



STAFF REPORT

DATE: March 5, 2020

FILE: 0540-04 EASC

TO: Chair and Directors
Electoral Areas Services Committee

FROM: Dave Leitch
Chief Administrative Officer

RE: **OCP AMENDMENT AND REZONING APPLICATION – BC FERRIES**

PLANNING FILE NO. 3350-20/CP 1C 19 and 3360-20/RZ 2C 19

ROLL NOS.: 772 16555.000 **PID Nos.:** 006-644-546
772 16556.000 006-644-651

APPLICANT: BC Ferries Ltd.

AGENT: John Steil, Stantec Consulting.

LAND DESCRIPTION: Part Lots 2 & 3, District Lot 8, Sayward District, Quadra Island. Plan 2122 except Plan 21279 and unsurveyed Crown foreshore or land covered by water being part of the bed of Quathiaski Cove, Sayward District, containing 1.2 hectares, more or less (Crown land file 1414994).

CIVIC ADDRESS: 733 Pidcock Road, Quathiaski Cove BC

OCP BYLAW: Bylaw 3050, "Quadra Island Official Community Plan Bylaw, 2007"

EXISTING DESIGNATIONS: Residential/Commercial (Lot 2) and Residential/Village Peripheral Residential (Lot 3)

PROPOSED DESIGNATION: Commercial (Lots 2 and 3, west of Pidcock Road)

ZONING BYLAW: Bylaw No. 1213 "Quadra Island Zoning Bylaw, 1990"

EXISTING ZONES: Commercial One (C-1)/Marine Industrial One (MI-1)/Access One (AC-1)

PROPOSED ZONE: Marine Commercial One (MC-1)

PURPOSE

To consider an application to re-designate and rezone a 1200 square metre portion of upland property and rezone a 1.1-hectare area of Crown foreshore to facilitate a ferry lay-by use.

POLICY ANALYSIS

Part 14 "Planning and Land Use Management" of the *Local Government Act (LGA)* addresses local governments' roles regarding official community plans and zoning bylaws, namely s.474 (Official Community Plans), s.479 (Zoning Bylaws) and ss.464 - 465 (Public Hearings on Bylaws).

EXECUTIVE SUMMARY

BC Ferries wishes to place a ferry lay-by berth over a 1.1-hectare area of foreshore fronting two parcels along Pidcock Road and use a 1200 square metre area of the upland for associated uses. The additional ferry berth will allow a proposed second 'Island Class' ferry serving the Quadra Island – Campbell River route to be kept overnight on the Quadra Island side. The proposal affects only the shoreline portion of Lots 2 and 3, approximately 1200 squares metres (0.3 acre) in area, to allow for parking for up to four vehicles and an electrical transformer building. The 1.1-hectare portion of foreshore will be used to accommodate a floating fender and wingwall to provide the berth for the second ferry, which will be accessed by pedestrian gangway only. The upland will include minimal infrastructure, namely a pedestrian gangway for crew and an electrical building. As the 1200 square metre upland area is designated Residential, a re-designation of this portion to Commercial is required to allow the proposed ferry-related uses. A rezoning of both the foreshore and 1200 square metre upland area to Marine Commercial One (MC-1) will be required to accommodate the proposed use.

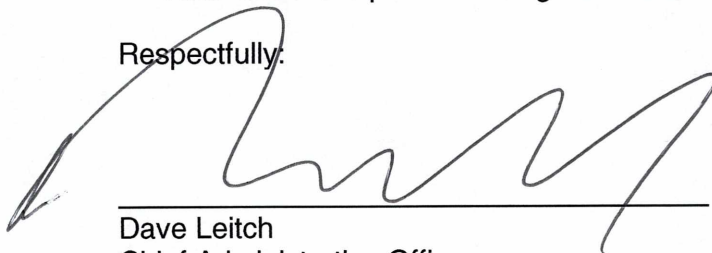
Currently, much of the foreshore area is zoned Marine Industrial One (MI-1), which allows such uses as boat building, fuel storage and sales. A rezoning to MC-1 will limit the number of uses permitted over the area and eliminate the potential for a number of more intrusive activities. Lighting and noise issues will be mitigated to ensure neighbouring residential areas are not impacted. Comments from government agencies include the need to follow best management practices for piling and dock construction, obtaining an access permit from MoTI and obtaining a heritage permit if development encroaches on archaeological site EaSh-86. Given the above considerations, it is recommended that support be given to the proposal to re-designate and rezone the subject areas by giving Bylaws 383 and 384 First and Second Reading and scheduling a public hearing.

RECOMMENDATIONS

1. THAT the report from the Chief Administrative Officer be received.
2. THAT Bylaw Nos. 383 and 384 be forwarded to the Board for first and second reading.
3. THAT the Committee recommend the Board authorize a public hearing to consider Bylaw Nos. 383 and 384;

AND THAT the public hearing be held at a time and place to be determined.

Respectfully:



Dave Leitch
Chief Administrative Officer

BACKGROUND

The purpose of this application is to consider split re-designating and rezoning 733 Pidcock Road and the adjoining parcel to the south, including rezoning the adjoining foreshore area, to permit a ferry lay-by berth and its associated uses for two new Island Class ferries that will be commissioned for service between Campbell River and Quathiaski Cove, Quadra Island. The selected site has been chosen for its suitability and proximity to the existing Quathiaski Cove ferry terminal. The berth will consist of a floating wingwall and fender and a gangway, as well as an electrical service building and small parking lot on the upland section of the properties, west of Pidcock Road.

