



PLANNING AND DEVELOPMENT COMMITTEE

Thursday, April 18, 2013
SCRD Board Room, 1975 Field Road, Sechelt, BC

AMENDED AGENDA

CALL TO ORDER 9:30 a.m.

AGENDA

1. Adoption of the Agenda

DELEGATION

2. Development Variance Permit 337.140 (Zanen) ANNEX A
pp 1 – 15
 - a. Wouter Zanen (applicant)
 - b. Nick Loenen (opposed)

Electoral Area A (Rural Planning Services)

REPORTS

3. Narrows Inlet Hydro Project Environmental Assessment: Draft Workplan Update ANNEX B
pp 16 – 24

(Regional Planning Services)
4. OCP Amendment 432.31 & Zoning Bylaw 337.103 (Bel Investments) ANNEX C
pp 25 – 35

⇒**ADD**
Electoral Area A (Rural Planning Services) ⇒**ADD pp 35a-b**
5. OCP Amendment 600.2 & Zoning Bylaw 310.138 (Penonzek) ANNEX D
pp 36 – 47

Electoral Area D (Rural Planning Services)
6. Development Variance Permit 310.172 (Kingsley) ANNEX E
pp 48 – 58

Electoral Areas B (Rural Planning Services)
7. Development Permit E-97 (Shazach Holdings Inc.) ANNEX F
pp 59 – 89

Electoral Area E (Rural Planning Services)
8. Highway 101 Music Festival Society ANNEX G
pp 90 – 102

Electoral Areas A (Rural Planning Services)
9. Dunham Road Ocean Access (Board Res. #145/13) Verbal Report

(Hillside)
10. Temporary Structures ANNEX H
pp 103 – 105

(Building Inspection)
11. Halfmoon Bay Smoke Control Bylaw ANNEX I
pp 106 – 113

(Bylaw Enforcement)
12. Building Department Revenues for March, 2013 ANNEX J
pp 114 – 118

(Building Inspection)
13. Planning and Development Monthly Report for March, 2013 ANNEX K
pp 119 – 127

(Regional/Rural Planning Services)

- | | | |
|-----|---|-------------------------|
| 14. | Agricultural Advisory Committee Minutes of March 26, 2013
(Regional Planning Services) | ANNEX L
pp 128 – 132 |
| 15. | Natural Resource Advisory Committee of March 27, 2013
(Regional Planning Services) | ANNEX M
pp 133 – 135 |
| 16. | Egmont/Pender Harbour (Area A) APC Minutes of March 27, 2013
Electoral Area A (Rural Planning Services) | ANNEX N
pp 136 – 138 |
| 17. | Halfmoon Bay (Area B) APC Minutes of March 26, 2013
Electoral Area B (Rural Planning Services) | ANNEX O
pp 139 – 141 |
| 18. | Roberts Creek (Area D) APC Minutes of March 25, 2013
Electoral Area D (Rural Planning Services) | ANNEX P
pp 142 – 144 |
| 19. | Elphinstone (Area E) APC Minutes of March 27, 2013
Electoral Area E (Rural Planning Services) | ANNEX Q
pp 145 – 148 |
| 20. | West Howe Sound (Area F) APC Minutes of March 26, 2013
Electoral Area F (Rural Planning Services) | ANNEX R
pp 149 – 152 |

COMMUNICATIONS

- | | | |
|-----|---|-------------------------|
| 21. | <u>Don Peterson, President Freshwater Fisheries Society of BC</u> , dated March 18, 2013
Re: Freshwater Angling and the BC Economy | ANNEX S
pp 153 |
| 22. | <u>Sheila Malcolmson, Chair, Islands Trust Council</u> , dated March 25, 2013
Re: Derelict and Abandoned Vessels | ANNEX T
pp 154 – 155 |
| 23. | <u>Nicolas Simons, MLA</u> , dated March 14, 2013
Re: Support for Comprehensive Management Plan | ANNEX U
pp 156 – 157 |
| 24. | <u>AVICC Information:</u>
1. BC Needs a Forest Vision
2. Population Projection Project | ANNEX V
pp 158 – 162 |

