

ADJOURNMENT



NEW BRIGHTON DOCK, GAMBIER ISLAND

Structure	<ul style="list-style-type: none"> • 110m drive-on pier structure • 2 attached floats with approximately 22 small boat births • 6.7 m depth at low tide at end of pier • Originally built in about 1917 to service steamships • Lit Pier structure but no electricity or water to floats • Not supported by any ongoing revenue streams or local taxation • Costs approximately \$110,000 (2018 estimate) per year to maintain and insure as stated by Squamish Nation Marine Group
BC Ferries Water Taxi	<ul style="list-style-type: none"> • The Stormaway, operated by Kona Winds is contracted to BC Ferries to service New Brighton Dock 10 times a day. • New Brighton is the only Gambier dock facility serviced by BC Ferries • Approximately 35,000 people trips per year embark and disembark from this point. By far the busiest of the island docks in Howe Sound/Atl'ka7tsem apart from Snug Cove on Bowen Island. • The only all-season sheltered dock on the Southwest Peninsula.
Ownership	<ul style="list-style-type: none"> • The New Brighton dock was divested from the Federal Govt in 2013 to the Skwxwú7mesh Uxwumixw. The agreement was for five years and came with financial support for maintenance for that term. The agreement to maintain it as a public facility was extended and then completed as of November 2019. • It is currently managed by the Squamish Nation Marine Group (SNMG) under the Nch'ka7 Development Corporation. • Feb 2019 the Skwxwú7mesh Uxwumixw Council determined it is in the best interest of their membership to look for alternate management of the New Brighton Dock. • The provincial water tenure lease that would be transferred with the New Brighton Dock is still with the province. Application for it's transfer to the SNMG under its current designation for "Community Institutional" is in process as of November 2020. CL File: 2412377 • The SNMG have also applied for a crownland lease of an adjacent barge ramp CL File: 2412551

History of Divestiture	<p>In 2000 - 2003, nine docks in the lower Howe Sound/Sunshine Coast area were offered for divestiture by the federal government under their facility divestiture strategy. The Sunshine Coast Regional District agreed to take over the port facilities. The New Brighton Dock stayed as a federal structure due to its importance as a “remote access dock”. The federal government also proposed divestiture of the New Brighton Dock in 2003 but withdrew the option seeing no interest and push back from the community.</p> <p>In 2012 the Transport Canada again put New Brighton out for divestiture. The Regional District was considering options to take responsibility for the facility when Transport Canada announced an agreement with the Skwxwú7mesh Uxwumixw to take on ownership of the facility as per the federal policy with Rights and Title and First Nations – Nov 2013.</p>

The community that the New Brighton facility serves

Population of the south west peninsula	<ul style="list-style-type: none"> • Approximately 150 full-time residents including children • 300+ recreational property owners • About 330 occupied lots <p>The full-time working population primarily commutes off-island for work, school, medical and shopping needs exclusively using the New Brighton dock facility. The community has grown up over a century based on the reliable, year-round access provided by New Brighton Dock to the mainland. The island saw a 74% increase in population in the last census (2021)</p>
Infrastructure and Services to the Southwest Peninsula	<ul style="list-style-type: none"> • The Southwest Peninsula comprises of three “communities” clustered around the New Brighton, Gambier Harbour and West Bay docks. They are connected by roads - the only part of Gambier Island with a connective road structure. These roads do not extend beyond the peninsula. • There are no schools, shops, or medical services on the island. • This part of the island is serviced by hydro, land lines as well as limited cell service and internet access. • The Southwest Peninsula is scheduled to be connected by the new Connect BC remote community fibre optic project by the end of 2023
Other docks in the South West Peninsula	<p>Gambier Harbour and West Bay also serve the southwest peninsula area and are managed by the Sunshine Coast Regional District.</p> <ul style="list-style-type: none"> • West Bay dock with it's narrow 220m pier is not accessible by vehicle and has a very small float which is regularly unusable in winter due to its exposed location. • Gambier Harbour is well used as a recreational facility, but is a seasonal dock and not reliably accessible in the winter. There is no longer an extended float accessible to the Stormaway as it

	<p>was consistently damaged in winter storms . There is no room for parking in the upland area.</p> <p>Ongoing management of these facilities, as well as the other island docks, is of ongoing concern by the SCRD due to rising maintenance costs.</p>
Governance	<ul style="list-style-type: none"> • Chá7elkwnech (Gambier Island) is within the Skwxwú7mesh Temíxw and is considered a Candidate Area. • Services are provided by the Sunshine Coast Regional District as part of Area F West Howe Sound. • Planning is within the jurisdiction of the Gambier Island Local Trust Committee, Islands Trust. • Provincial Area – Powell River-Sunshine Coast • Federal Area - West Vancouver-Sunshine Coast-Sea to Sky • Within the Atl’Ka7tsem Howe Sound Biopshere Region (non-regulatory)

SUNSHINE COAST REGIONAL DISTRICT STAFF REPORT

TO: Community Services Committee – April 21, 2022

AUTHOR: James Walton, Manager Transit and Fleet

SUBJECT: 2022 SUNSHINE COAST TRANSIT FUTURE ACTION PLAN

RECOMMENDATION(S)

THAT the report titled 2022 Sunshine Coast Transit Future Action Plan be received;

AND THAT the 2022 Sunshine Coast Transit Future Action Plan be approved as a planning tool for future transit services and infrastructure priorities.

BACKGROUND

The 2014 Sunshine Coast Transit Future Plan (TFP) provided a vision of the transit network on the Sunshine Coast for the next 25 years. It includes the establishing of goals for the transit system, identifying the future transit network, as well as outlining the priorities for service, infrastructure and investment needed to achieve those goals.

Six years after its adoption, it was time for a review of the TFP. This review is referred to as the Transit Future Action Plan (TFAP). The TFAP is meant to build upon the vision, goals and targets of the previous plan and present updated transit service and infrastructure priorities. At its October 10, 2019 meeting, the Board adopted a recommendation to work with BC Transit to develop a project plan to update the 2014 TFP to guide future expansion decisions. The Terms of Reference for the Sunshine Coast Transit Future Action Plan were adopted at the February 15, 2021 Board meeting.

DISCUSSION

Analysis

A project working group was formed to assist with the development of the TFAP. Several key stakeholders were sent invitations to be a part of the project working group including staff from the District of Sechelt, Town of Gibsons, Sechelt Indian Government District, Squamish Nation, Ministry of Transportation and Infrastructure, BC Ferries, City of Powell River, qathet Regional District and Tla'amin Nation. The project working group met five times throughout the review process to provide input and observations, champion the public engagement process, review and provide feedback on the TFAP document.

Public engagement took place over the summer/fall of 2021. Public engagement participation included the following platforms:

- An online survey to obtain feedback on service and infrastructure options
- Paper surveys located at Gibsons and Area Community Center, Gibsons Senior Society, Sechelt Aquatic Centre and Sechelt Seniors Centre
- Stakeholder Focus Group

Information gathered through the public engagement process, along with ridership data analysis, service data, trends in land use, road networks, population density and examination of service optimization opportunities were all used to inform the priorities identified in the 2022 TFAP. Short-term (1-5 years) and medium-term (5+ years) priorities for both service and infrastructure are presented in the plan.

Operational and Intergovernmental Implications

The development of the TFAP was led by BC Transit and supported by a project team that included staff representation from various stakeholders as well as the SCRD.

Timeline for next steps

The priorities within the TFAP inform transit expansion opportunities, optimization of existing services, and infrastructure requirements to support expansion. Over the next few months, BC Transit and SCRD staff will use these priorities to inform the development of a three-year service plan with BC Transit, through the Transit Improvement Program (TIPs). This will be brought back to the Board for consideration in Q3 2022. Once agreed upon (through a Memorandum of Understanding), these priorities then inform the development of capital and operating budgets for both BC Transit and the SCRD (Q4 2022- Q1 2023), and is ultimately agreed upon through the Annual Operating Agreement (Q2 2023).

The TFAP will be published on the BC Transit and SCRD websites, and will serve to inform any future local or regional transportation plans.

STRATEGIC PLAN AND RELATED POLICIES

The TFAP aligns with SCRD Strategic Plan, Official Community Plans, Integrated Transportation Study (2011), BC Transit Strategic Plan 2020, and We Envision Plan 2011.

CONCLUSION

The 2022 Transit Future Action Plan provides the strategic planning direction for not only the Sunshine Coast transit service expansions and related supporting infrastructure needs but also serves to inform future local or regional transportation plans. The TFAP will ultimately guide future SCRD service plans along with capital and operating budget development.

Staff recommend that the 2022 Transit Future Action Plan be adopted as a planning tool.

ATTACHMENTS:

Attachment A - 2022 Transit Future Action Plan

Reviewed by:			
Manager		Finance	
GM	X – S. Gagnon	Legislative	
CAO	X – D. McKinley	Other	

TRANSIT *future*

► **actionplan**

Sunshine Coast

2022



Territorial Acknowledgement

We acknowledge with respect that BC Transit carries out its work on the traditional territories of indigenous nations throughout British Columbia.

Sunshine Coast lies within the ancestral and unceded traditional territory of the shíshálh and Skwxwú7mesh speaking peoples.

We are grateful to live, work, and play on their traditional lands.

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01 Transit Vision

Transit is a preferred choice for residents and visitors, attracting riders through comfortable, safe, accessible and convenient service.

This Sunshine Coast Transit Future Action Plan (TFAP) upholds community goals and objectives contained in the Sunshine Coast Transit Future Plan 2014*, the Sunshine Coast's We Envision Plan, Sunshine Coast Regional District Strategic Plan, regional sustainability and transportation plans, and other local land use and community plans. The TFAP works to strengthen the link between transportation and land-use in support of sustainable growth. The Plan also serves to inform any future local or regional transportation plans.

[*https://www.bctransit.com/sunshine-coast/transit-future/sunshine-coast-transit-future-plan](https://www.bctransit.com/sunshine-coast/transit-future/sunshine-coast-transit-future-plan)



Attracts and increases ridership



Supports and aligns with sustainable development



Integration with other transport modes



Efficient and Cost Effective



Safe and accessible



Collaborative and customer focused

02 Corporate Priorities

Over the next five years, the Sunshine Coast will continue to push for the electrification of their transit fleet, the better integration of their transit service with active modes of transportation and connections to their ferry services.

BC Transit's Strategic Plan provides the blue print for how we will facilitate the transformation and pursue our common vision of the future to create responsive and reliable services, improving integration with other mobility providers, introducing electronic fares, building more transit supportive infrastructure and transitioning to greener fleets.

For more information, please visit:

<https://www.bctransit.com/transforming-your-journey>

Equity, Diversity and Inclusion

Low Carbon Fleet Program

<https://www.bctransit.com/low-carbon-fleet-program>

Digital On Demand – Feasibility

Electronic Fare Strategy

<https://www.bctransit.com/umo>

NextRide

<https://www.bctransit.com/nextride-faq>

BC Transit Development Referral Program

<https://www.bctransit.com/development-referral-program>

BC Transit Future Initiatives

Equity, Diversity and Inclusion

BC Transit is committed to building an inclusive work environment that reflects the diversity of the communities we serve. Every day, we aim to ensure our communities thrive by providing the safest, highest-quality, most accessible public transit – this means listening to and meeting the transportation needs of British Columbians. Future plans include furthering engagement with Indigenous communities and using Gender-Based Analysis+ (GBA+) to integrate multiple perspectives in transit planning, and guide decisions that provide the best experience for all riders.

Low Carbon Fleet Program

First deployment of electric buses is targeted to happen in the Victoria Regional Transit System in late 2022. BC Hydro will help determine the readiness of the electrical infrastructure to support electric fleets across the province. BC Transit will work with the Ministry of Transportation and Infrastructure to refine the anticipated funding requirements for both buses and new operations and maintenance facilities.

Electronic Fare Strategy

Smart ticketing providing new ways to pay. BC Transit is working to improve rider convenience, enable mobility partnerships and create new data collection opportunities. Systems will also accommodate a mix of fare products including cash fares. The system will also be able to operate in areas with low-cell phone coverage/service. The Electronic Fare Collection System will be available in 2023.

Digital On Demand

This is an exciting initiative that uses technology to dynamically dispatch a bus or fleet of vehicles to locations dictated by customers using an app or phone-in service. BC Transit has completed a feasibility study on digital on-demand transit and plans to roll out this service type to one or two communities starting in 2023, with a view to add more communities in future years, based on the success of the initial phase.

Next Ride

Door to door journey planning. Provides bus location information to customers via transit apps, enhances operations control and route information for the operator. NextRide 2.0 will be available in Summer 2022.



Development Referral Program

Local governments or developers can send any referrals and supporting information to BC Transit to review and provide comments to the local government or developer about how the proposal may affect or better align with current or future transit service and infrastructure and how the application or plan could be changed to better support current or future transit service and infrastructure.

03 Shaping Your Transit Future

The role of the Transit Future Action Plan is to:

Build on existing planning and add service and infrastructure priorities for the community

Review what has changed for the community

Inform both the planning and operational activities

Drive a range of objectives and actions that will create a strong transit network for the community

Guide decision making to procure and deliver the desired network

Engage with the community.