AGENCY REFERRALS

The application was referred to a number of First Nations and agencies for their consideration. Comments received to date are summarized in the following table:

Agency	Comments
BC Assessment Authority	No response.
Fisheries and Oceans Canada	No response.
Environment Canada	No response.
Fire Department - Quadra Island:	No concerns.
FLNRORD – Environment	Best Management Practices must be followed with respect to piling and dock construction at this site.
FLNRORD - Archaeology	Heritage Permit required if land altering activities are proposed within protected archaeological site EaSh-86. Outside this site, a permit will be required if archaeological deposits are exposed.
FLNRORD – Land Tenures	No response.
MoTI	No parking permitted on Pidcock Road. Access permit required. No drainage to impact the public right-of-way.
Transport Canada	No concerns
First Nation	Comments
Cowichan Tribes	No response.
Homalco First Nation	No response.
Halalt First Nation	No response.
Klahoose First Nation	No response.
K'ómoks First Nation	No response.
Lake Cowichan First Nation	No response.
Lyackson First Nation	No response.
Penelakut Tribe	No response.
Stz'uminus First Nation	No response.
We Wai Kai Nation	No response.
Wei Wai Kum Nation	No response.

PLANNING ANALYSIS

The properties at 733 Pidcock Road are currently zoned Commercial One (C-1) and the foreshore fronting them is partly zoned Marine Industrial One (MI-1) and Access One (AC-1). As the applicants wish to use the foreshore and the shoreline portion of these properties as a ferry lay-by berth and associated uses, a rezoning of these areas to Marine Commercial One (MC-1), which permits such uses, is required. Currently, much of the foreshore area is zoned Marine Industrial One (MI-1), which allows such uses as boat building, fuel storage and sales.

As the shoreline portions of the properties are designated Residential, a re-designation to Commercial is required to allow the proposed ferry-related uses. This would affect approximately 1200 square metres of land (0.3 acre) between Pidcock Road and the foreshore, enough to provide for four parking spaces and an electrical transformer building. The balance of the 1.1-hectare site will accommodate a floating fender and wingwall, designed to accept a new 'Island Class' ferry when it is not being used to transport passengers. Infrastructure will be minimal, with access to the vessel being provided by a pedestrian gangway only.

Lighting and noise issues will be mitigated to ensure neighbouring residential areas are not impacted. Comments from government agencies include the need to follow best management practices for piling and dock construction, obtaining an access permit from MoTI and obtaining a heritage permit if development encroaches on archaeological site EaSh-86.

FINANCIAL IMPLICATIONS

Fees for the official community plan and rezoning application process have been applied in accordance with the Regional District's Planning Procedures and Fee Bylaw (Bylaw No. 5).

LEGAL IMPLICATIONS

This report and the recommendations contained herein are in compliance with the (LGA) and Regional District bylaws.

CITIZEN/PUBLIC RELATIONS IMPLICATIONS

Initial public consultation regarding the proposal has previously been conducted by BC Ferries. Additionally, should a recommendation of support be made for the application to proceed forward, public consultation will occur in the form of a public hearing, conducted in compliance with the requirements of ss.464 - 465 'Public Hearings', of the LGA, as required prior to consideration of final adoption of any proposed bylaw amendments.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

The planning department will be responsible for all aspects of the bylaw amendment process. Additionally, corporate services staff resources will be required during the public hearing process and the finalization of the adoption of the bylaws.

Submitted by:



Aniko Nelson
Senior Manager, Community Services

Prepared by: J. Neill, Planner

Attachments:

Bylaw Nos. 383 and 384

Open house consultation results



Location Map

Proposed OCP Amendment and Rezoning: Q-Cove Lay-by Berth

Applicant: John Steil, Stantec Consulting for British Columbia Ferry Services Inc.

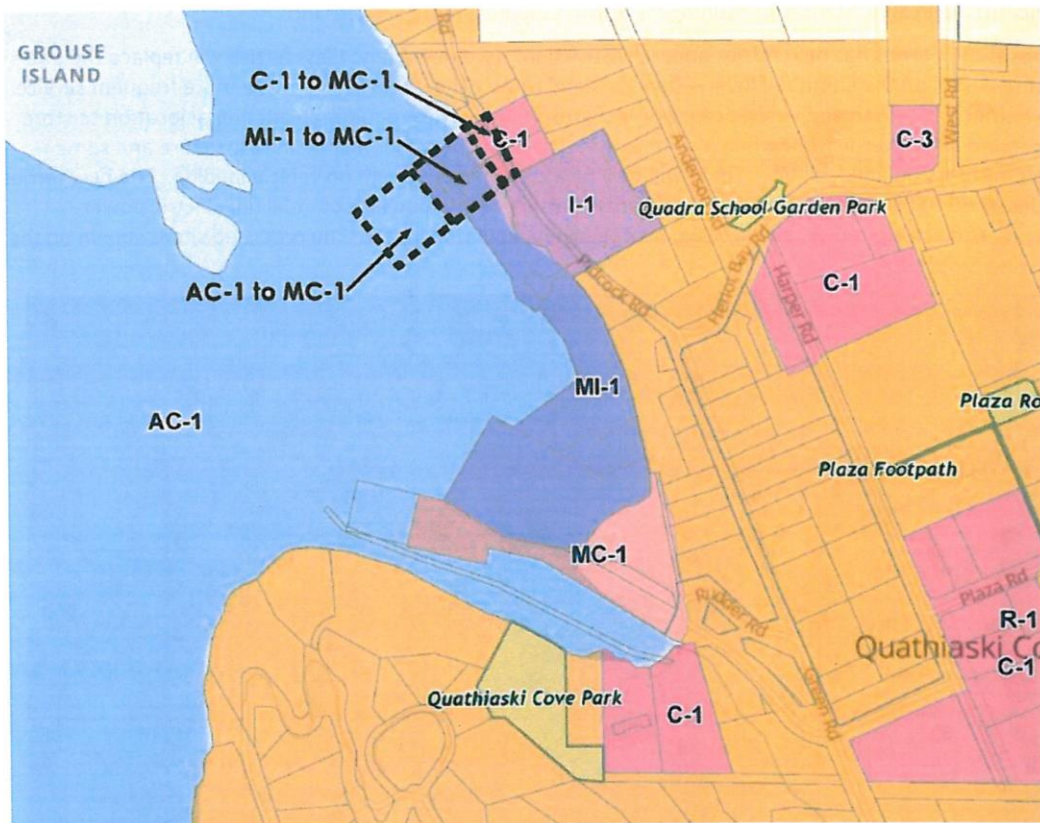
Purpose: BC Ferries has new ferries under construction. Two new Island Class ferries will replace the one existing vessel on the Campbell River—Quadra Island route. The intent is to provide more frequent service with higher pedestrian and vehicle capacity. As a result, BC Ferries requires an additional location to store the second ferry overnight or when it's not in use. There will be minor marine infrastructure and some supplementary upland facilities. There will only be a crew gangway with no vehicle loading. The new ferries are designed to higher environmental standards: battery-hybrid power, potential full electric power, reducing underwater noise, LED lighting, heat recovery, low friction, etc. The proposed site is shown on the following air photo.