REPORTS

- | | | |
|-----|--|---|
| 25. | RCMP Policing Priorities 2013/2014
(Community Services) | ANNEX W
pp 163 – 164 |
| 26. | ⇒ ADD
District of Sechelt Proposal for Changes to Cowrie Street
(Transportation) | ⇒ ADD
ANNEX X
pp 165 – 170 |

IN CAMERA

The public be excluded from attendance at the meeting in accordance with the *Community Charter*, Section 90 (1) “(a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality;” are to be discussed.

ADJOURNMENT

SCRD STAFF REPORT

DATE: April 12, 2013
TO: Planning and Development Committee – April 18, 2013
FROM: Brian Sagman, Manager of Transportation and Facilities
RE: District of Sechelt Proposal for Changes to Cowrie Street

RECOMMENDATION(S)

THAT the Manager of Transportation and Facilities’ report titled “District of Sechelt Proposal for Changes to Cowrie Street” be received;

The objective of this report is to review the proposal by the District of Sechelt to convert Cowrie Street to a westbound one-way corridor with angled parking specifically in terms of impacts on the transit system.

BACKGROUND

The District of Sechelt has been reviewing the proposal to convert Cowrie Street to one-way operation with angled parking since 2012. However the SCRD was not involved until April 3, 2013 when staff received notification of the proposal and asked to submit comments by April 19, 2013. Council has directed district staff to implement the changes to Cowrie Street on May 17, 2013.

DISCUSSION

The proposed changes to Cowrie Street are based an objective to increase parking to generate additional retail activity in the downtown core. The transit system currently operates all of its four routes on Cowrie between Ocean Avenue and Trail Avenue with our main terminus on Cowrie outside the Trail Bay Mall. Most of the transit service operates from Trail Bay Mall via Cowrie to Wharf Road. We do not operate westbound on Cowrie. With the existing schedule the transit system operates a total of 57 trips via Cowrie Street Monday to Thursday. Nine of these trips leave Trail Bay Mall via Trail Avenue to the Shores area and 49 operate via Cowrie to Wharf.

There is a bus stop at the west end of Cowrie near Ocean Avenue that is for drop-offs only that provides direct access to Trail Bay Mall and convenient access to the District Hall, Library and Sechelt Aquatic Centre. Stops for pick-up are at the intersection of Cowrie and Trial and at Cowrie and Inlet. We have three glass shelters along this corridor, a large shelter and a small shelter at the Cowrie/Trail pick-up and a small shelter at the Cowrie/Inlet stop.

Based on the information received to date the concerns staff have identified are related to the safety of bus operations, inconsistency with the “We Envision” document, impacts on the schedule, layover locations and costs related to infrastructure.

Our specific concerns are as follows:

Safety

- The design incorporates angled parking on a major arterial which we view as inconsistent with current road design best practices due to the safety impacts of vehicles backing into active travel lanes. This is specifically an issue for buses that can look like billboards in someone's rear mirror which increases the likelihood of a vehicle backing into the side of a bus.
- We see safety issues with installation of bus stop/layover locations on Cowrie at Trail as proposed because a bus at that location would block the site line of a vehicle exiting the adjacent driveway. This issue applies throughout the Cowrie Street corridor on the north side where there are numerous driveway entrances.

Sustainability

- The proposal is focused on providing additional parking in the downtown core that will promote car travel in conflict with the "We Envision" document and its goals to promote alternative forms of sustainable transportation to reduce greenhouse gas emissions.