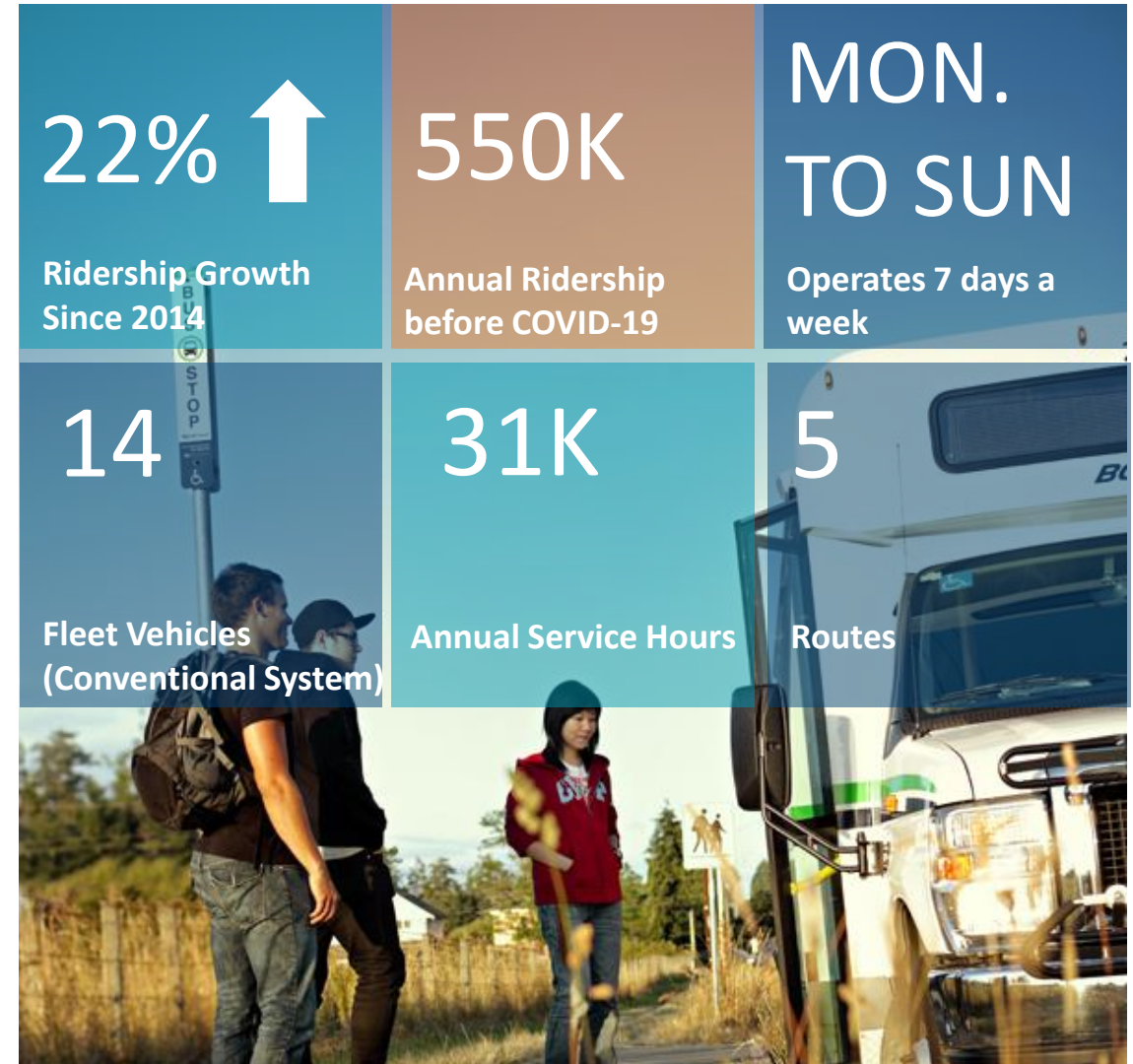
04 Transit Today

Sunshine Coast Transit Ridership is Growing

Inaugurated in 1992, the Sunshine Coast Transit System has seen ridership grow from 450,000 riders in 2014-15 to 550,000 riders in 2019-20. The system is delivered through BC Transit's innovative cost sharing model and in coordination with the Sunshine Coast Regional District (SCRD). Final decisions on fares, routes, and service levels are made by the SCRD.

Recent Changes to the System include:

- In 2013, separated route 1 Sechelt-Langdale Ferry into two routes, route 1, and route 90 Sechelt-Langdale Ferry Express.
- In 2017, improved service to route 90 Sechelt-Langdale Ferry Express.
- In 2019, extended route 2 West Sechelt Service to the Chatelech School.



04 Transit Today

About the Transit Network

The Sunshine Coast Transit Network is made up of a commuter spine, including Frequent Transit Network (FTN) routes 1 Langdale Ferry/Sechelt and 90 Langdale Ferry/Sechelt Express. The Local Transit Network (LTN) is provided in Sechelt through route 2 West Sechelt, route 3 Sechelt Arena, and route 4 Halfmoon Bay.

About BC Ferries and Transit

- Langdale Ferry is the busiest stop in the entire system, followed by downtown Sechelt.
- Approximately 30 per cent of travel are ferry related and 70 per cent of transit rides are internal trips.
- Route 90 saw the highest average daily ridership through the entire system.

54.2%

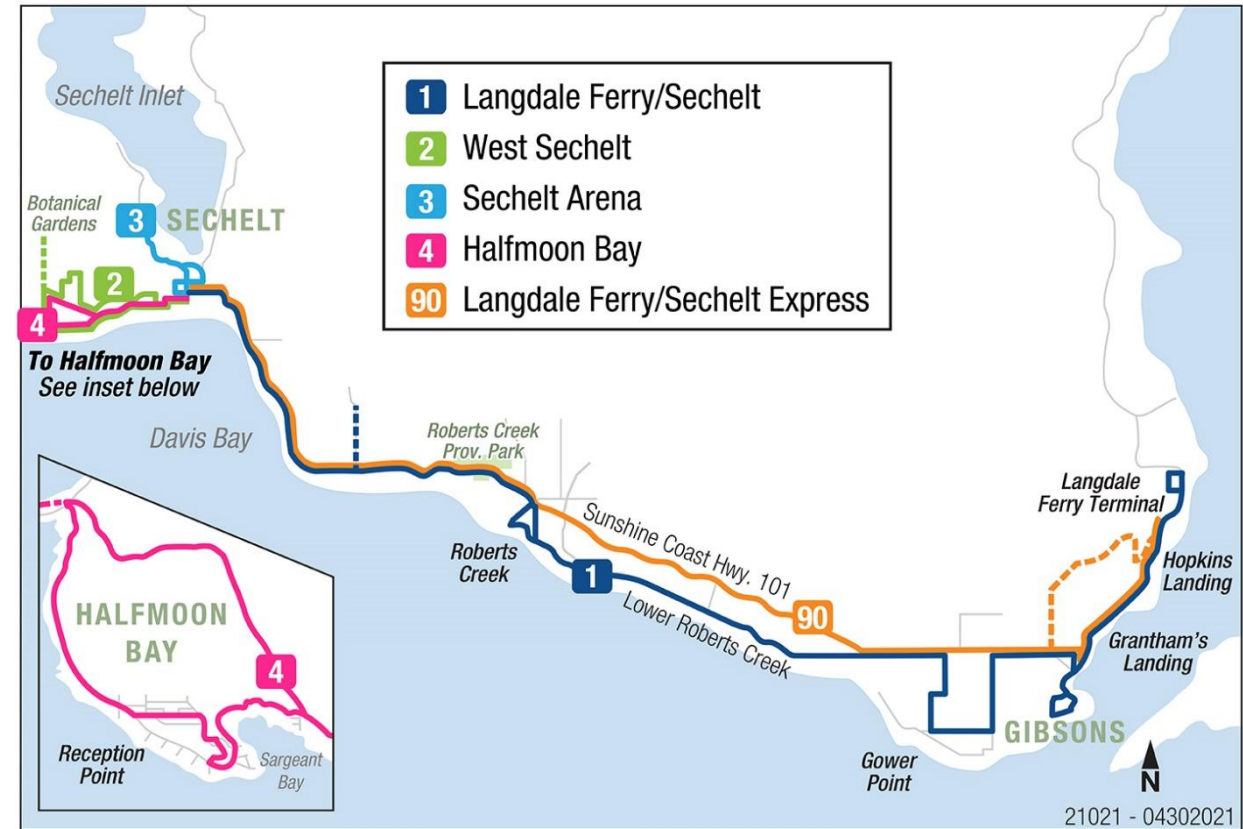
Of System ridership
is attributed to route
90

30.9%

Of System ridership
is attributed to route
1

14.9%

Of System ridership
is attributed to route
2, 3, and 4



05 Transit Need

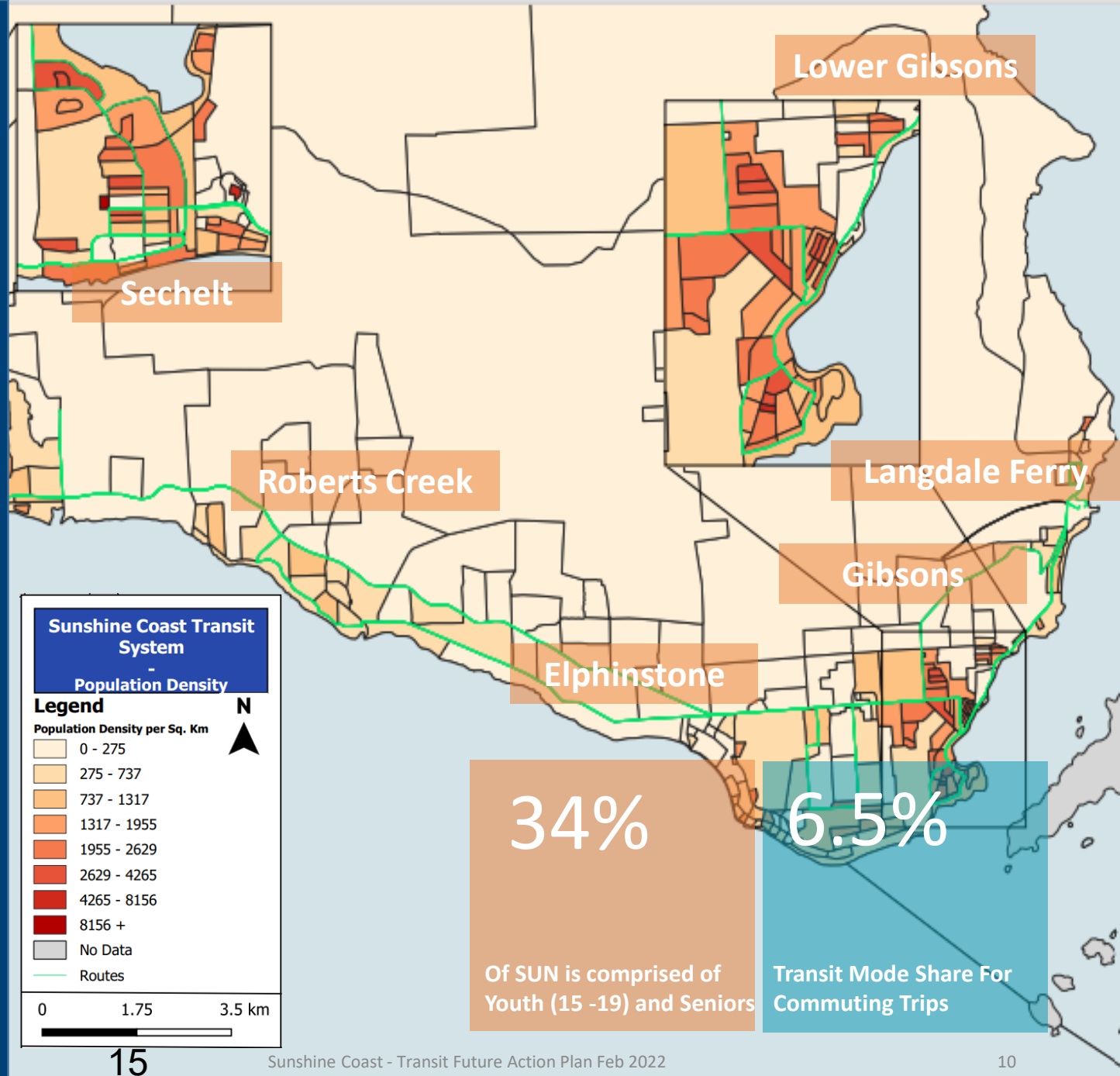
Who is the Sunshine Coast?

The population in Sunshine Coast grew by 7.3% between 2016 and 2021. The population of seniors grew while populations in the other age categories remained the same or decreased. The map to the right details the population density (where people reside) in Sunshine Coast Regional District.

About the Sunshine Coast

- Approximately 34% of residents are youth and seniors*.
- Sunshine Coast's population is concentrated Sechelt and Gibsons.
- Transit Mode Share of Commuting: 6.5% (Census 2016).

*Detailed information only available from Census 2016



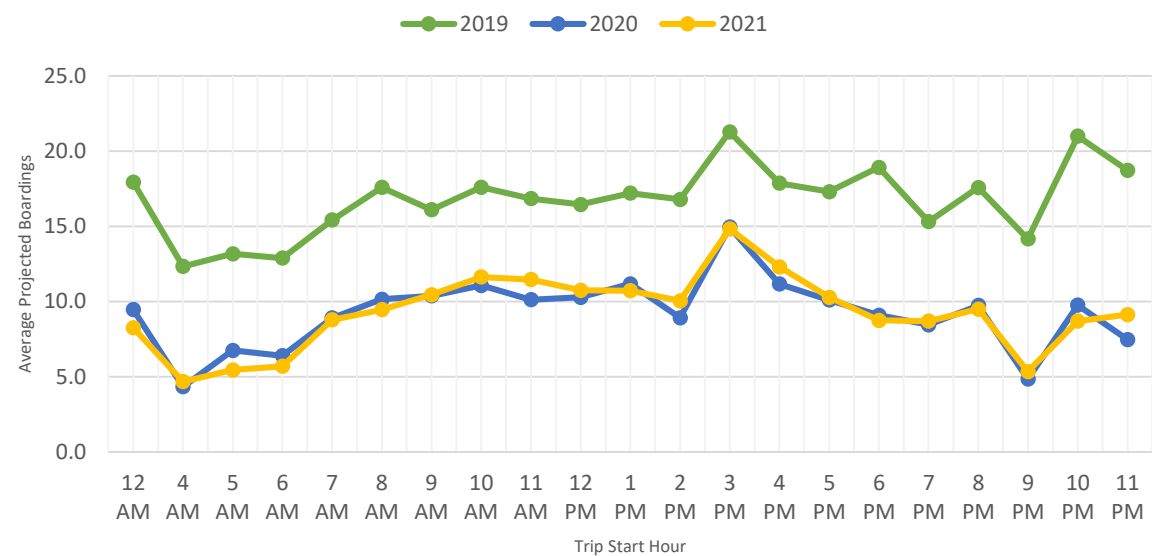
06 System Performance

Transit service is provided in Sunshine Coast seven days per week on all routes. Service operates from 5:00 a.m. to 1 a.m. on weekdays, Saturdays from 7:00 a.m. to 1:00 a.m., and Sundays from 7:00 a.m. to 1:00 a.m. with three to four seasonal service changes to match with BC Ferries schedule.

