



New Brighton Dock and Barge Ramp

The **New Brighton Dock** is owned by the Skwxwú7mesh Úxwumixw (Squamish Nation), which holds official responsibility for its maintenance, insurance, and regulatory compliance.

In contrast, the adjacent barge ramp is located on land owned by the province but there is currently no one responsible for its maintenance or management.

Gambier Island community members have said they want to keep both the dock and barge ramp open to the public and have requested that the Sunshine Coast Regional District (SCRD) consider responsibility for both assets.

Although the SCRD Board maintains that the Province of British Columbia remains the appropriate authority to maintain jurisdiction over these assets, the SCRD commissioned a feasibility study to explore potential options for the dock and barge ramp ownership and operations, including financial and operational implications.

A copy of the Interim Feasibility Study and additional information can be found at this event and at letstalk.scrd.ca/new-brighton.

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The purpose of the outreach and engagement being undertaken by the SCRD is to solicit feedback on ownership preferences, service levels and funding mechanisms for New Brighton dock and the barge ramp.

Following this engagement, findings will be presented to the SCRD Board, along with a final Feasibility Study report.



New Brighton Dock and Barge Ramp

About the Dock

The New Brighton dock, built in the early 1900s, was transferred from the federal government to the Skwxwú7mesh Úxwumixw (Squamish Nation) in 2013 and is currently managed by Nch'Kay Development Corporation.

The dock is the primary transportation hub for the southwest Gambier Island community, serving approximately 150 full-time residents and many seasonal visitors.

The dock supports year-round services, including BC Ferries Route 13 (Stormaway passenger ferry), emergency response, school and work commutes, mail delivery, and supply transport.

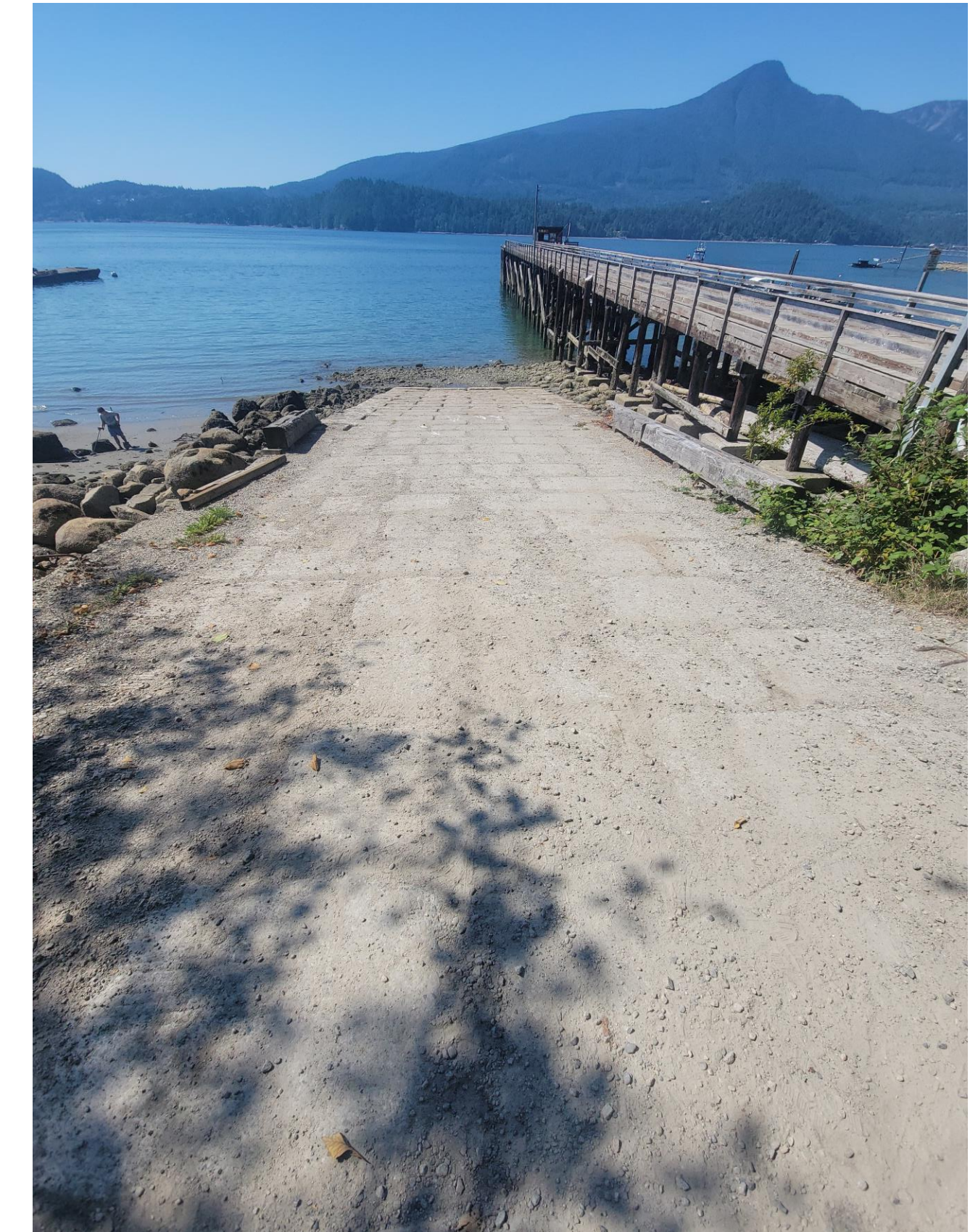
Nch'kay has indicated interest in divesting the dock.