Schedule Impacts

- The SCRDC has not been provided a professional analysis of the traffic impacts of this proposal.
- The use of Cowrie Street would require that buses make a left hand turn at Highway #101 and Wharf. Although there is an advanced left turn signal we anticipate periodic delays to get through the intersection that we do not experience on the existing route via Dolphin.
- We anticipate that due to the concentration of parking on one side of Cowrie and an increase in traffic our buses will be delayed moving along that corridor. We are limited in our ability to increase service hours due to the constraints of our agreement with BC Transit. In most cases an increase in hours to accommodate service or schedule changes would have to be off-set by reductions elsewhere.
- Delivery vehicles on Cowrie often park in the travel lane so would continue to cause significant impacts on traffic under this proposal.

Infrastructure

- The proposal would require that we remove two small and one large glass shelter from Cowrie Street which would be at considerable cost. Note that the shelter at the Pharmasave was only put in place last year.
- The proposal contemplates that one shelter would be located on the north side of Cowrie at Trail where it appears that it would encroach on private property. Other locations for shelters have not been identified but would require adequate area for installation of concrete slabs to support the shelters.
- The plan does not provide for layover locations where transfers can occur between the Langdale bus and the West Sechelt, Sechelt Arena and Halfmoon Bay buses.
- We often have two low floor buses and a local bus that require enough space for independent arrivals and departures that is not provided for in this plan.

Based on the concerns and issues identified above, staff have recommended that the District of Sechelt delay the proposed implementation until September 2013 to allow time to fully evaluate the impacts (see attachment). This recommendation is consistent with the feedback that was provided by BC Transit (attached).

**SUNSHINE COAST
REGIONAL DISTRICT**

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April 16, 2013

District of Sechelt
P.O. Box 129
Sechelt, B.C.
V0N 3A0

Attention: Mr. Ray Parfitt
Director of Development Services

Dear Mr. Parfitt:

Re: *Proposed Changes to Cowrie Street*

This letter is in response to the District of Sechelt plan to implement changes to Cowrie Street including one-way operation from Wharf to Ocean Avenue with angled parking. The SCRD was given information concerning this proposal on April 3, 2013 and asked to comment by April 19, 2013 in anticipation of a May 17, 2013 implementation.

The SCRD's interest in this proposal stems from the responsibilities for the planning, scheduling and operation of transit service which is a key component of the regional transportation system. In addition the SCRD's "We Envision" document provides a framework to move towards a more sustainable future that in part seeks to reduce greenhouse gas emissions.

We would like to note a concern that the timeline for stakeholder responses and the implementation date does not provide sufficient time for the SCRD to develop a comprehensive response and for the District to consider that feedback. These general concerns are echoed by BC Transit.

Specifically, we have the following concerns based on the information provided to date:

Safety

- The design incorporates angled parking on a major arterial which we view as inconsistent with current road design best practices due to the safety impacts of vehicles backing into active travel lanes. This is specifically an issue for buses that can look like billboards in someone's rear mirror which increases the likelihood of a vehicle backing into the side of a bus.
- We see safety issues with installation of bus stop/layover locations on Cowrie at Trail as proposed because a bus at that location would block the site line of a vehicle exiting the adjacent driveway. This issue applies throughout the Cowrie Street corridor on the north side where there are numerous driveway entrances.



ELECTORAL AREAS: A/ Egmont, Pender Harbour B/ Halfmoon Bay D/ Roberts Creek E/ Elphinstone F/ West Howe Sound
MUNICIPALITIES: District of Sechelt / Sechelt Indian Government District / Town of Gibsons

Sustainability

- The proposal is focused on providing additional parking in the downtown core that will promote car travel in conflict with the "We Envision" document and its goals to promote alternative forms of sustainable transportation to reduce greenhouse gas emissions.