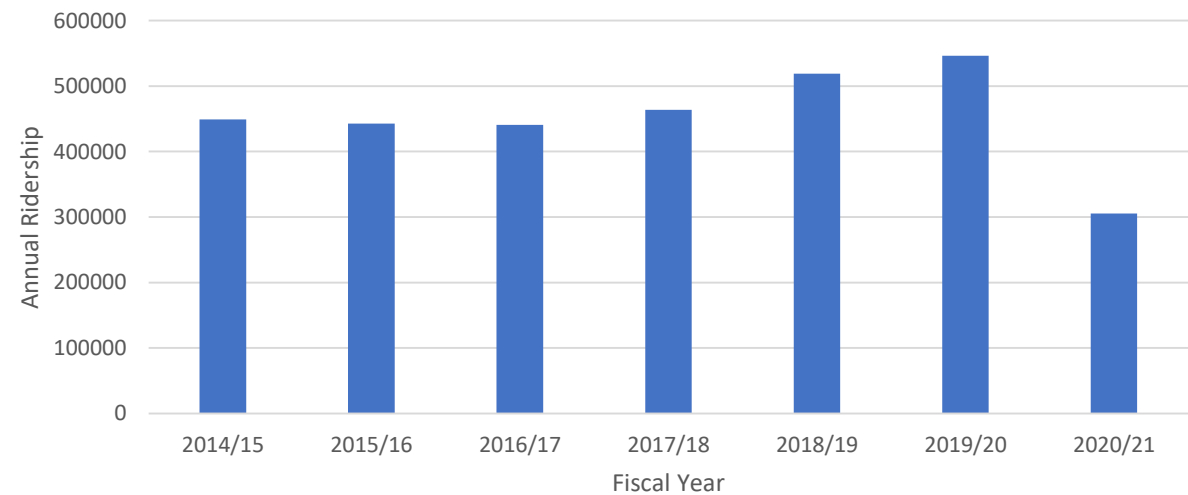
Key Takeaways

- Apart from AM/PM peaks, there is a later peak at 8 p.m. and again at 10 p.m.
- Sunshine Coast Transit System witnessed a gradual increase in ridership after the major expansion happened back in 2017/2018 when route 90 increased its peak hour frequency to 30 minutes.
- COVID-19 had a major impact on the whole system, with 2020/21 ridership dropping 41% in total.

Average Projected Boardings by Trips Start Hour



Total Annual Ridership



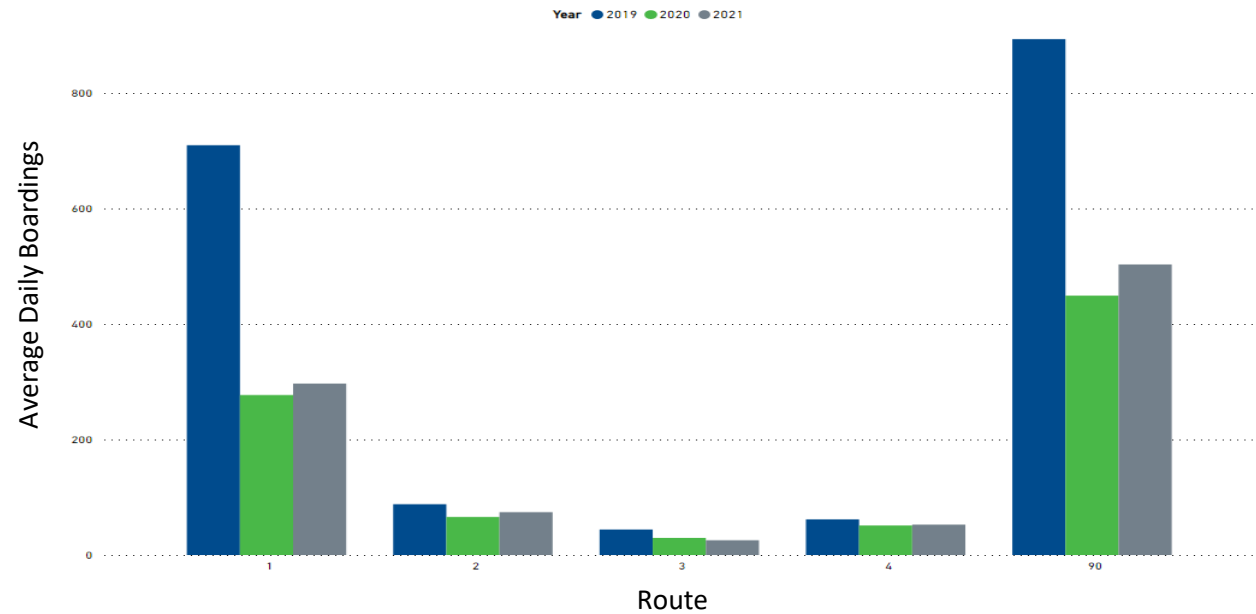
2019, 2020 and 2021 Avg. Projected Boardings by Trips Start Hour source: APC data (route 1-4, 90)
 2014/15 to 2020/21 Fiscal Year Total Annual Ridership source: GFI (farebox) data

06 System Performance

Key Takeaways

- Route 1 performed significantly lower than route 90, route 90 attracts 70 per cent more ridership than route 1 in 2021 by operating on the same annual service hours.
- Route 90 connects between Sechelt and Langdale Ferry Terminal, and is the major ridership generator within the Transit System. Improving frequency to 30 minutes could largely benefit the whole system, and improve connections with BC Ferries' seasonal schedules.
- COVID-19 has a greater impact on Frequent Transit Network (FTN), which the Average Daily boardings for FTN dropped 44% in 2020. Local Transit Network (LTN) stays relatively stable during Covid, and the Average Daily Boardings recovered to 93 per cent of pre-COVID level in 2021.

Average Daily Boardings by Route



Source: APC Data (Route 1-4, 90)

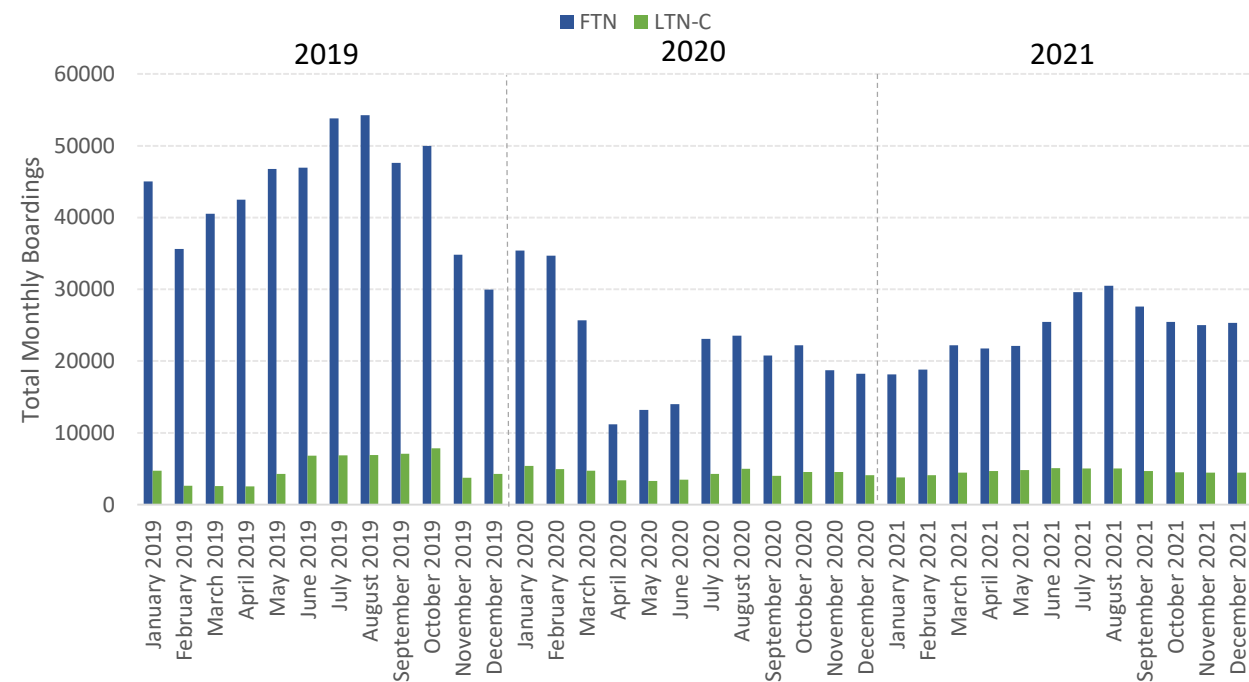
06 System Performance

Covid-19 Impacts

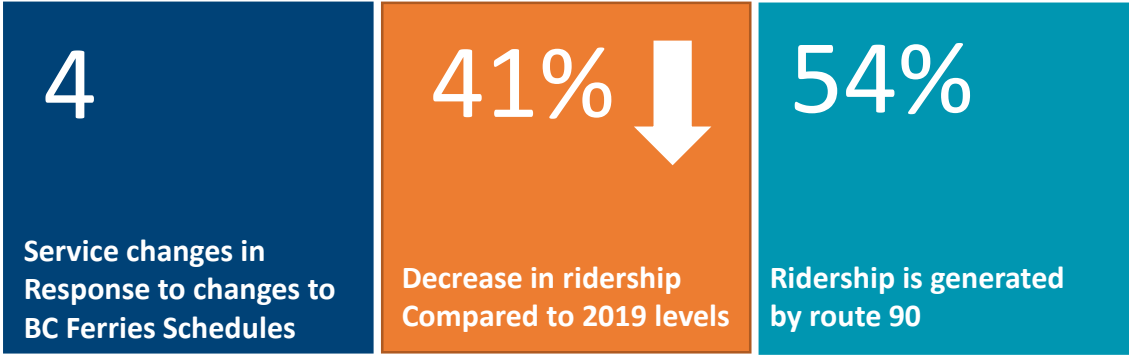
Given the guidance from British Columbia’s Provincial Health Officer to limit non-essential travel, transit ridership in the Sunshine Coast dropped significantly starting March 2020.

- Due to COVID-19, ridership decreased from March 2020 to early June. In response to COVID-19, Sunshine Coast implemented Saturday schedules across the system.
- Ridership fell by up to 41 per cent compared to 2019 levels and has seen a gradual increase as services and some businesses reopened in mid-June.
- Annual Total Ridership recovered 8.8% in 2021 vs. 2020.

Total Monthly Boardings by Route Class



Source: APC Data (FTN, LTN-C)



06 Covid-19 Response Plan

BC Transit's top priority is the safety of our passengers and operators

Following the guidance of the Provincial Health Office and WorkSafeBC, and drawing on the best practices of the transit industry worldwide, BC Transit has implemented measures on our buses to respond to COVID-19, and have put a plan together to align with BC's Restart Plan. The key measures are summarized in Figure 1, but the full strategy and details can be found at <https://bctransit.com/COVID19>.

To support ridership return, the Province of British Columbia has provided restart funding in 2020 to the Local Government sponsors to ensure the continued effective delivery of transit across your transit system.

The **Free Transit for Children 12 and Under Program** was introduced in September 2021 and will be instrumental in boosting ridership and rebuilding confidence in our post pandemic recovery. This program also aligns with BC Transit's commitment to delivering initiatives to drive new and effective measures to improve the transit experience. The program will help grow young ridership, create life-long transit users and further reduce congestion on our roads.

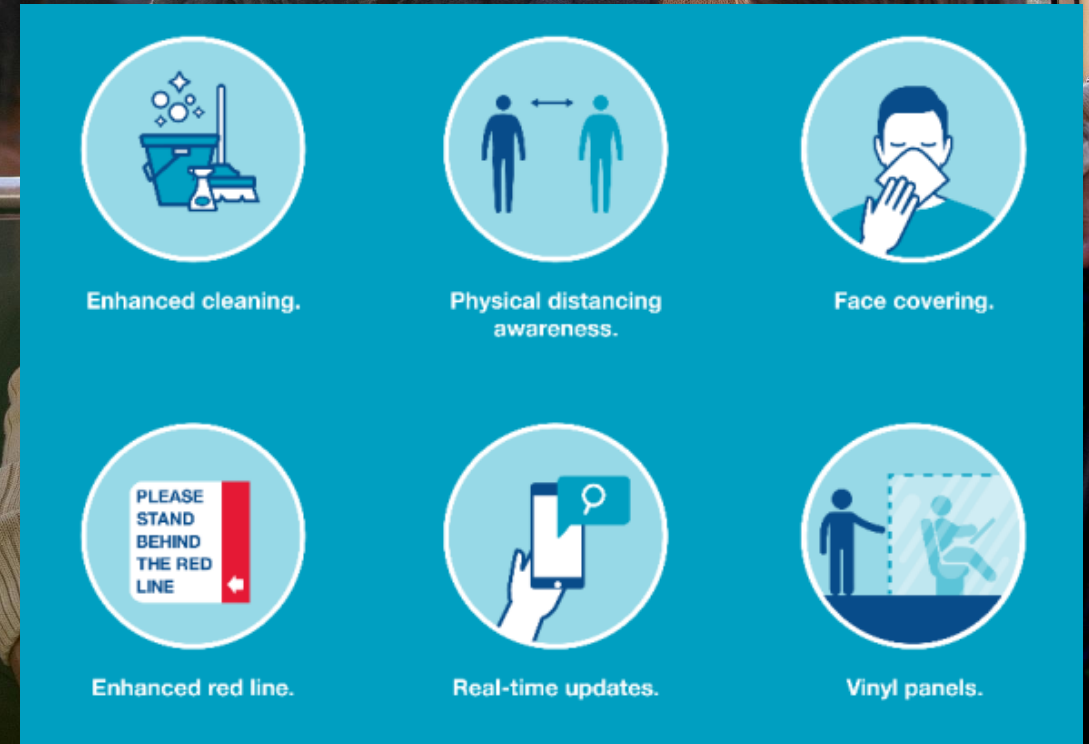
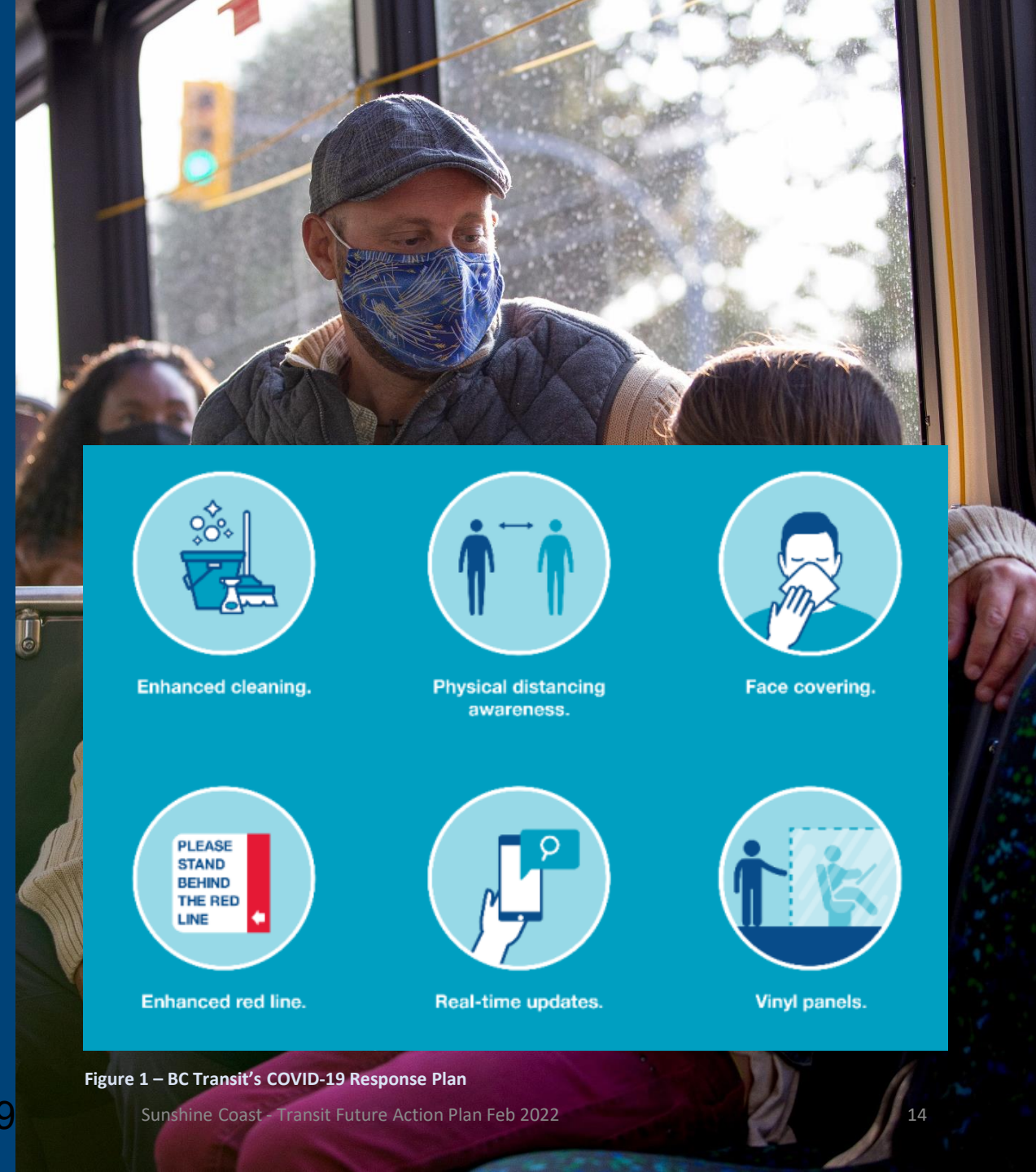