Site: BC Ferries owns a property with an existing waterlot at 733 Pidcock Road in Quathiaski Cove, somewhat north of the existing ferry terminal. The existing site is split-zoned C-1 Commercial and MI-1 Marine Industrial. BC Ferries has also made application for a new water lot on an area currently zoned AC-1.

Proposed Rezoning: The following sketch plan shows the proposed area of the proposed amendment to Map 1 of the Quadra Island Zoning Bylaw No. 1213 from AC-1 to MC-1, MI-1 to MC-1, and C-1 to MC-1. Note that the area includes upland and an existing water lot, plus an additional water area that BC Ferries will be

obtaining from the provincial government. The upland area east of Pidcock Road will remain with its current C-1 zoning.



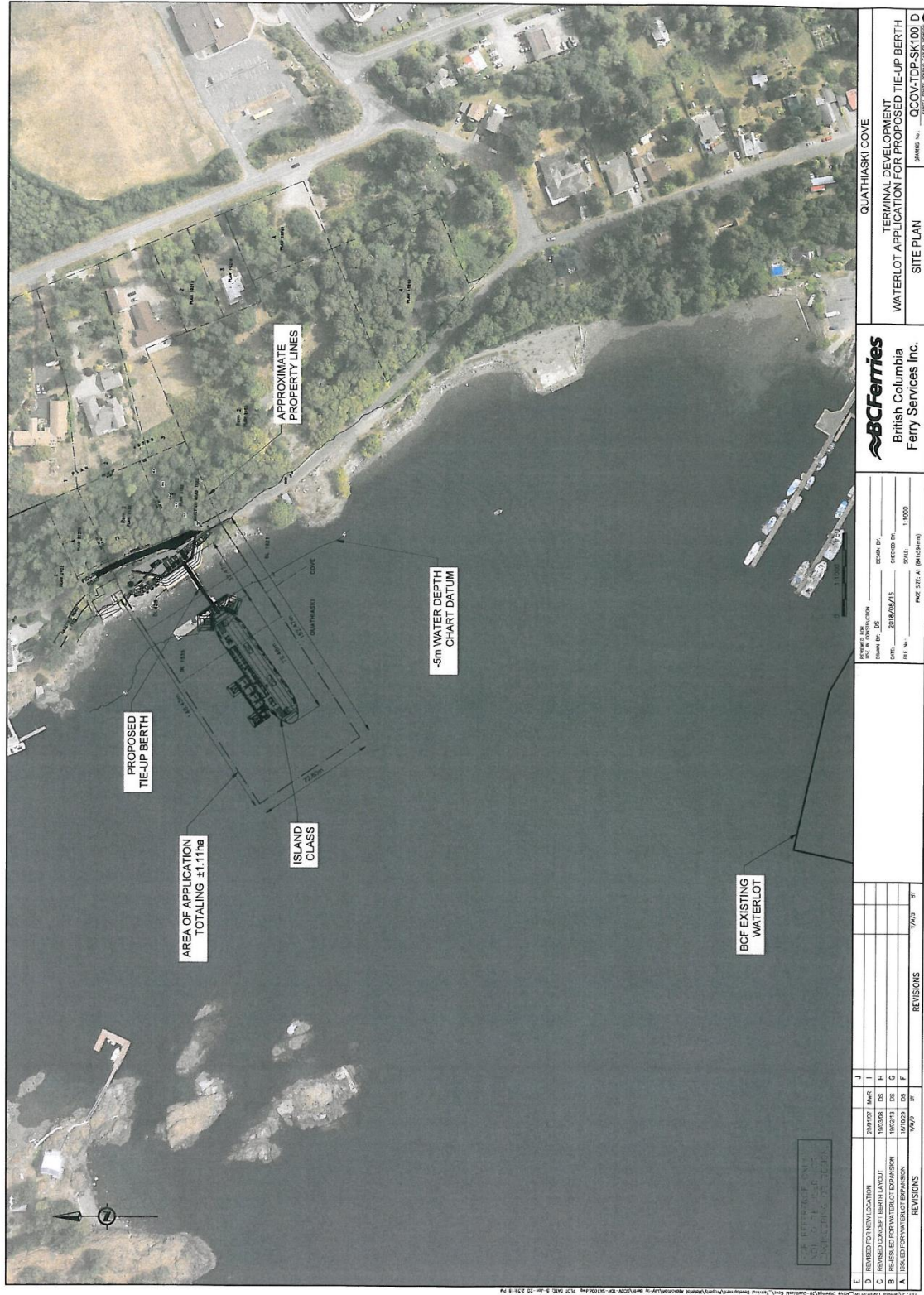
Proposed OCP Amendment: A text amendment to the Quadra Island Official Community Plan Bylaw No. 3050 is proposed. Given the nature of the OCP mapping, it is extremely difficult to attempt a mapping change at this scale. In addition, there is really no existing land use designation in the OCP that would be appropriate for the site. Therefore, we are proposing a site-specific text amendment to Section 3.1.3 (b) to allow for a lay by ferry berth in the water area and supporting uses on the upland area west of Pidcock Road.