About the Barge Ramp

In 1999, the Ministry of Transportation and Transit (MOTT) constructed a barge ramp that is adjacent to the New Brighton dock.

Ownership of the barge ramp has not been formally established, and it is not actively maintained by any party.

The ramp has not been subject to a formal condition assessment.

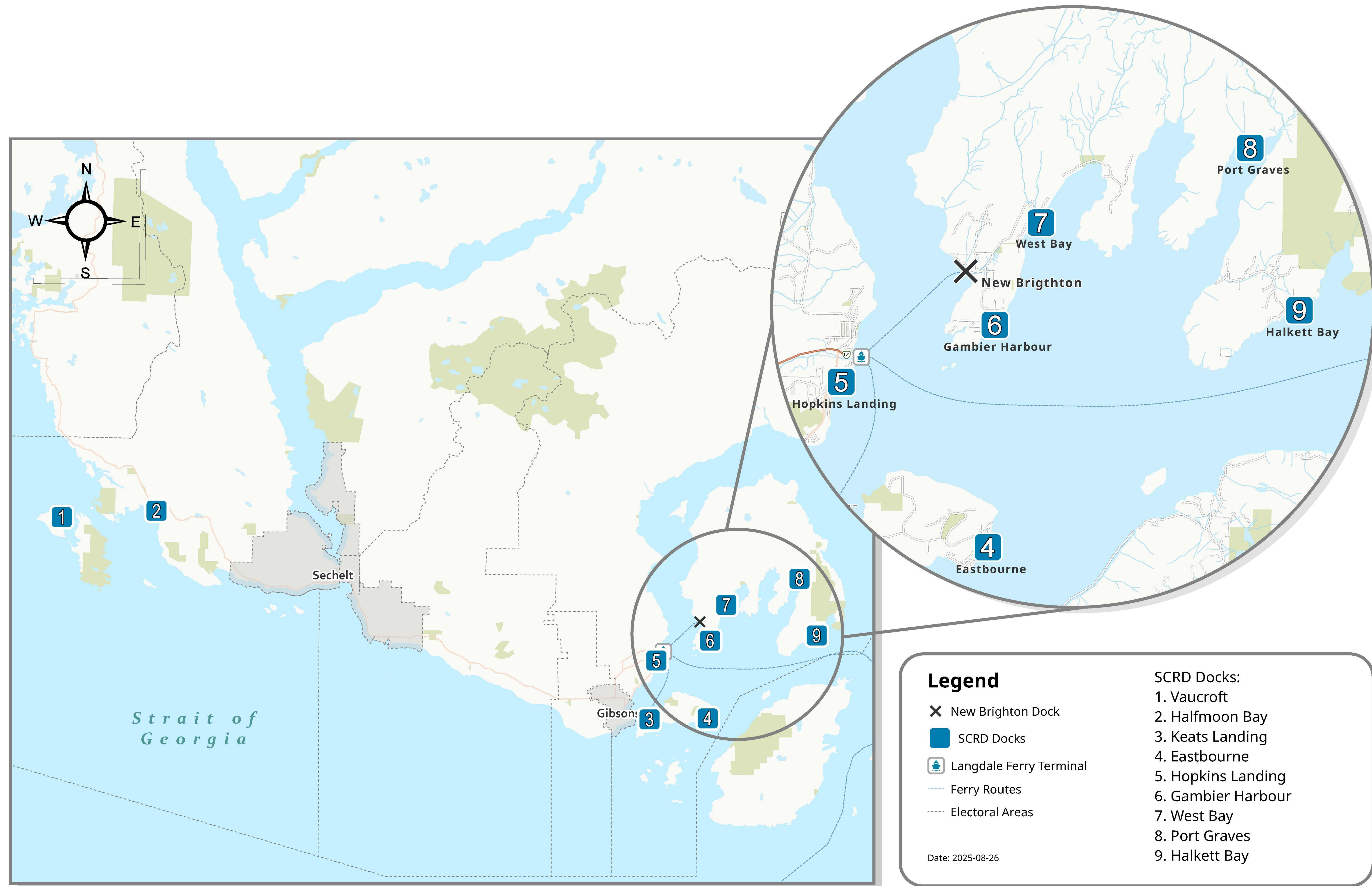


Dock Features:

- Vehicle access
- 110-metre long pier structure
- Three floats
 - Approximately 22 small boat berths
- 6.7 metres depth at low tide at end of pier



Dock Locations





SCRD Docks

VAUCROFT



Approach: Pedestrian access only;
41.15 m pier structure.

Float Size: 5.3m x 19.5m