Figure 1 – BC Transit's COVID-19 Response Plan

07 Engagement

How we Engaged with the Sunshine Coast Community

As part of BC Transit's commitment to public engagement, outreach was carried out to identify draft service and infrastructure priorities through workshops, conversations with key stakeholders, and a transit operator survey.

Public engagement was launched online from August 20, 2021 to September 17, 2021. Marketing to the community was facilitated through a variety of tools including: a project website, news paper and digital ads in the Coast Reporter, radio ads, internal bus ads, and social media.

840 people visited our engagement webpage in comparison to 652 in person attendees in 2013. The response rate was 30%, which was significantly higher than the target 10% response rate.



360 Survey
Respondents



9 Stakeholder Workshop
Attendees



41 Pins added to
the map
New bus stops
and key
destinations



792 Total Comments
on the project
webpage

Stay Engaged.

Check out the full engagement summary report and register for future updates.

<https://engage.bctransit.com/sunshinecoast2021>

07 Who We Heard From

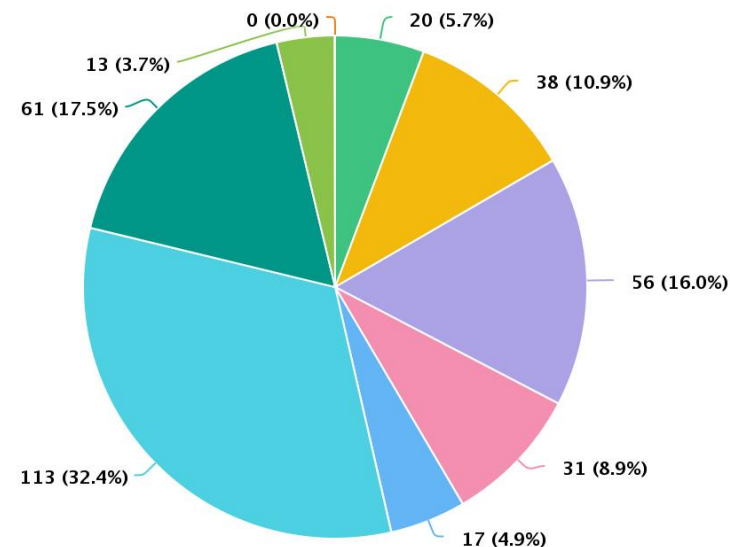
The Majority of Sunshine Coast Transit Riders use the System for Daily Commuting

360 survey responses were received.

Key Findings:

- Most respondents are regular passengers catching the bus for work or shopping.
- Top three age group: 32.7% (50 to 64 years old), 29.8% (Seniors 65+), 22.4% (35 to 49 years old).
- 52% of the respondents use transit to travel outside of Sunshine Coast.
- 96% of respondents live on Sunshine Coast.

Where do you live?



Question options

(Click items to hide)

- Area A: Egmont and Pender Harbour
- Area B: Halfmoon Bay
- Area D: Roberts Creek
- Area E: Elphinstone
- Area F: West Howe Sound
- District of Sechelt
- Town of Gibsons
- Other (please specify)
- Sechelt Indian Government District - Shishalh Nation

53%

Use transit a few times
A week

68%

Participants continue
to use transit during
COVID

52%

Use transit for
shopping
or errands, leisure

07 What We Heard

Improve Connections, More Service, More Places

Frequency – Desire for increased frequency on existing routes, particularly to run route 90 on 30 minutes frequency for the whole day

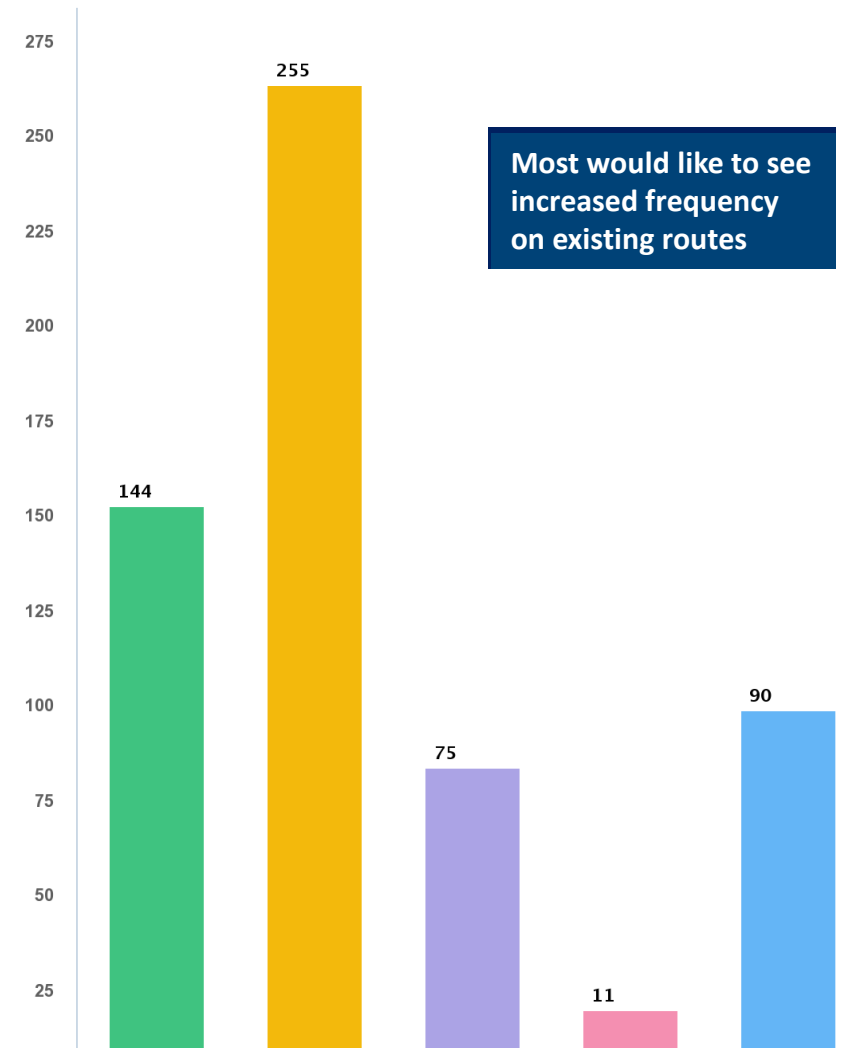
Evening Service – Desire for increased frequency during evenings (after 6 pm)

Bus Stop Amenities – Improvements on shelters, lighting, and bicycle facilities

New Park and Ride Location – promote more park and ride opportunities to attract new ridership. Service to Earls Cove Ferry Terminal and Pender Harbour is among the highest priorities

Improving Connections – Improve timed connections to facilitate transfers

What is most important to improve? Please choose your top 2.



Question options








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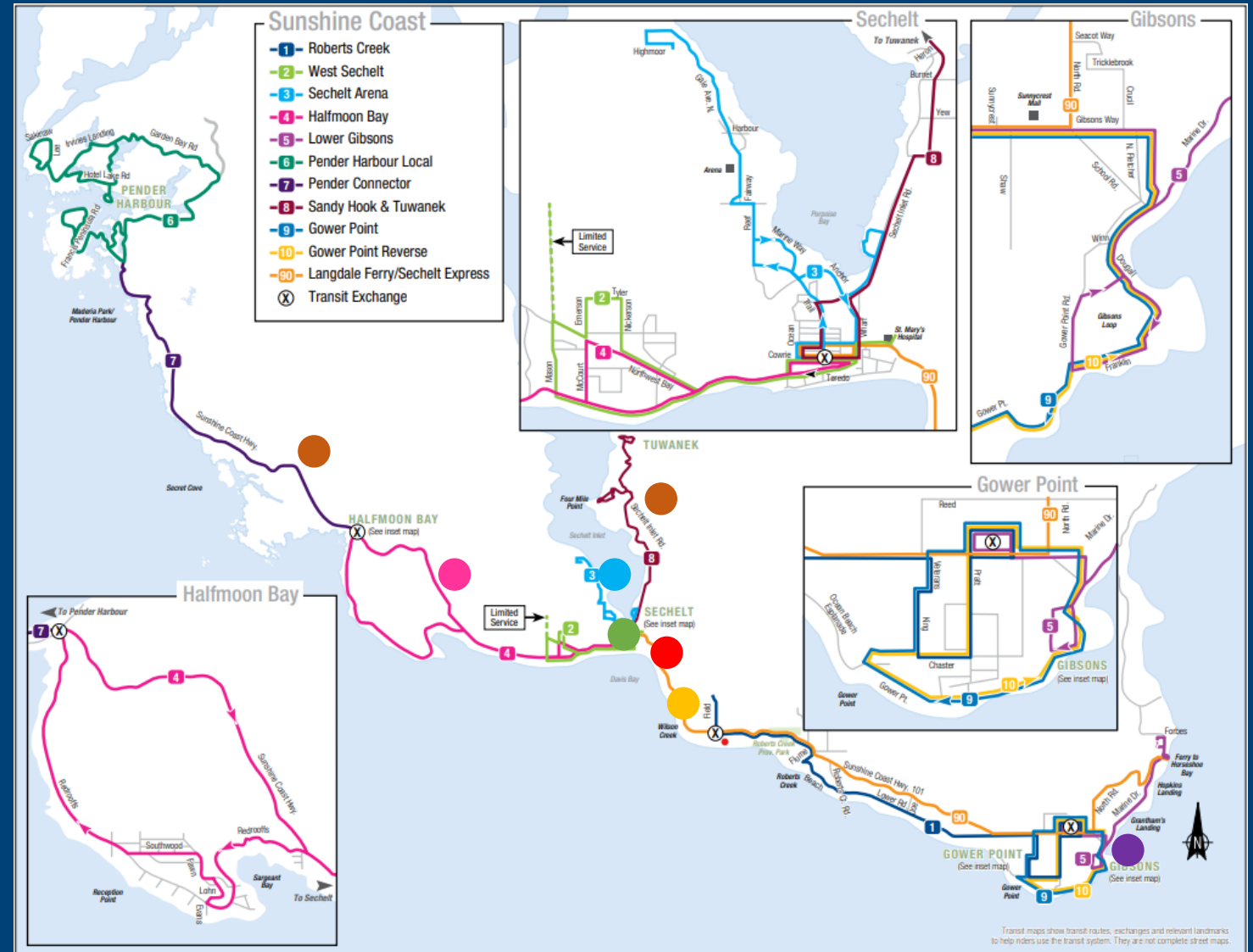
- Increase service during evenings (after 6pm)
- Increase frequency (how often the bus comes) on existing routes
- Add new park and ride locations
- Improve accessibility (e.g. ramps at bus stops)
- Improvements to bus stop amenities (E.g. shelters, benches, lighting, bicycle rack)

08 Your Future Network

These service priorities will help to shape the Sunshine Coast Transit System over the next five years, providing improved transit connections. The prioritization of transit investments was based on the needs and challenges identified through the planning process and public feedback.

The system continues to achieve the vision and goals of the 2014 Transit Future Plan.