Amend the Official Community Plan by adding a new section (v) to the Residential Policies section 3.1.3(b), which reads as follows: (v) *Notwithstanding the above, the areas west of Pidcock Road in Lot 2, Plan VIP2122, District Lot 8, Sayward Land District, except Plan 21279, Quadra Island and Lot 3, Plan VIP2122, District Lot 8, Sayward Land District, Quadra Island, including the adjacent water lots, may be used for a ferry lay-by berth and associated upland ferry related uses.*

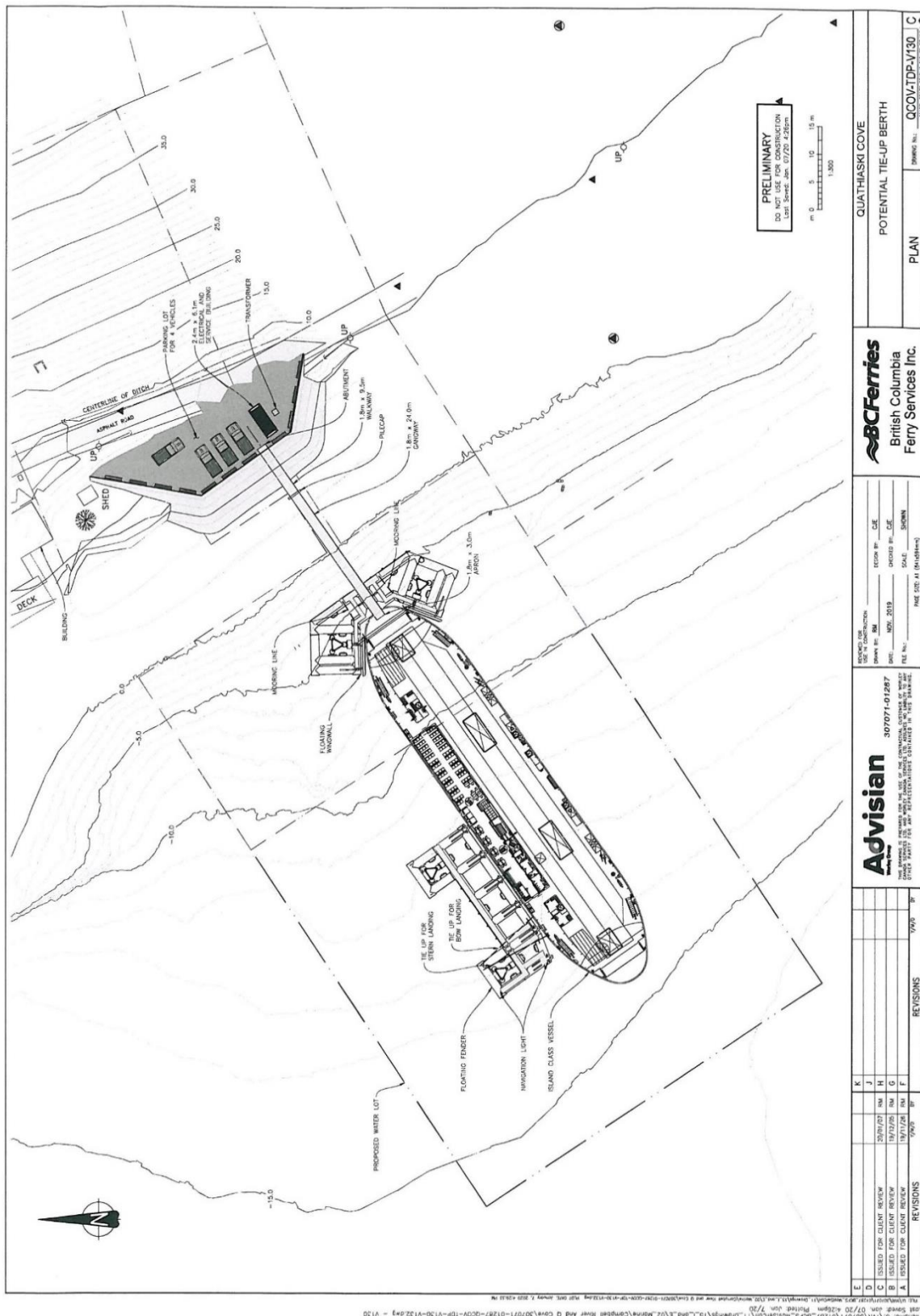
Other Studies: A Stage 1 Preliminary Site Investigation Report by SLR Consulting (Canada) Ltd. has been completed. This report recommended a Stage 2 PSI. 11. A Marine Habitat Survey has been completed by Aquaparian Environmental Consulting Ltd. It states that the new lay-by berth and its pile supports are not expected to create a direct impact to fish or fish habitat or overhead shading of the seabed, the installation of support piles may have the potential to impact abalone if appropriate environmental protection measures are not followed. An Archaeological Overview Assessment was completed by Stantec. It states the marine portion of the study area has low archaeological potential and no further work is recommended for this area. An archaeological impact assessment (AIA) should be conducted for the upland area prior to construction.

