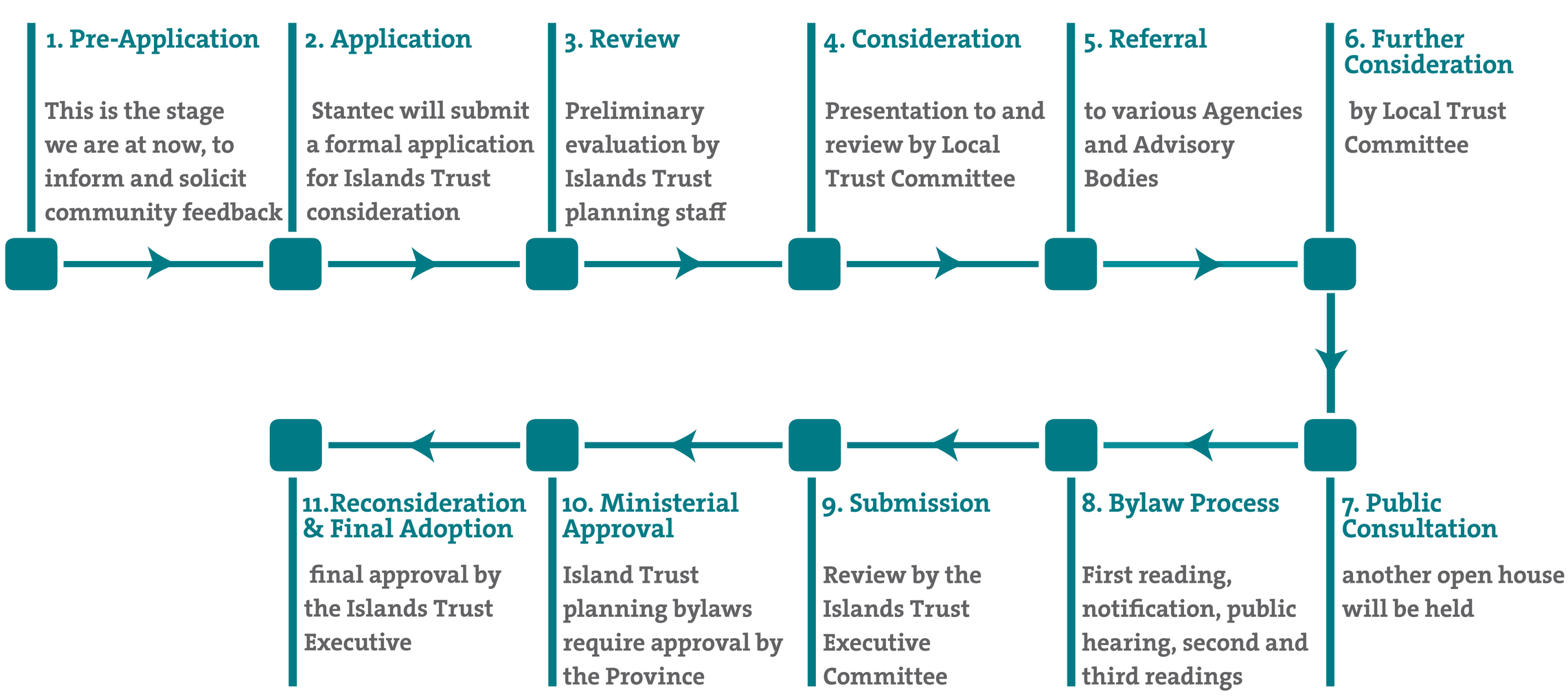
Archaeology

A recent archaeological review indicated that, since it is on a shoreline and there are several archeological sites in the surrounding area, the project area has potential for as yet undiscovered archaeological sites. A Heritage Conservation Act permit and archaeological impact assessment is recommended for locations where ground disturbance is proposed.

Planning Process

Process

The approval authority for the amendments to the Official Community Plan and Land Use Bylaw is the Islands Trust. Comments from this open house will be documented and submitted to the Islands Trust.



Timeframe

The Islands Trust has indicated that their process takes from 18 to 24 months.

THANK YOU FOR YOUR TIME AND INPUT

Please fill out a comment sheet and submit to a staff member before leaving.

Or you can email a PDF copy to quin.mackenzie@stantec.com by March 1st, 2019.

To view these panels and see more information on the Gabriola Terminal Development Plan please visit:

https://www.bcferries.com/about/publicconsultation2/terminal-development-planning/gabriola.html

BCFerries