Schedule Impacts

- The SCR D has not been provided a professional analysis of the traffic impacts of this proposal.
- The use of Cowrie Street would require that buses make a left hand turn at Highway #101 and Wharf. Although there is an advanced left turn signal we anticipate periodic delays to get through the intersection that we do not experience on the existing route via Dolphin.
- We anticipate that due to the concentration of parking on one side of Cowrie and an increase in traffic the buses will be delayed moving along that corridor. We are limited in our ability to increase service hours due to the constraints of the agreement with BC Transit. In most cases an increase in hours to accommodate service or schedule changes would have to be off-set by reductions elsewhere.
- Delivery vehicles on Cowrie often park in the travel lane so would continue to cause significant impacts on traffic under this proposal.

Infrastructure

- The proposal would require that we remove two small and one large glass shelter from Cowrie Street which would be at considerable cost. Note that the shelter at the Pharmasave was only put in place last year.
- The proposal contemplates that one shelter would be located on the north side of Cowrie at Trail where it appears that it would encroach on private property. Other locations for shelters have not been identified but would require adequate area for installation of concrete slabs to support the shelters.
- The plan does not provide for layover locations where transfers can occur between the Langdale bus and the West Sechelt, Sechelt Arena and Halfmoon Bay buses.
- We often have two low floor buses and a local bus that require enough space for independent arrivals and departures that is not provided for in this plan.

The list of issues and concerns outlined above is based upon our current information concerning this project and the lack of any comprehensive traffic analysis. When that information is forthcoming we may have additional comments. Some of these concerns are also reiterated in BC Transit's response to the proposed development.

On the basis of the above concerns and issues, I request that you delay the planned implementation until September to allow for all stakeholders to have the opportunity to fully evaluate the proposal.

Yours truly,

SUNSHINE COAST REGIONAL DISTRICT



Brian Sagman
Manager of Transportation and Facilities

cc: J. France, SCRD
B. Shoji, SCRD

/bks

Development Referral Response

April 11, 2013

Development Location: Cowrie Street, Sechelt
Local Government: District of Sechelt
Transit System: Sunshine Coast Transit System

Background

On April 4, 2013 BC Transit received information from the Sunshine Coast Regional District (SCRD) regarding the District of Sechelt proposal to initiate a west bound one way traffic system on Cowrie Street, effective May 17, 2013. This followed approval by the District of Sechelt Council of recommendations No. 6, 7, 9, 10 and 11 (Downtown Transportation Options File No. 6930-20 2012) in the Regular Council Meeting Agenda on April 3, 2013.

The comments outlined in this response are based upon the information provided within the Downtown Transportation Options report presented to the District of Sechelt Committee of the Whole Meeting March 27, 2013 and the associated Cowrie Street Concept 4 Map pages 1-3.

The Proposed Site

- Is currently served by all four Sunshine Coast transit routes one way in an easterly direction on Cowrie Street.
- Serves as the primary timing point and exchange point for all four transit routes at bus stops located on Cowrie Street between Ocean Avenue and Trail Avenue.
- Includes a bus stop zone on the south side of Cowrie Street between Ocean Avenue and Trail Avenue with one small and one large bus shelter and associated seating, signs and litter bin. These stops are located adjacent to the Trail Bay Centre entrance and pedestrian walkway between the entranceway and bus shelter. This zone also provides a layover location for buses to park whilst providing for transfers between Route 1: Langdale-Gibsons/Sechelt and Route 2: West Sechelt, Route 3: Sechelt Arena and Route 4: Halfmoon Bay.
- Includes an additional small bus shelter located by Pharmasave on the south side of Cowrie Street between Inlet Avenue and Wharf Avenue, installed 2012.
- A Transit Future Plan is currently in development for the Sunshine Coast, due to be completed in late fall 2013. The second phase of engagement is underway and includes a draft transit future network that highlights Cowrie Street as a key destination and transfer point for many of the future transit routes. The benefits of this location relate to the position within the downtown core with close proximity to shopping, library, recreation centre and municipal hall. Further, this location has direct access to the Trail Bay Centre entrance and associated shops and facilities without a requirement for passengers to cross roadways upon disembarking the bus.