-  Route 90 30 Minutes Service
-  Route 4 Halfmoon Bay Service Improvements
-  Route 1 Re-Alignment, and New Route 5
-  Service to new Areas: Earl's Cove, Pender Harbour/Madeira Park, Sandy Hook/Tuwaneke
-  Route 2 West Sechelt Improvements
-  Improvements to facilitate transit connections and evening service
-  Route 3 Sechelt Arena Extension



09 Service Priorities 2022-2026

Priority	Description	Resources
Phase 1: Route 90 increase frequency to 30 minutes from 6 a.m. to 6 p.m.	Increase frequency to offer 30 minutes service between Sechelt and Langdale from 6 a.m. to 6 p.m. on weekdays. The service would be more reliable by effectively eliminating the need to wait for any late ferries.	1,800 service hours, 1 bus
Phase 2: Route 90 increase frequency to 30 minutes for the entire service span on weekdays	Build upon Phase 1, this priority will increase frequency to 30 minutes service between Sechelt and Langdale on all weekdays for the entire service span. Phase 2 priority should be implemented along with the modification of route 1 to balance the service hour expansions and costs.	2,300 service hours, 1 bus
Modification of route 1 Sechelt/Langdale Terminal	New route 1 will provide service between Field Rd. and Langdale Terminal, with limited service to Downtown Sechelt, Trail Bay Mall. This priority should be implemented alongside with frequency improvements on route 90.	-2,000 service hours
Service Optimization	Pursue opportunities to reallocate underperforming service to high ridership growth areas.	TBD
Improve existing connections	Short term - improve timing and connections with West Sechelt to the Arena, and Halfmoon Bay onwards to Sechelt and Langdale. Long term- increase frequencies to route 1 and 90. Engagement revealed better connections was strongly preferred by respondents not only benefiting tourists but also residents through improved ferry connections.	Cost Neutral Change

09 Service Priorities 2022-2026

Priority	Description	Resources
Increase frequency to route 2 Sechelt to 60 minutes Monday to Saturday, 30 minutes at peak times	The Transit Future Network proposes that this would become a Frequent Transit Network due to the existing population density and expected future development. This service expansion would increase the frequency on Route 2 to hourly service with service every 30 minutes at peak times.	820 hours, 1 bus*
Modifying route 2 Sechelt from circular route to a two-way bi-directional service	Provide two-way service on route 2 would improve access for local transit users and improved service. This service would match existing service on the road today with hourly service during the week, and reduced service on weekends and holidays.	1,480 hours, 1 bus
New Service to Pender Harbour	a local flex-route service in Pender Harbour (route 6) with a separate connector service between Pender Harbour and Halfmoon Bay (route 7), enabling passengers to connect to route 4 to continue on to Sechelt.	840 service hours, 1 bus
New Service to Earls Cove Ferry Terminal/Egmont	New service priority linking Sechelt/Halfmoon Bay to the Earls Cove Ferry and Egmont.	750 hours, 1 bus

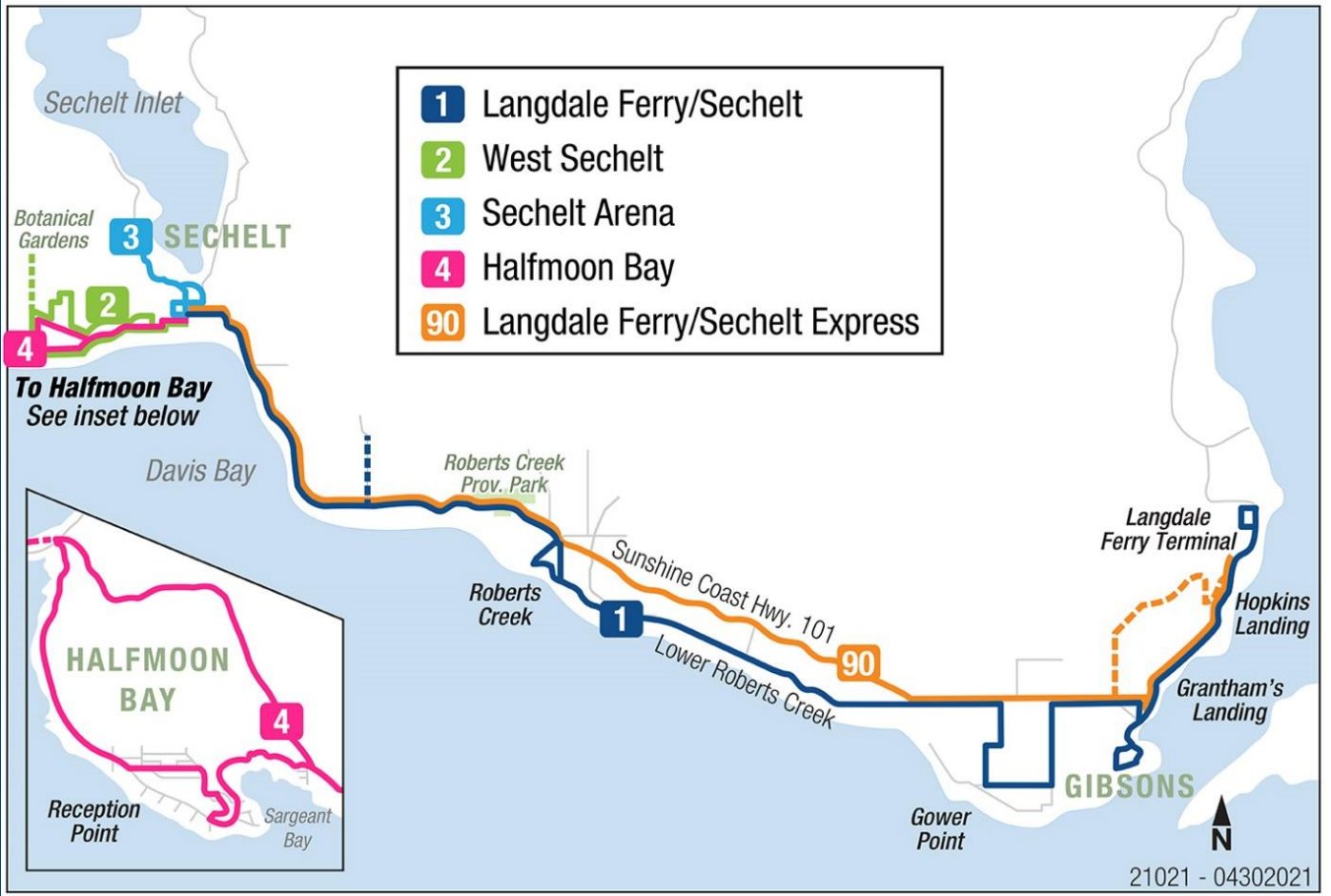
*Vehicle resources are calculated separately for each priority, and may change as other priorities are implemented

Route 90 - 30 Minutes Frequency

Phase 1: Route 90 would see increased frequencies to 30 minutes between 6 a.m. and 6 p.m. all weekdays. Most trips would operate via North Rd. The service would be more reliable by effectively eliminating the need to wait for any late ferries.

Phase 2: Route 90 would see increased frequencies to 30-minute for the entire service span on weekdays.

Phase 1: 1,800	Phase 1: 1
Phase 2: 2,300	Phase 2: 1
Annual service hours	Heavy Duty vehicle



Modification of Route 1

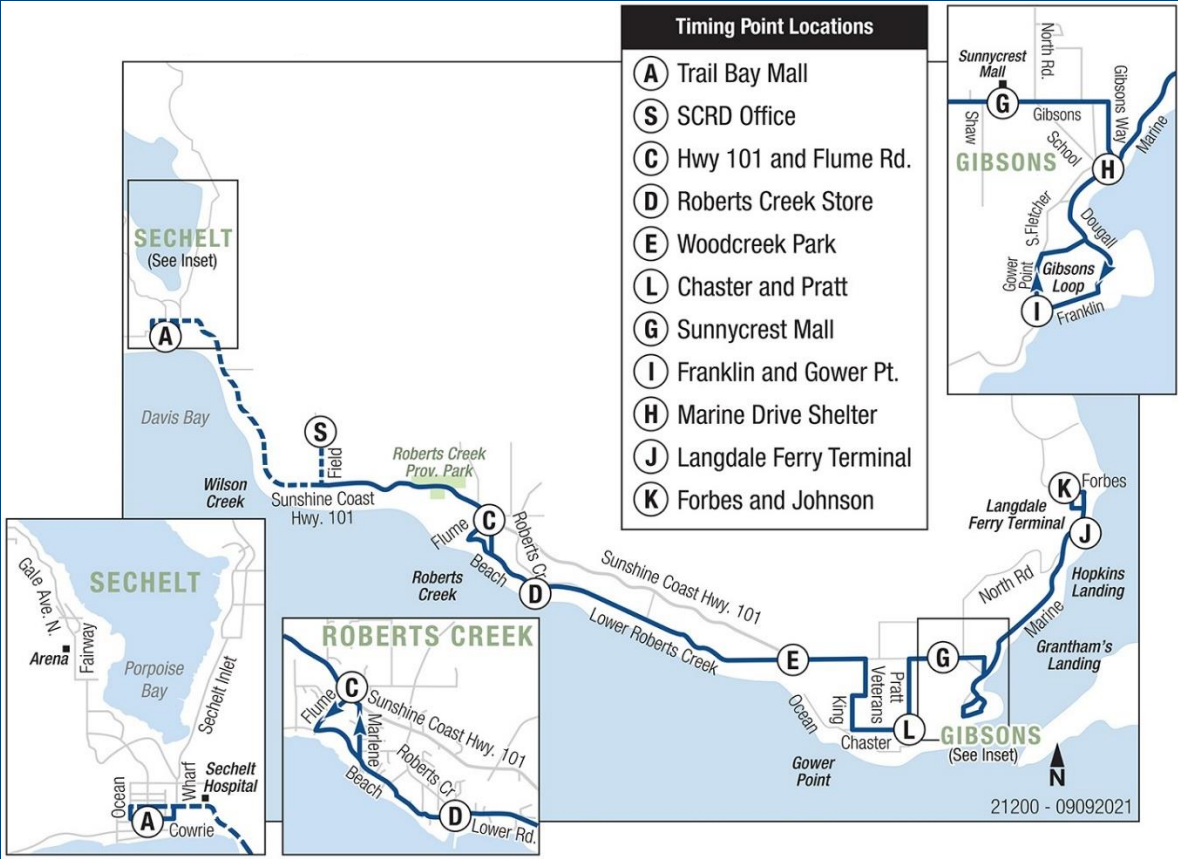
Modification of Route 1 Langdale/Sechelt

New route 1 will provide service between Field Rd. and Langdale Terminal, with limited service to Downtown Sechelt, Trail Bay Mall. This change will result in a savings of 2,000 service hours, which can be redirected to high ridership growth service.

It is recommended that this change happens simultaneously with frequency improvement on route 90 to balance the cost.

-2,000

Annual service hours



Route 2 West Sechelt 30 Minutes Frequency at Peak Time

Increase frequency to 30 minutes service at peak times to west Sechelt Monday to Saturday

The Transit Future Network proposes that this would become a Frequent Transit Network due to the existing population density and expected future development. route 2 would see hourly service between Monday and Saturday with service every half hour at peak times of the day.

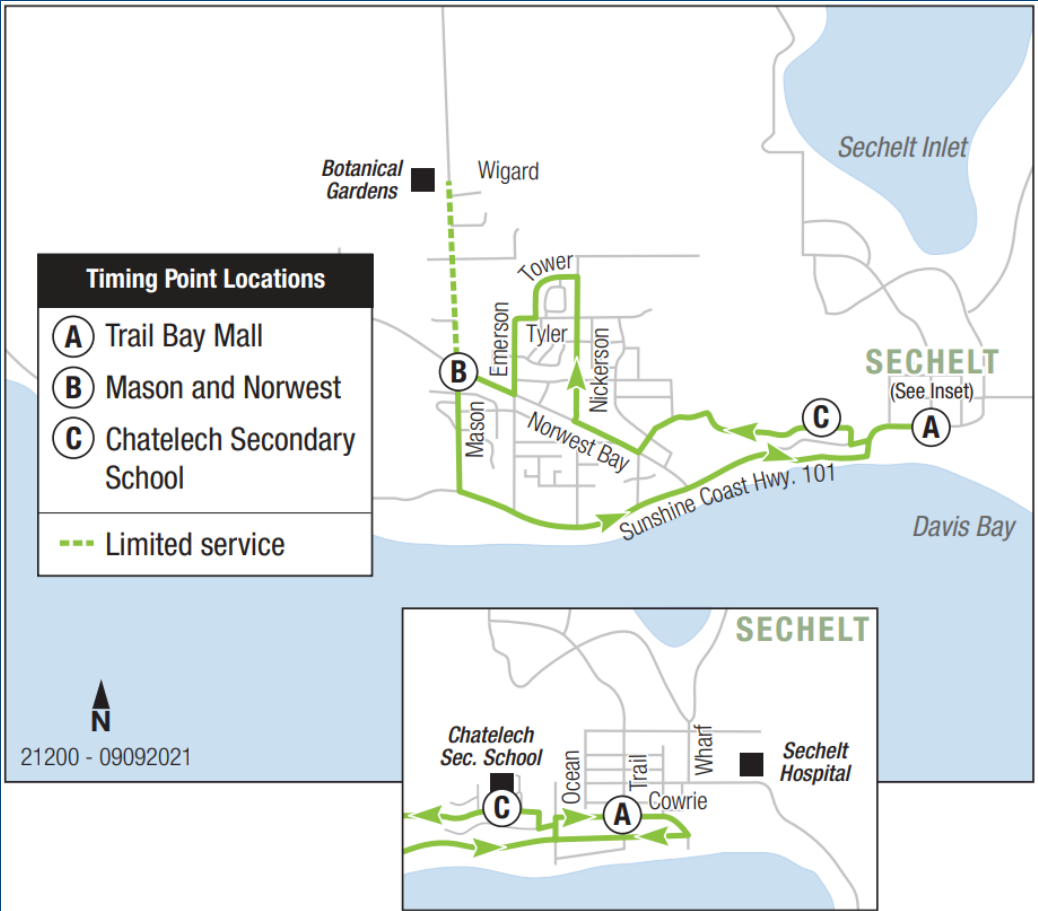
820

Annual service hours

1

Light Duty Vehicle*

*The additional bus will be shared with other priorities



Route 2 West Sechelt Bi-Directional Service

Introduce Bi-Directional Service on 2 West Sechelt, Hourly during the week, reduced on Weekends and Holidays