2: Stantec Consulting/January 27, 2020

Applicants' Statement



Site Plan



Site Plan - Detail

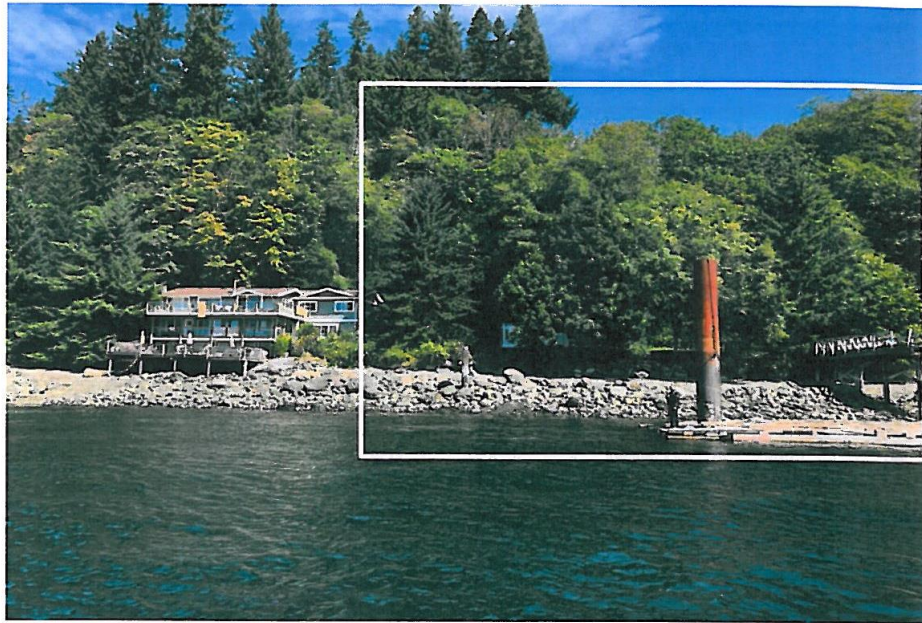


Photo 1: View of the site from the water with residential property north of the site [facing northeast]
August 16, 2019



Photo 2: View of the site separated by Pidcock Road [facing north].
August 16, 2019



SITE PHOTOGRAPHS

Stage 1 Preliminary Site Investigation
733 Pidcock Road & Foreshore Lease: DL1531
Quadra Island, BC

Project No: 202.01646.00000



Photo 3: Photo showing lower benched area (west of Pidcock Road) [facing north]
August 16, 2019

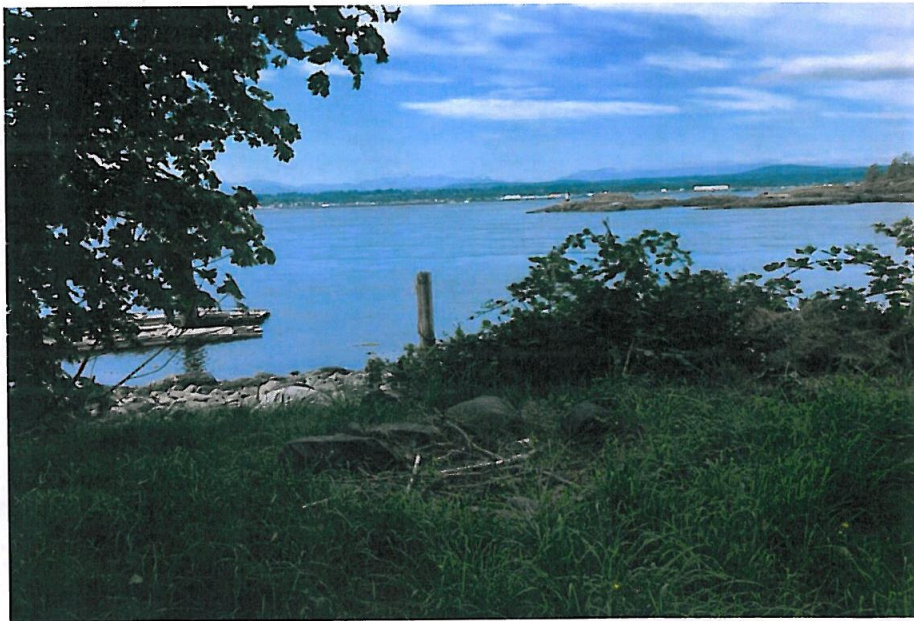


Photo 4: Photo of the burn-pit on the lower benched area [facing west]
August 16, 2019

	Stage 1 Preliminary Site Investigation 733 Pidcock Road & Foreshore Lease: DL1531 Quadra Island, BC
SITE PHOTOGRAPHS	Project No: 202.01646.00000

Site Photos

11.5**COMMERCIAL ONE (C-1)****11.5.1 PERMITTED USES**

- a) Restaurants, pubs, coffee shops;
- b) Business and professional offices;
- c) Retail stores;
- d) Bake shop;
- e) Barbershops, beauty salons and similar uses;
- f) Tailors, dressmakers, shoe repair and handicrafts;
- g) Dry-cleaning, laundromats;
- h) Theatres, bowling halls, and entertainment;
- i) Service stations, tire shops and similar uses;
- j) Building supply and retail centres; #1651
- k) Door, sash, cabinets, and similar cabinet making uses and sales;
- l) Single family residential use accessory to the principal commercial use;
- m) Accessory buildings and structures;
- n) Parking lot.

11.5.2 CONDITIONS OF USE#1651

- a) All permitted uses listed in Section 11.5.1(k), shall be contained entirely within an enclosed building to a maximum floor area of 200.0 square metres (2,152.85 square feet).
- b) More than one (1) commercial building may be located on a lot, subject to all other requirements of this zone and bylaw.

11.5.3 LOT AREA

The minimum lot area in the Commercial One (C-1) zone shall be 2000.0 square metres (0.494 acres).

11.5.4 SETBACKS

Except where otherwise specified in this bylaw:

- 1) Front yard shall be a minimum of 7.5 metres (24.6 feet) from a front lot line;
- 2) Rear yard shall be a minimum of 7.5 metres (24.6 feet) from a rear lot line;

*BYLAW No. 1213 • “QUADRA ISLAND ZONING BYLAW, 1990”**PAGE 39*

- 3) Side yard shall be required only where the adjacent property is zoned Residential, and shall be a minimum of 4.5 metres (14.76 feet) from the side lot line. Notwithstanding the above, where a separate residential dwelling is placed on a lot, the side yard minimum shall be 1.75 metres (5.74 feet) from the side lot line for that building only.