Changes Approved/Proposed by the District of Sechelt Include:

- Conversion to one-way westbound traffic on Cowrie Street between Wharf Avenue and Ocean Avenue in a temporary manner with requirement for feedback on the changes to be collected and evaluated by the end of October, 2013. This change would result in a traffic direction that is opposite to the current, well established transit service.

- The provision of front-in, back-out angled parking on the south side of Cowrie Street between Wharf Avenue and Ocean Avenue. The removal of parallel parking on the north side of Cowrie Street between Wharf Avenue and Ocean Avenue. This will result in a significant overall increase in parking spaces.

Potential Impact

- Whilst BC Transit is supportive of sidewalk improvements that encourage walkability and accessibility to public transit, the increase in the number of free downtown parking spaces is a deterrent to transit. As such, this is not in alignment with the draft vision, goals and targets of the Sunshine Coast Transit Future plan as based upon local community policies and plans.
- The creation of additional parking spaces that are front-in, back-out angled parking would result in vehicles backing into a major transit laneway, which could result in delays to the schedule and potential traffic conflict issues.
- Conversion to one-way westbound traffic on Cowrie Street could result in Cowrie Street being unsuitable as the main Sechelt transit route and transfer exchange without other infrastructure investments. This is due a variety of factors that limit the design options suitable for continuing to serve Cowrie Street with the existing transit routes, including no left hand turn from Wharf Avenue going northbound to Cowrie Street, no traffic signals/lights or leading left turn at Teredo St and Trail Avenue, limited turning radius on Dolphin Street and Inlet Avenue and no four way junction or priority on Dolphin Street to make a left turn onto Trail Avenue. This will require additional analysis to explore alternative routes and a preferred option. There is a preference for all major transit routes and transfer points to be located in key corridors and development nodes. As such, the approved changes on Cowrie Street could result in a less suitable location for transit provision and transfers.
- The approved changes will require transit routes to be re-designed, which may result in longer travel running times, resulting in higher operational costs for the same level of service. Increasing travel times and/or the walk distance to major destinations could negatively impact ridership and resulting revenue. Transit routes and schedule will need to be reviewed and any changes would require advertising and public notification. The approved implementation date, May 17, provides limited time to complete this work. Typical seasonal changes require approximately 12 weeks for similar work to be completed to the transit schedule.
- There would be capital infrastructure requirements and costs associated with the approved changes including the removal and relocation of two small and one large glass bus shelters, any associated land requirements and roadway changes. Additional infrastructure improvements may also be required or recommended depending upon the re-designed bus routes. For example, these could include roadway and curb improvements, parking space(s) removal, traffic signals/lights etc. Further analysis and design is required to determine suitable transit options and associated infrastructure requirements and costs.

BC Transit Level of Support & Recommendation

- BC Transit requests that the implementation of the approved changes to Cowrie Street be delayed until the implications of these changes to the transit system can be analyzed and costed and that the transit analysis developed be used to inform the final recommended option.
- It is requested that additional engagement be conducted with BC Transit, SCR D Transportation department, MOTI and other key stakeholders, in order to thoroughly and collaboratively explore the impact of all options for traffic changes on Cowrie Street prior to approval and implementation of a preferred option.
- Should the proposed changes to Cowrie Street, as approved by the District of Sechelt, continue to be pursued, BC Transit requests that their implementation be delayed until September 2013 in order to complete transit route re-design, amend schedules and notify the public of transit changes prior to their implementation.

Thank you for the opportunity to submit comments on the Council approved changes to Cowrie Street. Given the immediate work requirements and time restrictions associated with the May 17 implementation date, I would be grateful if you would contact me with an indication of the potential for this date to be deferred for either further analysis or to enable transit schedules to be amended and publicized.

Rebecca Newlove

Senior Transit Planner

BC Transit Strategic Planning

Email: Rebecca_newlove@bctransit.com Phone: 250-995-5669