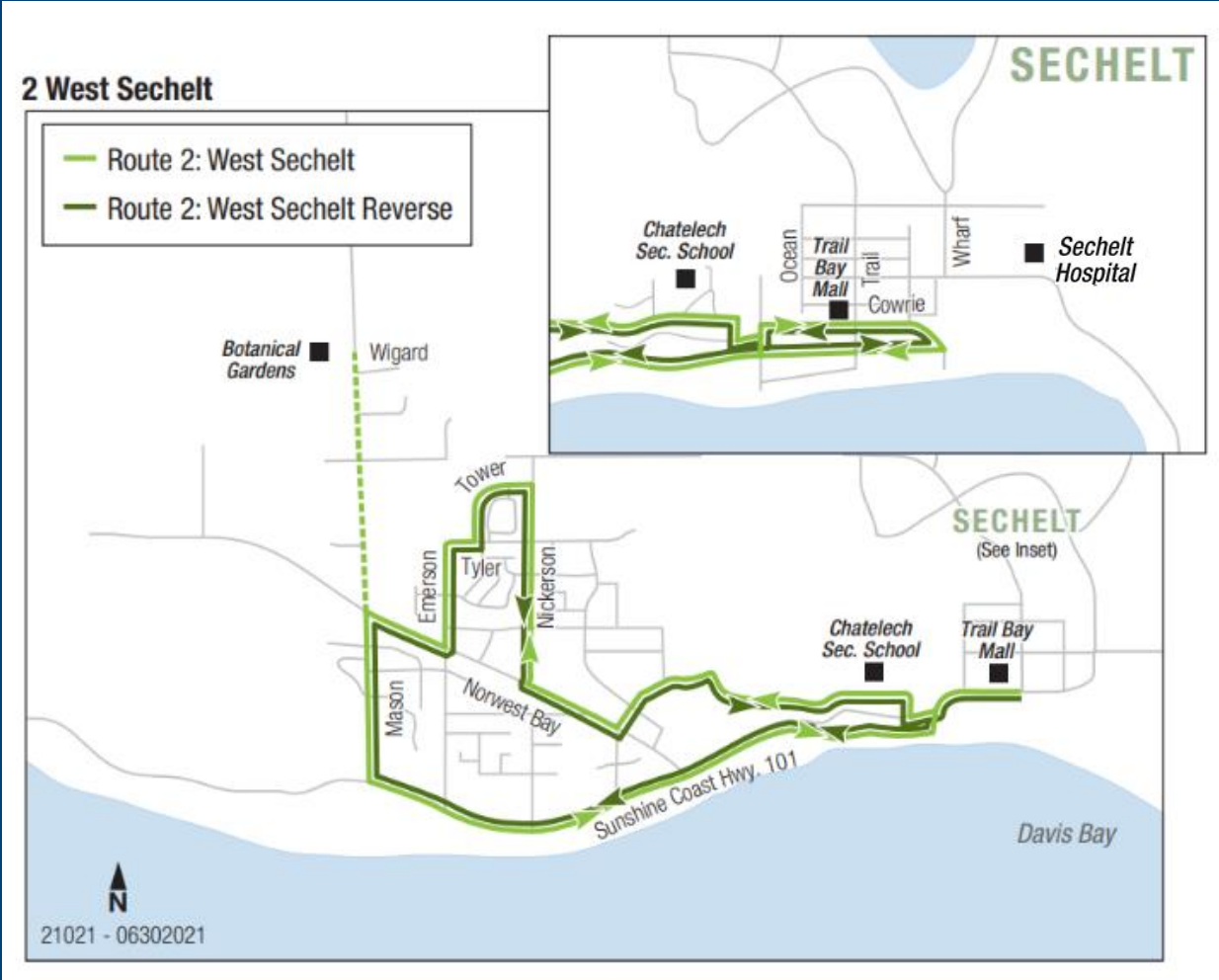
Public engagement Key Stakeholder conversation revealed a call to provide bi-directional service on route 2 West Sechelt. This service would match existing service on the road today with hourly service during the week, and reduced service on weekends and holidays.

1,480

Annual service hours

1

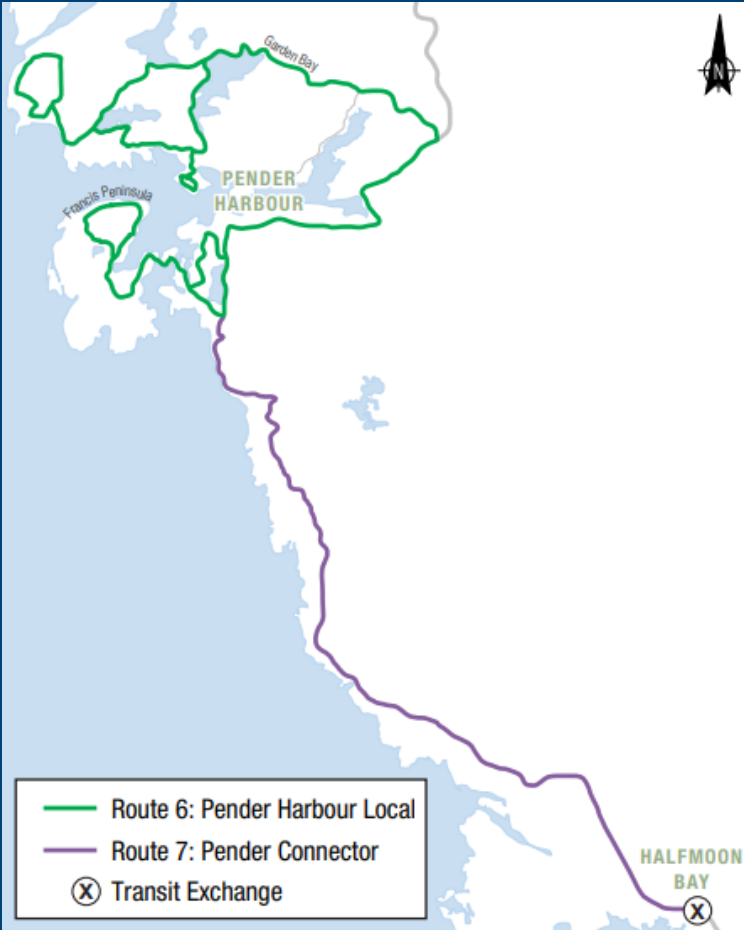
Light Duty vehicle



Introduce Service to Pender Harbour

New Route 6 Pender Harbour Local, and New Route 7 Pender Harbour Connector to Halfmoon Bay

This priority includes the provision of a local flex-route service in Pender Harbour (route 6) with a separate connector service between Pender Harbour and Halfmoon Bay (route 7), enabling passengers to connect to route 4 to continue on to Sechelt.



Introduce Service to Earls Cove

New Route to Earls Cove Terminal

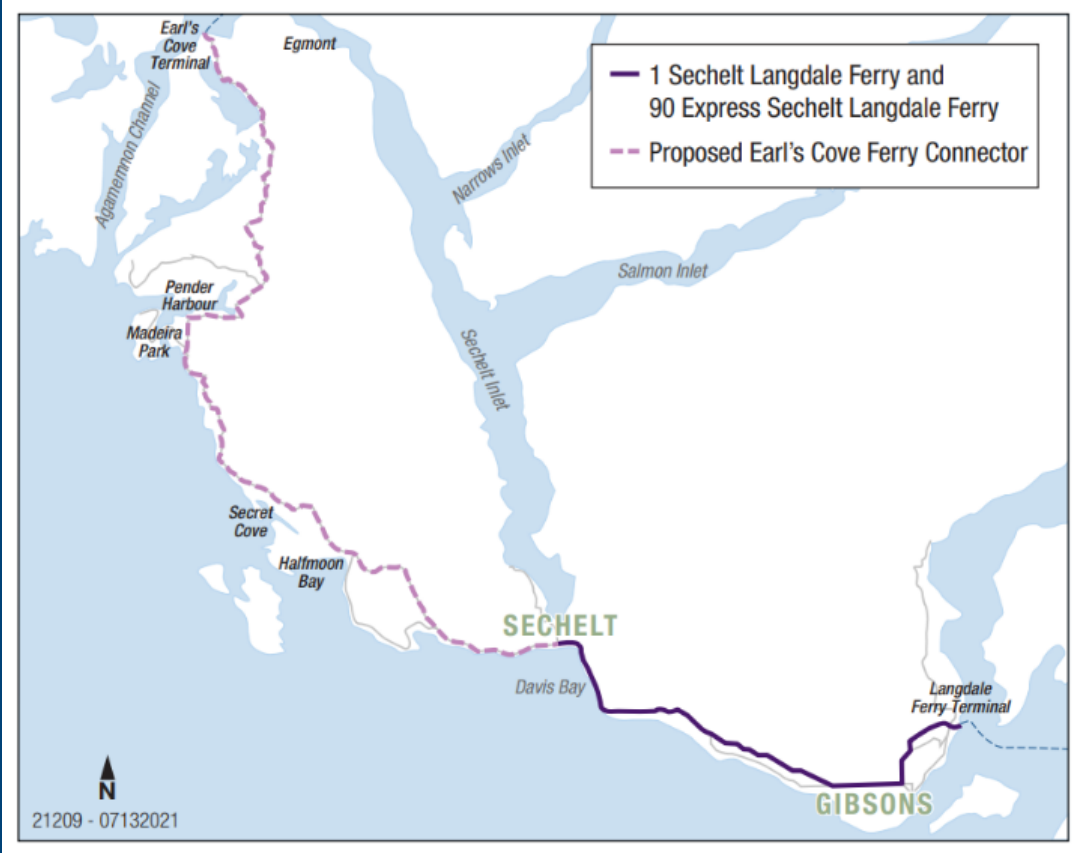
This service would fill in a gap in the transit system that currently exists between Halfmoon Bay and the Earls Cove Ferry Terminal. This service would connect transit riders with ferry service between Earls Cove and Skelhp. This service would provide 1 trip per day Monday to Saturday to match ferry trips coming from qathet.

750

Annual service hours

1

Light Duty vehicle



10 Beyond 2026 Service Priorities

Priority	Description	Resources
Phase 1: Increase route 90 frequency to 30 minutes on weekends and holidays between 8 a.m. and 6 p.m.	Increase frequency on route 90 to 30 minutes on weekends and holidays between 8 a.m. and 6 p.m. to support future ridership.	2,400 service hours, 1 bus
Phase 2: Increase route 90 frequency to 30 minutes on weekends and holidays	Build upon Phase 1, this priority will increase frequency on route 90 to 30 minutes from 5 a.m. to 10 p.m. all days including weekends and holidays, route 90 service level reaches the FTN design standards.	2,100 service hours, 1 bus
Increase Frequency to route 4 Halfmoon Bay to 60 minutes Monday to Saturday	Increase frequency on route 4 to hourly service between Monday and Saturday to support ridership and future population growth in the area.	2,100 service hours, 1 bus
Extending route 3 to provide Service to East Porpoise Bay Rd.	Provide service to Shishalh First Nations residential development and potentially also the new industrial site on Sechelt Inlet Crescent, as well as a campground, outdoor sports adventure facility and additional developments. Provide service up to Dusty Rd.	330 service hours, 1 bus*
New Service to Sandy Hook and Tuwanek	Would increase mobility and access to amenities for residents of Sandy Hook and Tuwanek. Potential to service a local camping ground and provide a closer access point adventure sports facility.	170 service hours, 1 bus*
Introduce New route 5 Connector, Re-align route 1 and Increase Frequency to 60 minutes	Restructure route 1 and provide a local commuter shuttle between Langdale/Upper/Lower Gibsons to better service the community. New route 5 will share the same bus with route 1, with future expansion to increase frequency to 30 minutes at peak times.	Cost Neutral





11 Infrastructure Priorities 2022 Onwards

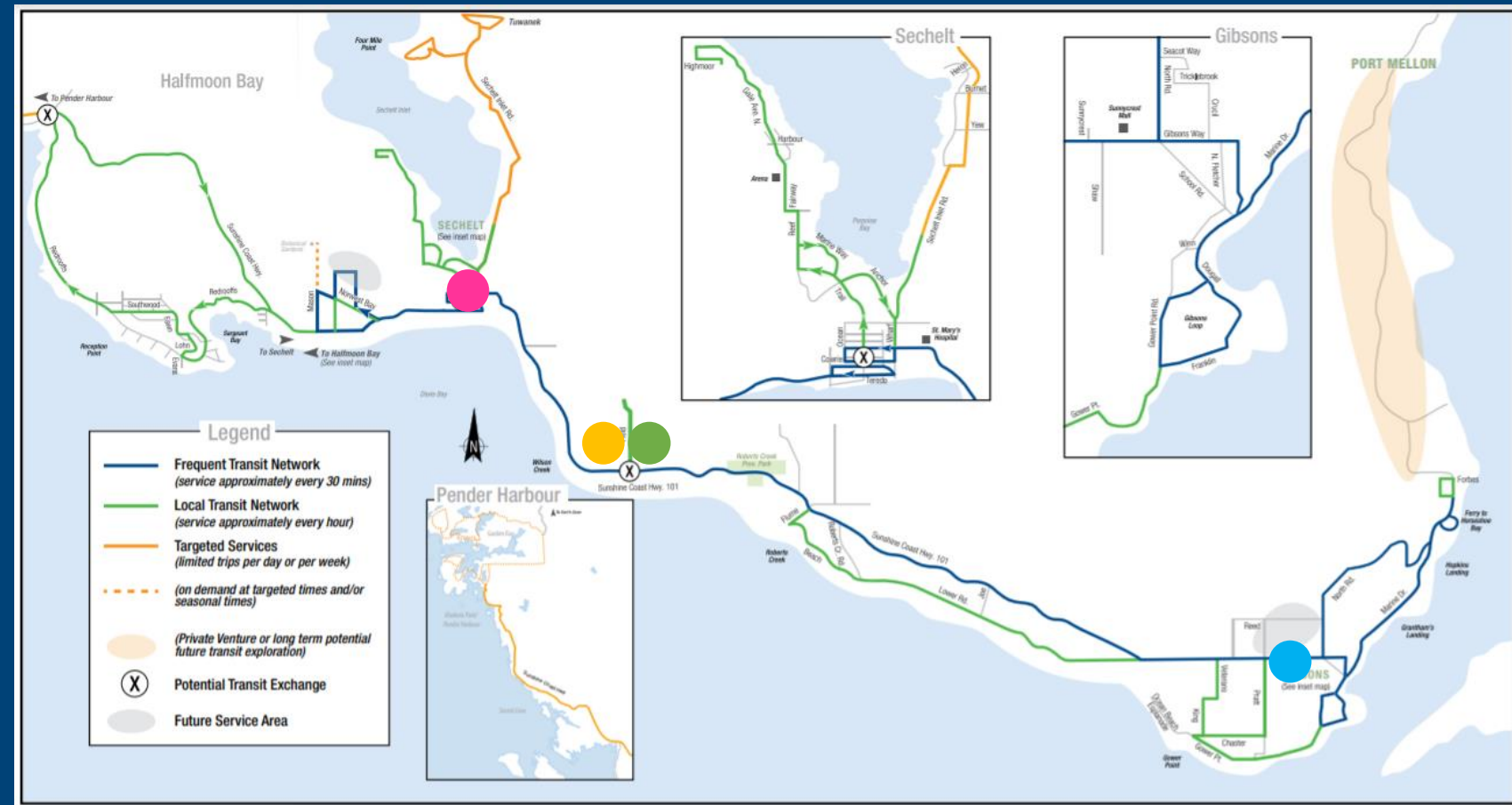
Priority	Description	Resources/Partners
Invest in bus stop infrastructure	Improve accessibility, safety and provide additional amenities at bus stops.	BC Shelter Program, SCRD
Operations & Maintenance Facility Expansion	In order to meet future expansion needs from this plan, the existing operations and maintenance facility must grow. The existing facility on Mason Rd. is leased from MoTI, and work will be done in collaboration with them.	MoTI, BC Transit, SCRD
Right Sizing	Investigate the implementation and operation of the appropriate vehicle type and size for the ridership demand now and in the future. Adding flexibility and opportunity to service more local communities.	BC Transit, Sechelt, SCRD
Sechelt Park N Ride	Frequent Service on route 90 between Sechelt and Gibsons and Langdale presents opportunity for a park and ride in Sechelt to attract new transit passengers and increase ridership.	BC Transit, Sechelt, SCRD
Field Rd. Transit Exchange	Changes to route 1 will require passengers who wish to travel from Elphinsone and Lower Rd to/from Sechelt to transfer at an exchange in ts'ukw'um near Field Rd.	BC Transit, SCRD
Upper Gibsons Transit Exchange	Changes to route 1 and 5 facilitate transfers onto route 90 on street.	BC Transit, Town of Gibsons, SCRD