11.5.4 **LOT COVERAGE**

The maximum coverage of all buildings and structures on a lot shall be 50%.

END - C-1

11.22**MARINE INDUSTRIAL ONE (MI-1)****11.22.1 PERMITTED USES**

- a) Navigational aids;
- b) **Marina** facilities, wharves, piers, or floats as part of an industrial or warehouse operation;
- c) Boat **building** and repair;
- d) Fuel storage and sales.

11.22.2 CONDITIONS OF USE

All sewage discharge must comply with the requirements of the authority having jurisdiction.

11.22.3 LOT AREA

No minimum *site area* shall apply.

11.22.4 SETBACKS

No yard minimum shall apply.

END - MI-1

11.13**ACCESS ONE (AC-1)****11.13.1 PERMITTED USES**

- a) *Private* or *public* boat ramps or *private* or *public* wharves, excluding any such facilities that are offered for commercial gain;
- b) Navigational aids;
- c) *Public* recreation uses including *recreational shellfish gathering and harvesting*).

#1391

11.13.2 LOT AREA

No minimum *lot* area shall apply.

11.13.3 SETBACKS

No yard minimum shall apply.

END - AC-1

11.20**MARINE COMMERCIAL ONE (MC-1)****11.20.1 PERMITTED USES**

- a) Navigational aids;
- b) Retail sales;
- c) Ferry terminals.
- d) Public or commercial marina facilities.

#2865

11.20.2 PERMITTED ACCESSORY USES

- a) Boat ramps wharves;
- b) **Public** utility installations.

11.20.3 CONDITIONS OF USE

All sewage discharge must comply with the requirements of the authority having jurisdiction.

11.20.4 LOT AREA

No minimum *lot* area shall apply.

11.20.5 SETBACKS

No yard minimum shall apply.

END - MC-1



BYLAW NO. 383

A BYLAW TO AMEND THE OFFICIAL COMMUNITY PLAN FOR QUADRA ISLAND

WHEREAS the former Comox-Strathcona Regional District has, by Bylaw No. 3050, adopted an official community plan for part of Electoral Area 'C' (Quadra Island) pursuant to Part 14 of the *Local Government Act*;

AND WHEREAS a bylaw of the former Comox-Strathcona Regional District that regulates the use or development of land within the area comprising the Strathcona Regional District remains in force until amended or repealed;

AND WHEREAS the Regional Board wishes to amend the aforesaid Bylaw No. 3050 having due regard to the requirements of the *Local Government Act*;

NOW THEREFORE the Board of Directors of the Strathcona Regional District, in open meeting assembled, enacts as follows:

Amendments

1. Bylaw No. 3050, being Quadra Island Official Community Plan Bylaw 2007, is hereby amended as set out in Schedule 'A', attached to and forming part of this bylaw.

Citation

2. This bylaw may be cited for all purposes as Bylaw No. 383, being Quadra Island Official Community Plan Bylaw 2007, Amendment No. 14.

READ A FIRST TIME ON THE ____ DAY OF _____, 2020

READ A SECOND TIME ON THE ____ DAY OF _____ 2020

PUBLIC HEARING HELD ON THE ____ DAY OF _____, 2020

READ A THIRD TIME ON THE ____ DAY OF _____, 2020

RECONSIDERED, FINALLY PASSED AND ADOPTED ON THE ____ DAY OF _____, 2020

Chair

Corporate Officer

SCHEDULE 'A'**SECTION ONE MAP AMENDMENT**

The land use designation for land described as the areas west of Pidcock Road in Lots 2 and 3, Plan 2122, District Lot 8, Sayward Land District, except Plan 21279, Quadra Island on 'Schedule A-1' of Bylaw No. 3050, being Quadra Island Official Community Plan Bylaw 2007, is hereby amended from Residential to Commercial, as shown on the attached Appendix '1'.



Appendix '1'

Part of Schedule 'A' of Bylaw No.383, being Quadra Island Official Community Plan Bylaw 2007, Amendment No. 14
Amends 'Schedule A-1' of Bylaw No. 3050, being Quadra Island Official Community Plan Bylaw 2007.



BYLAW NO. 384

A BYLAW TO AMEND THE ZONING REGULATIONS APPLICABLE TO QUADRA ISLAND

WHEREAS the former Comox-Strathcona Regional District has, by Bylaw No. 1213, adopted zoning regulations for Quadra Island and vicinity pursuant to Part 14 of the *Local Government Act*;

AND WHEREAS a bylaw of the former Comox-Strathcona Regional District that regulates the use or development of land within the area comprising the Strathcona Regional District remains in force until amended or repealed;

AND WHEREAS the Regional Board wishes to amend the aforesaid Bylaw No. 1213 having due regard to the requirements of the *Local Government Act*;

NOW THEREFORE the Board of Directors of the Strathcona Regional District, in open meeting assembled, enacts as follows:

Amendments

1. Bylaw No. 1213, being Quadra Island Zoning Bylaw 1990, is hereby amended as set out in Schedule 'A', attached to and forming part of this bylaw.