12 Your Future Infrastructure Priorities

Infrastructure

These infrastructure priorities will help to shape Sunshine Coast Transit over the next five years providing improved transit infrastructure for customer convenience and safety. New infrastructures will support the implementation of the plan and the ability to accommodate expanded fleets.

-  Field Rd. Exchange
-  Gibsons Exchange
-  Sechelt Park n Ride
-  O&M Facility Expansion/Satellite



13 Future Fleet

Right-Sizing Buses for Flexibility

The existing Sunshine Coast Transit System has a mix of 14 heavy duty and medium duty vehicles. Through public engagement feedback, we heard that the system could use smaller, light-duty vehicles to better meet the demands of the local routes. Additionally, route 90 and route 1 could benefit from upsizing buses for busy summer months.

As a result of the proposals from this Transit Future Action Plan, one of the key recommendations is to look for right-sizing opportunities. This work involves reviewing fleet sizes and identifying opportunities to upgrade medium-duty buses on Route 90 and downgrade on the local routes to meet flexible demands. Right-sizing practice will be considered in parallel with the electrification opportunities for the system.



14 Investment Strategy

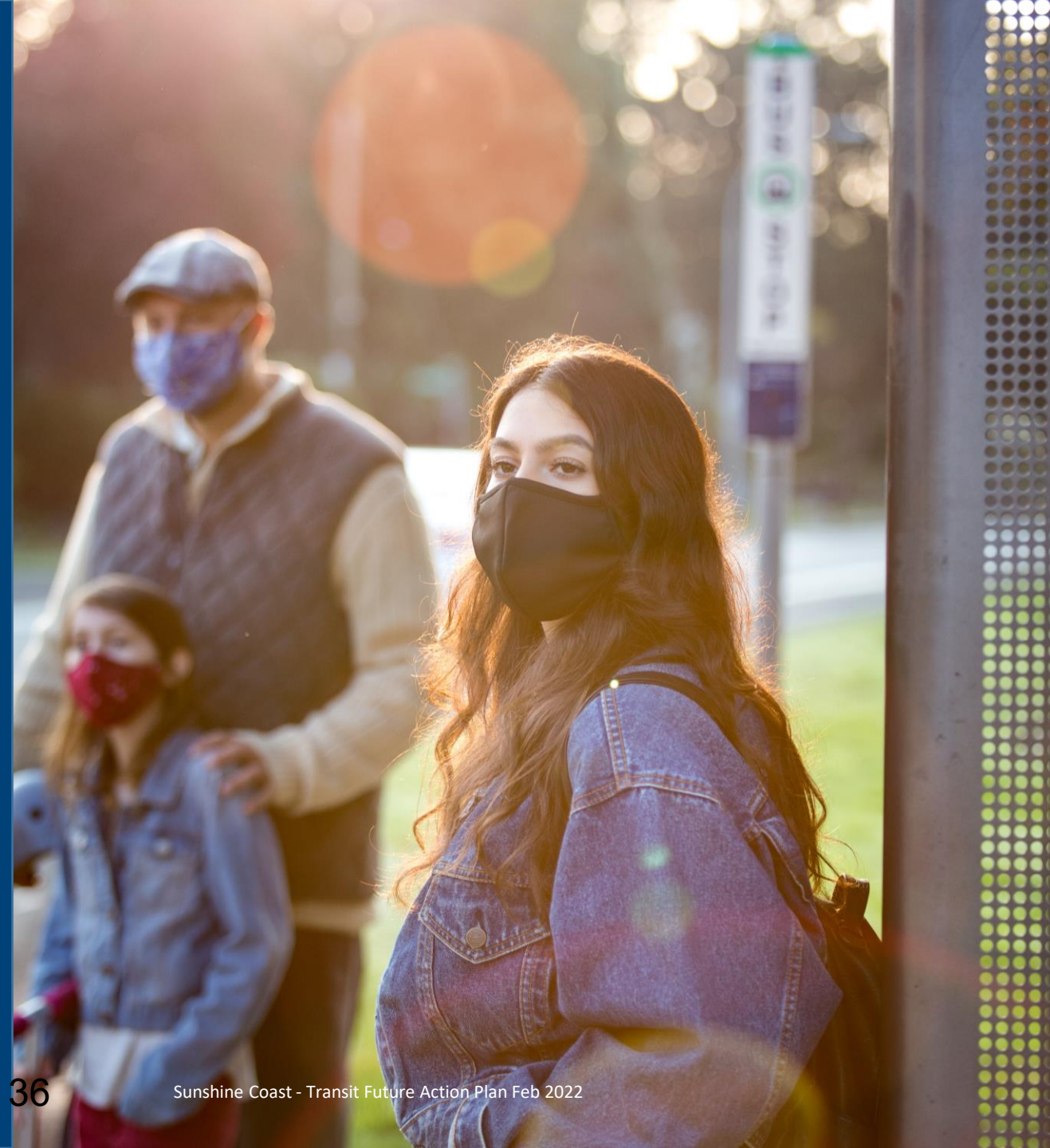
Funding the Plan

To achieve the goals of this plan, sustained capital and operating investments in the transit system will be required over the next five years and beyond. Annual operating costs are based on service hours that are projected to increase over 13,090 hours by 2029.

The plan also calls for capital investments that include:

- An additional nine buses added to the transit fleet, which some expansions can be achieved through right sizing analysis
- New transit exchanges or upgrades to existing transit exchanges
- Improvements to customer amenities at transit stops

Given the level of transit investment anticipated over the coming decades, BC Transit and the Sunshine Coast Regional District will need to prioritize and plan for these investments and ensure there are stable and predictable funding sources available.



15 Moving Forward

Monitoring + Implementation

Performance of the transit system is monitored on an annual basis, which is typical for transit systems of this size. Performance may be monitored more closely after a significant service change to evaluate the change.

Service improvements will be integrated into the Three Year Transit Improvement Process (TIP), which is updated on an annual basis. Infrastructure improvements will be incorporated into BC Transit's Capital Plan. Prior to implementation of service changes, BC Transit planning staff will work with staff at the Sunshine Coast Regional District to ensure service improvements appropriately reflect local needs. Additional targeted engagement may be conducted.



16 Acknowledgement

Thank you

The development of this Transit Future Action Plan provides a roadmap for the continued development of the Sunshine Coast Transit System.

This plan was made possible by participation from local governments, key stakeholders and the public. BC Transit would like to thank the project working group members from:

- Sunshine Coast Regional District
- BC Ferries
- Sechelt Indian Government District
- Squamish Nation
- Tla'amin Nation
- District of Sechelt
- Town of Gibsons
- City of Powell River
- Ministry of Transportation and Infrastructure
- Qathet Regional District



SUNSHINE COAST REGIONAL DISTRICT STAFF REPORT

TO: Community Services Committee – April 21, 2022

AUTHOR: Sam Adams, Parks Planning and Community Development Coordinator

SUBJECT: Recreation Sites and Trails BC Partnership Agreement Renewal for Dakota Ridge Winter Recreation Area

RECOMMENDATIONS

THAT the report titled Recreation Sites and Trails BC Partnership Agreement Renewal for Dakota Ridge Winter Recreation Area be received for information;

AND THAT the SCRD renew the Recreation Sites and Trails BC Partnership Agreement PA23-DSI-05 for a 5-year period;

AND FURTHER THAT SCRD delegated authorities be authorized to sign the Partnership Agreement renewal documents.

BACKGROUND

The SCRD Board adopted the following recommendation on September 23, 2010:

Section 56 Agreement

393/10 THAT the Section 56 Agreement for Dakota Ridge be approved as presented;

AND THAT the Chair and Corporate Officer be authorized to sign the agreement;

AND FURTHER THAT staff proceed with implementation for the 2010/2011 season.

On October 1, 2010 the SCRD entered a 10-year Recreation Site/Trail Partnership Agreement with the Province of British Columbia for the management and maintenance of the Dakota Ridge Winter Recreation Area. At the time the Agreement was known as a “Section 56 Agreement”.

In December 2021, Recreation Sites and Trails BC (RSTBC) sent a new agreement to the SCRD for review and renewal.

This report provides background on the agreement and explores agreement renewal options and considerations. Board direction to proceed with next steps is required.

DISCUSSION

Context for Partnership Agreement Renewal

History

The SCRD parks system is comprised of a range of lands and assets, only some of which are SCRD-owned parks. Dakota Ridge and other provincial recreation sites, like Sprockids, Big Tree

and Homesite Creek-Secret Cove Falls Trails, are similarly managed through Partnership Agreements with the Province. A range of other leases, licenses and agreements for provincial lands are held for properties like beach accesses, road rights-of-way, roadside works and use.

Dakota Ridge Winter Recreation Area was originally a community initiative in the early 2000's, a process which saw a local volunteer society present the SCRD with the opportunity to take over the project. As a result of this initiative and with Board support through resolution, the Dakota Ridge Recreation Service - Function 680 - was established to support the development, operations and maintenance of the winter recreation facility.

Operations, Maintenance and Management

The Dakota Ridge Partnership Agreement between the SCRD and RSTBC forms the foundation agreement for the area's operations, maintenance and management. SCRD Parks Division manages the day to day operations of Dakota Ridge. From the early 2000's, volunteers have augmented operations by fulfilling a variety of important roles, and their ongoing efforts and involvement remain a vital part of the operations success.

The Partnership Agreement Details

The proposed Agreement PA23-DSI-05 between the SCRD and the RSTBC has the following highlights:

1. Allows the SCRD to manage and maintain the recreation facility in accordance to all the applicable laws, regulations, standards and the like in carrying out the management and maintenance of the facility and obligates the SCRD, or whomever cares for the facility, to have the capabilities to carry out the Agreement obligations;
2. Agreement duration - 5 Years from commencement;
3. Either party can cancel the agreement with 60 days written notice;
4. The SCRD can assign, transfer or subcontract parts of the agreement to other parties with written consent from RSTBC;
5. Standard insurance and indemnity clauses;
6. Authorizes the SCRD to charge user fees;
7. Agreement provides annual reporting and operating obligations and standards.

Options and Analysis

The Partnership Agreement lays out the terms and conditions for the SCRD to maintain and operate the Dakota Ridge Winter Recreation Area. The facility provides a unique winter recreational opportunity to residents and visitors to the Sunshine Coast.

Option 1 – SCRD renew the Partnership Agreement for Dakota Ridge with RSTBC for a 5 - year term – *Staff Recommended Option*

This allows for the status quo continued operations of the area. If, in the future, the SCRD wished to assign or sub-contract parts of the operations, written permission from RSTBC would be required. Regardless of any sub-contracts, the SCRD would still retain the overall responsibility for the agreement with RSTBC.

Option 2 – Decline Agreement Renewal

In this option the SCRD would be removing themselves from the operations of the facility. In this case, either another entity would need to take on a Partnership Agreement with the province or the facility would be closed. If the SCRD opted not to renew the agreement and to close the facility, then all the SCRD assets (ie. kiosk, warming hut, storage containers and equipment) would need to be removed, and the site be returned to a safe and clean condition within a year, as per the Agreement. Trails and parts of the access road system would also need to be returned to a low or no maintenance standard acceptable to the Province.

Organizational and Intergovernmental Implications

The operation of the Dakota Ridge Winter Recreation Area also involves two other related agreements: an access road maintenance agreement and license of occupation agreement for the equipment shed, both with FLNRORD. If the Partnership Agreement is not renewed, consideration for the termination of the other two agreements will need to be explored.

Dakota Ridge is located on the traditional territories of the shíshálh and Skwxwú7mesh Nations who were consulted during the original development of the service/facility. Staff will notify the Nation of our intention to renew the Agreement if supported.

The Dakota Ridge Function 680 involves all of the voting members of the SCRD.

Financial Implications

If Option 1 is chosen, staff do not anticipate any budgetary impacts at this time. That being said, over the next few years staff need to develop an asset management plan for the area and its infrastructure. This plan may have associated budgetary implications, which will be brought forward for Board consideration once the plan is completed.

If Option 2 is chosen, and the facility is closed, there will be associated costs (yet to be determined) with removing the assets from the area and returning the area, trails and parts of the access road to a low or no maintenance standard acceptable to the province.

Irrespective of the options selected above, the SCRD will be required to capture the built assets around the site as part of the new Public Sector Accounting Standard for Asset Retirement Obligations (ARO). This will result in a future financial liability recorded for the SCRD.

STRATEGIC PLAN AND RELATED POLICIES

The renewal of this Partnership Agreement supports the vision and goals of the 2014 Parks and Recreation Master Plan. Outdoor recreation opportunities facilitate community development and support sustainable economic development.