Citation

2. This bylaw may be cited for all purposes as Bylaw No. 384, being Quadra Island Zoning Bylaw 1990, Amendment No. 132.

READ A FIRST TIME ON THE ____ DAY OF _____, 2020

READ A SECOND TIME ON THE ____ DAY OF _____, 2020

PUBLIC HEARING HELD ON THE ____ DAY OF _____, 2020

READ A THIRD TIME ON THE ____ DAY OF _____, 2020

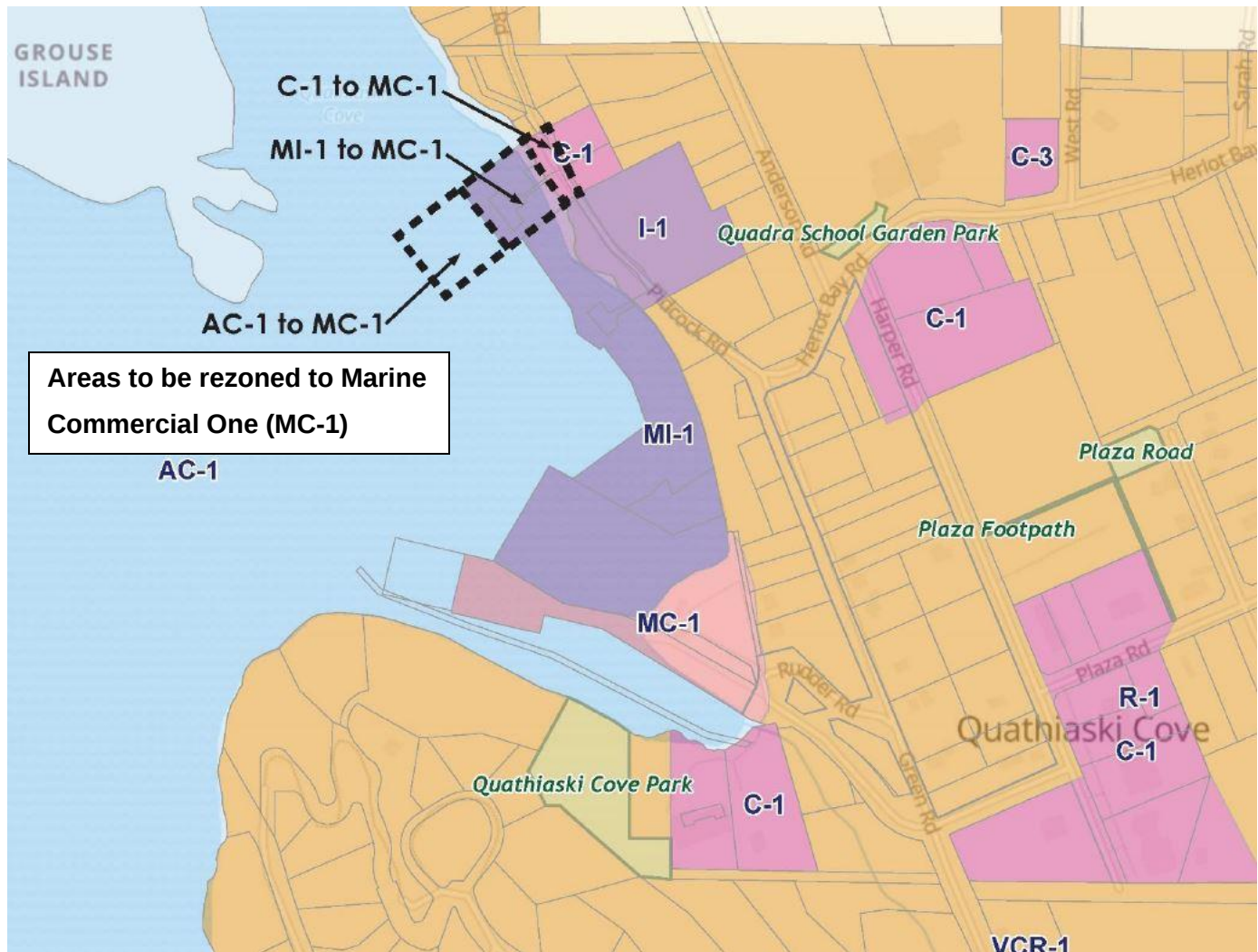
RECONSIDERED, FINALLY PASSED AND ADOPTED ON THE ____ DAY OF _____, 2020

Chair

Corporate Officer

SCHEDULE 'A'**SECTION ONE MAP AMENDMENT**

Land legally described as part Lots 2 & 3, District Lot 8, Sayward District, Quadra Island. Plan 2122 except Plan 21279 and unsurveyed Crown foreshore or land covered by water being part of the bed of Quathiaski Cove, Sayward District, containing 1.22 hectares, more or less, (Crown land file 1414994) as shown on 'Schedule A-1' of Bylaw No. 1213, being the 'Quadra Island Zoning Bylaw, 1990', is hereby amended from 'Commercial One' (C-1)/Marine Industrial One (MI-1)/Access One (AC-1) to Marine Commercial One (MC-1), as shown on the attached Appendix '1'.



Appendix '1'

Part of Schedule 'A' of Bylaw No. 384 being 'Quadra Island Zoning Bylaw, 1990, Amendment No. 132.'

Amends 'Map 1' of Bylaw No. 1213, being 'Quadra Island Zoning Bylaw, 1990.'

Quadra Island Public Information Session
For the Planned Work on the Ferry Route between Campbell River
and Quadra Island
February 11, 2020

Summary of Comments

Over 51 people attended during the three hour (4 pm to 7 pm) public information session on February 11, 2020 at the Quadra Island Community Center. The intent of the meeting was to introduce:

1. The new Island Class Vessels to be deployed to this ferry route,
2. The proposed new Lay-by Berth on Quadra Island to accommodate the new Island Class vessel and
3. The Campbell River Terminal Development Plan.

Format of the meeting was an informal drop in with a series of panels illustrating the proposals. BC Ferries representatives were Carrie McIntosh, Mitchell Jacobson, Jeffrey Li and Halyna Tataryn. The event was advertised in the local newspapers, on the BC Ferries website and at the terminal. Originally scheduled to take place on February 4, 2020, this event was cancelled and rescheduled for February 11th due to a large snow event.

Attendees were asked to complete a comment sheet and 33 forms were returned. Feedback was generally positive with 28 out of the 33 people who completed the survey, stating they were **Somewhat** or **Very supportive** of the Island Class Ferries on the route.

Both the verbal comments made at the information session and the written comments received are summarized below. Note that some comments to certain questions have been categorized in more appropriate summaries in the discussion below. There has been minor editing for clarity.

New Island Class Vessel Comments:

- Looking forward to improved service times.
- It gives us additional capacity. We need increased all weather ferry capacity. If this will do the job, it will be good.
- We need it now, not in 2022.

- About time. The lack of traffic projection, boat construction boils down to lack of vision from the government from Bennett's time.
- We're looking forward to the new, environmentally friendly ferries and are hopeful that full battery operations will come soon. Let us know if we can help w/Hydro?
- 2 ferries is the way to go – every 30 min busy times
- Interesting how well the ferries perform in the tides with only the 2 legs.
- Support anything to ease sailing waits, as usage will only continue to increase.
- Unsure it will sufficiently address summer line ups. A second vessel may be req'd at peak periods, but existing capacity still needs to be maintained.
- Appears to be more passenger/walk-on friendly.
- Standardize the boats to reduce inventory and operating costs so the travelling public gets a better rate. Talk to the public. They know things.
- Make sure handicapped washrooms have HIGH toilet seats.
- Can passengers stand outside or do they have to be in one of the approved lounges?
- Do not understand the fifi lounge – are the dogs crated? Or are they with the owner?
- I do not like that passengers sit bellow the vehicles on the 2nd deck. During storms that could cause anxiety to those seated, plus higher weight of vehicles may be a problem.
- The increased capacity will be out stripped by demand in 10 years or less. You should have ordered bigger ferries.
- Too bad as these boats are expensive and have to last many years, perhaps – 40 years, or more.
- The size of your new boats is too small, but they are already being built, too late to change now.
- With the rate of growth of tourism on Quadra and Cortez and the growth of new residents, is it going to be enough?
- Short sighted. With so much planning and lead time for final draft & build, these boats have to do for a long time. They need to be 75 car capacity.
- The new ferries are too small. Short sighted. With a short sailing time 2 boats make more sense than one, say - 150 car boat.
- Approximate timing of these changes?

Proposed New Tie-Up Berth Comments:

- It is a necessary component. Would one of the ferries be available for use in a night-time emergency?
- It's required for the service.
- It is necessary.
- I live on Pidcock and approve.
- I'm fine with the 2nd ferry and the tie-up for it.

- The video shown of the Island Class illustrated there will be very little wash.
- No issues with zoning or water lease.
- Be very nice to see the new Quadra Island 2nd ferry tie up put in by the summer of 2021, with a small ferry to help with ferry traffic.
- Some concern whether this is financially viable year round. The lay-by berth will be very expensive and I'm afraid we will be asked to cover the costs.
- I appreciate that lights will not be an issue to neighbours – this is extremely important.
- Handy it being tucked out of the way
- It would be awesome if we could create the lay-by berth in Campbell River, a much larger community, in a less residential area.
- Leary about the extra lighting.
- It will take away from the view of Q-Cove. However, this has been going on for 70+ years I've been around here and I guess it will carry on forever.
- The wave action from cruise ships during summer season/take that into consideration.
- Make sure you look at wave action from the cruise ships as it sits at dock in Q-Cove.
- Will the vessel be able to turn off all lighting onboard which are not required when in the lay-by berth and position the Island Class Vessel exhaust stacks seaward when at the terminal?
- On site parking, schedules, low level lighting, sufficient shore power to avoid noise.

Campbell River Terminal Development Plan comments:

- CR terminal Dev. Plan: make it safe for pedestrians to cross street. Currently very dangerous.
- Ensure safe exit and entrance for pedestrians and bikes.
- Unsure of bike storage and off board process for bikes.
- Looks good.
- Passenger walking against the light. Maybe a crossing gate like they have in England. NEEDS attention!!
- CR side-better crosswalk across via Tyee Plaza to the ticket terminal is required.
- The left turn from southbound on Highway 19A to the ticketing lot needs more work. The signals at the highway need to be moved to the near side of the highway.
- Safety of the foot passengers walking up to the new waiting building.
- The walk off across to the plaza. Drivers speeding to get the light before they unload.
- My concern is the Campbell River terminal-particularly the foot-passenger safety vis-à-vis vehicles exiting the ferry (i.e., crossing the street adjacent to the terminal). I have witnessed several near-accidents involving vehicles coming off the ferry nearly hitting

pedestrians, where the vehicle turns right into the Old island Highway. Please address this as much as you can in your planning! Thank You?

- No bathroom in the new waiting area.
- I understand these changes to the CR terminal will happen over the next 25 years. Perhaps a timeline for the next 2 years for now? Then 5 years?
- Fix up pedestrian walkway crossing highway. Lengthen 'Walk' timing significantly. Wait time to walk across needed by seniors, handicapped, etc.
- Washroom in passenger waiting room.
- Primary concern: pedestrian safety exiting ferry in CR. The four lane highway is extremely dangerous!
- Get'er done.

Other Comments/Suggestions:

- Thanks for doing this.
- I really like the drop by format rather than a formal presentation.
- Keep up the good work!
- Pamphlet of vessels should have been supplied so we could look at these later.
- Where is the (info) display of changes to Quadra Terminal? I assume there will need to be some changes made to accommodate on-coming traffic while off-loading is happening, due to congested intersection.
- Was the time convenient for you? YES 32 responses
- Was the venue convenient for you? YES 32 responses

Questionnaires summary

Question	Not at all	I have questions	Not sure	Some what	Very
1. How supportive are you of the introduction of the two new Island Class Ferries to your route?	1			5	23
2. How supportive are you of the new lay-by berth needed to support two-ship service on your route?			3	7	18
3. How helpful did you feel tonight's session was in understanding the changes planned for the Quadra Island – Campbell River route?				8	19





Attachments:

- A copy of the public notice is attached.
- A copy of the information panels is attached.
- A blank copy of the 2-sided comment sheet is attached