CONCLUSION

SCRD has held a Partnership Agreement for the Dakota Ridge Winter Recreation Area with RSTBC since 2010. This recreational area is an important local amenity which offers residents and visitors a variety of outdoor recreation opportunities during the winter season. Staff recommend renewing the Agreement for a 5-year term as outlined in Option 1.

Reviewed by:			
Manager	X – K. Clarkson	CFO/Finance	X – T. Perreault
GM	X – S. Gagnon	Legislative	
CAO	X – D. McKinley	Risk/Purchasing	X – V. Cropp

SUNSHINE COAST REGIONAL DISTRICT STAFF REPORT

TO: Community Services Committee – April 21, 2022

AUTHOR: Sam Adams, Parks Planning and Community Development Coordinator

SUBJECT: Dakota Ridge Winter Recreation Area – Exploration of a new Partnership Agreement

RECOMMENDATIONS

THAT the report titled Dakota Ridge Winter Recreation Area – Exploration of a new Partnership Agreement, be received for information.

BACKGROUND

On February 24, 2022, following a verbal presentation by representatives of the Dakota Ridge Volunteer group, the SCRD Board adopted the following recommendation:

044/22 **Recommendation No. 1** *Dakota Ridge Volunteer Group*

THAT the delegation materials provided by Dakota Ridge Volunteer Group be received for information;

AND THAT staff enter into discussions with representatives of the Dakota Ridge Volunteer Group to explore the possibility of the Dakota Ridge Volunteer Group taking an increased role in providing the Dakota Ridge service;

AND FURTHER THAT staff report back to a future Community Services Committee meeting before the end of Q3 2022.

Changes to the operational model at Dakota Ridge were not contemplated in the 2022 Dakota Ridge Service Plan, which outlines the priorities for staff for the year. This emerging opportunity will require a shifting of priorities to create the internal capacity to move this initiative forward in 2022. As mentioned in the February Board meeting, staff needed to further understand what the volunteer group meant by “taking an increased role in providing the Dakota Ridge service” and assess the impact that may have to the priorities already been identified for 2022.

Since February, staff have met with the Dakota Ridge Volunteer group and assessed the emerging opportunity and this report serves to outline the next steps as well as outline what previously identified 2022 priorities will not be addressed in order to accommodate this initiative.

DISCUSSION

The Dakota Ridge Winter Recreation Area is located on Crown Lands and is managed by SCRD Parks staff through a Partnership Agreement with the Province (Recreation Sites and Trails BC). The areas cross-country ski trails (20 kms), snowshoe trails (7 kms), and sledding hill, offer winter recreational opportunities to residents and visitors to the Sunshine Coast during the winter season (typically from mid-December through to the end of March, weather dependent). Maintenance of the trails and assets are conducted during the off season.

In addition to the main Partnership Agreement with the Province, the SCRD has two other agreements related to the operations of the area including:

- a lease agreement with the province for the equipment hut
- a road maintenance agreement with FLNRORD

A 13.5 km industrial logging gravel road is used to access the Dakota Ridge Winter Recreation Area. The SCRD has a maintenance agreement on the road which allows the SCRD to conduct minor repairs and maintenance like grading and brushing as well as winter plowing.

The Dakota Ridge Winter Recreation Area receives around 8,000 individual visits during the winter recreation season. Tracking the number of visits can be difficult due to staff and volunteer availability and site presence, however, through revenues collected through pass sales and usage as well as the use of trail counters in the past, this estimate is supported. In addition to recreational use, the area is also used by the Dakota Nordics club and various schools in the district. The Dakota Lopett, an annual community event, is also organized and operated by volunteers.

Currently, SCRD staff are responsible for the day to day operations, maintenance and administration of the area. Responsibilities generally include:

- Seasonal opening, operations and shutdown of the area
- General ongoing operations and maintenance of equipment, trails and other assets (e.g. warming hut, storage sheds, kiosk)
- Advertising and Season Pass Sales
- Volunteer recruitment, orientation/training, coordination and recognition
- Road maintenance and repairs
- Communication and liaising with users, groups and partners

From the early 2000's volunteers have played a variety of important roles, and their ongoing efforts and involvement remain a vital part of the facilities operations and development. Each season, between 25-35 volunteers contribute approximately 1700 hours, supplementing operations by providing trail hosts and equipment operations (trail grooming). Additionally, volunteers support seasonal maintenance of the area through annual work parties and other projects. SCRD staff provide volunteer orientation and training to enhance safety, improve user experience, and ensure proper use and care of equipment. All volunteers are covered by the SCRD municipal liability insurance.

Following Board direction, staff met with the Dakota Ridge Volunteer group to gain a further understanding of their desired involvement in the operations of Dakota Ridge as well as their proposed timing. The group is keen to get more involved, but also wants to approach things in a slow and sustainable manner.

The group outlined the following priorities for possible implementation for the 2022/23 season:

- An increased role in the recruitment, orientation and training, scheduling and coordination as well as recognition of the volunteer hosts as well as possibly the groomers
- Taking responsibility to organize the volunteer work parties during the off season to help maintain the facility and support community

These are areas of operations that, for the most part, staff are currently responsible for. SCRD staff recognize that the Dakota Ridge Volunteer group has the potential to improve and enhance these aspects of the operation.

Considerations and Next Steps

In order to be in a position to enter into an agreement with this group, it is recognized that they must become a legal entity, and to this end, the group has applied to become a registered not-for-profit organization. They have recently received notification that their application was accepted and they will be formally known as the Dakota Ridge Recreation Society.

In order to meet the desired timelines, staff will need to dedicate time to work closely with the Society over the next six months to develop an appropriate agreement that reflects their increased involvement in the volunteering aspects of operations and ensure all risks are properly managed. Staff time will also be required to facilitate the transition, especially over the first season. Subsequently, staff will need delay any progress on the 2022 priorities to complete the capital asset planning and service review for the Dakota Ridge Winter Recreation Area. This will be reflected in the quarterly reports.

An agreement with the Society as outlined above will have no impact on the previously mentioned three agreements that the SCRD currently holds related to the Dakota Ridge Winter Recreation Area.

Staff anticipates bringing a report forward to the SCRD Board in September 2022 seeking approval to enter into an Agreement with the Dakota Ridge Recreation Society for the 2022/23 season.

Organizational and Intergovernmental Implications

The SCRD's Partnership Agreement with the Province (Recreation Sites and Trails BC) for the management of the facility has provisions for sub-agreements. Staff have been in contact with the Province, and they are supportive of this sub-agreement opportunity. Staff will be keeping in close communication with the Province as we move through this process.

Financial Implications

There are no anticipated service level changes or budget impacts from this proposed partnership agreement between the SCRD and the Dakota Ridge Recreation Society.

STRATEGIC PLAN AND RELATED POLICIES

This potential partnership agreement supports the vision and goals of the 2014 Parks and Recreation Master Plan and the 2019-2023 SCRD's Strategic Plan. Communication and collaboration with a community group facilitates community development and supports SCRD values of collaboration, respect and transparency. The recommendations of this report consider the priority to ensure fiscal sustainability.

CONCLUSION

The Dakota Ridge Recreation Society is a newly registered not-for-profit organization that is interested in taking on an enhanced role supporting volunteerism at the Dakota Ridge Winter Recreation Area beginning in the 2022/23 season. SCRD staff are supportive of this important initiative and anticipate working closely with the Society to develop an Agreement which defines roles and responsibilities for the service.

Reviewed by:			
Manager	X - K. Clarkson	Finance	
GM	X – S. Gagnon	Legislative	
CAO	X – D. McKinley	Risk Mgmt	X - V. Cropp

SUNSHINE COAST REGIONAL DISTRICT STAFF REPORT

TO: Community Services Committee – April 21, 2022

AUTHOR: Kevin Clarkson, Parks Services Manager

SUBJECT: Disaster Recovery Plan, Regional Flooding Events - Chaster House and Pedestrian Bridge

RECOMMENDATIONS

THAT the report titled Disaster Recovery Plan, Regional Flooding Events - Chaster House and Pedestrian Bridge be received;

AND THAT the Chaster park pedestrian bridge and retaining wall repair planning be funded through [650] Community Parks Operating Reserves up to \$32,500;

AND THAT a 0.075 FTE for project management oversight be approved as part of the total project budget above;

AND FURTHER THAT the 2022-2026 Financial Plan Bylaw 735 be amended accordingly.

BACKGROUND

At the [January 13, 2022 Infrastructure Service Committee](#) meeting, staff presented a Disaster Recovery Plan – Regional Flooding Events report identifying several park areas that had been impacted by the November 2021 flooding events.

During the heavy rains, Chaster Creek water levels rose considerably with continual precipitation over a short timeframe, ultimately overflowing banks and diverting streamflow for long periods. Overflowing runoff water exceeded volumes over the height of both the natural stream channel, as well as over the main access pedestrian bridge for Chaster Park and Chaster House. Both the park and Chaster House basement were flooded. Upon occurrence, Parks staff immediately closed the park, house and blocked off the bridge.

A preliminary engineering assessment of the pedestrian bridge confirmed the foundation had been compromised and it was unsafe for public access. Due to the amount of flooding in and around the house, there were also concerns regarding the stability of the house's foundation.

To date, bridge access to the park, Chaster House, and the some of the park grounds remain closed to public access for risk management and safety reasons.

This report provides information on next operational steps, as well as offer considerations for timelines and resources required for further recovery planning to safely restore the property and access.

DISCUSSION

A structural assessment of Chaster House was commissioned in December 2021 and finalized by Roth Iams Integrated Asset Management Strategies in March 2022. The assessment

involved onsite interviews with staff and a detailed site assessment in order to document current usage of the building and changes to existing structure, flooding history, and water issues which may have occurred as a result of flooding events.

The report confirmed that despite soil and ground saturation, the Chaster House building is structurally sound and in good overall condition. There was no evidence that the flooding events had compromised the building. The report did recommend that further investigation be undertaken in order to verify the existence and condition of the waterproof membrane on the exterior of the foundation walls and the existence and condition of any weeping tile around the building.

The report also provided comments on the pedestrian bridge that confirmed the original assessment conducted back in November. The bridge requires significant repair and possible redesign. The concrete abutments and retaining walls at the location for the bridge need to be repaired and reinforced. The main support structure of the pedestrian access bridge is in jeopardy due to significant cracking observed on the east concrete abutment. The repair strategy for the bridge should also consider future preventative measures against further large flooding events (e.g. consider the height and the angle of deflection of the retaining wall at the bridge location along the east side of the building closest to the creek).

Analysis & Recommendations

Given the findings and recommendations from the structural assessment performed on Chaster House and the pedestrian bridge, Parks staff will take the following steps:

- Prepare Chaster House and park to reopen for public use prior to June 1st, including a clean-up of the adjacent park grounds and clearing of the alternative access path to the property for use.
- Continue to perform regular preventative maintenance, regular inspections and repair work on Chaster House.
- Continue to perform regular park/site inspections.
- The pedestrian bridge will remain closed.

The additional recommendation to investigate the existence and condition of the waterproof membrane on the exterior of the Chaster House foundation walls will be researched further with consideration of additional resources and any related constraints, and will be brought forward in a future staff report and/or through the 2023 budget planning.

In order to advance the planning for the necessary bridge reparations, there are several steps that will be necessary including engaging professional engineering services to develop the scope, timelines, and cost estimates. There will be various permits and approvals required including but not limited to archeological, environmental, and geotechnical. Staff also recommend that planning include considerations related to the retaining wall, as mentioned previously, to mitigate future flooding risks and to correct issues with stream channel deflection. It is estimated that it will take between 9 months to a year to conduct this work. Once completed, staff will bring forward a report with options, recommendations and budget estimates.

Staff also note that as part of the approved 2022 budget, archaeological planning for Ocean Beach Esplanade and Chaster Park will be conducted. It is possible that through this process, the entire park site may be specified as an area of significant historical, as well as contemporary cultural significance. In this likely eventuality, any excavations or surface disturbance would therefore be subject to the *BC Heritage Conservation Act*, and further costs may be required in order to mitigate any potential impacts.

Organizational and Intergovernmental Implications

Planning for the bridge repairs will ultimately require permissions from the Skwxwú7mesh Nation, authorizations from the Ministry of Forests, Land, Natural Resource Operations and Rural Development, as well as the Ministry of Transportation and infrastructure. The entire property is located in an ecologically sensitive riparian zone, where no ground disturbance is allowed without a qualified environmental assessment occurring both before and after the work. The bridge structure is also directly adjacent to a provincial public road and any corrective measures or investigations will require permissions and collaboration with local authorities.

Financial Implications

The pedestrian bridge and retaining wall planning will require both professional engineering consulting services as well as internal project management oversight. This includes both consulting fees (\$25,000) as well as internal project management support (\$7,500 or 0.075 FTE). It is proposed that this project be funded through the Parks Operating Reserve for up to \$32,500 and it currently has an uncommitted balance of approximately \$59,000. Staff will also continue to seek disaster recovery funding for this project (have already initiated discussions with our designated Recovery Officer), which could potentially mitigate reserve funding.

There are no financial requests or implications to the immediate actions required for Parks staff to re-open Chaster House and park safely to the public.

Communications Strategy

Standard public communications related to closures and re-openings will proceed as recovery work progresses.

STRATEGIC PLAN AND RELATED POLICIES

Remediation of flood damage to Chaster House, bridge and park adhere to SCRD's strategic priority of Asset Stewardship - To ensure that the SCRD's built and natural assets serve our residents now, and in the future.

CONCLUSION

Flooding events on the Sunshine Coast caused significant damage to SCRD infrastructure requiring remediation and repairs to restore items to existing service levels and further, to build resiliency against future climate events.

At this time, funding is required to move forward with a strategy for the Chaster Park pedestrian bridge repairs as well as consideration of future preventative measures against further large flooding events (e.g. retaining wall at the bridge location). As other sources of funding are unknown at this time, it is proposed that the project be funded 100% from the Community Parks

Operating Reserve. Staff will continue to work with the Province to seek funding from Disaster Recovery. It is reasonable to expect that a portion of the project cost will be recoverable, and if so, funds would be returned to the reserve.

Ongoing information and items for decisions will be provided to the Board as the recovery work continues.

Reviewed by:			
Manager		CFO/Finance	X – T.Perreault
GM	X – S. Gagnon	Legislative	
CAO	X – D. McKinley	Risk Management	X – V. Cropp