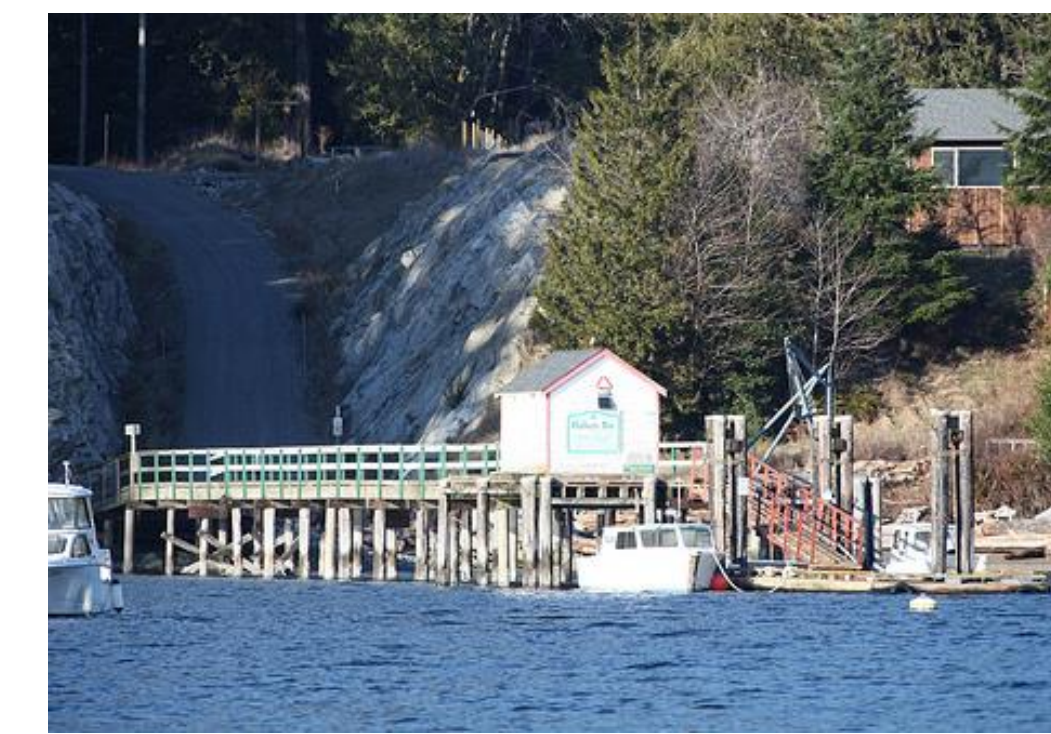
HOPKINS LANDING



Approach: Pedestrian access only;
142.98 m pier structure

Float Size: 4.3m x 17.4m
(currently removed)

HALKETT BAY



Approach: Vehicular access; 57.60
m pier structure

Float Size: 4.6m x 16.0m

HALFMOON BAY



Approach: Vehicular access; 91.44
m pier structure

Float Size: 4.0m x 24.4m

GAMBIER HARBOUR



Approach: Pedestrian access only;
88.39 m pier structure

Float Size: 4.3m x 24.4m

KEATS LANDING



Approach: Vehicular access;
60.96 m pier structure

Float Size: 4.3m x 15.2m

WEST BAY



Approach: Pedestrian access only;
196.6 m pier structure

Float Size: 6.4m x 15.6m

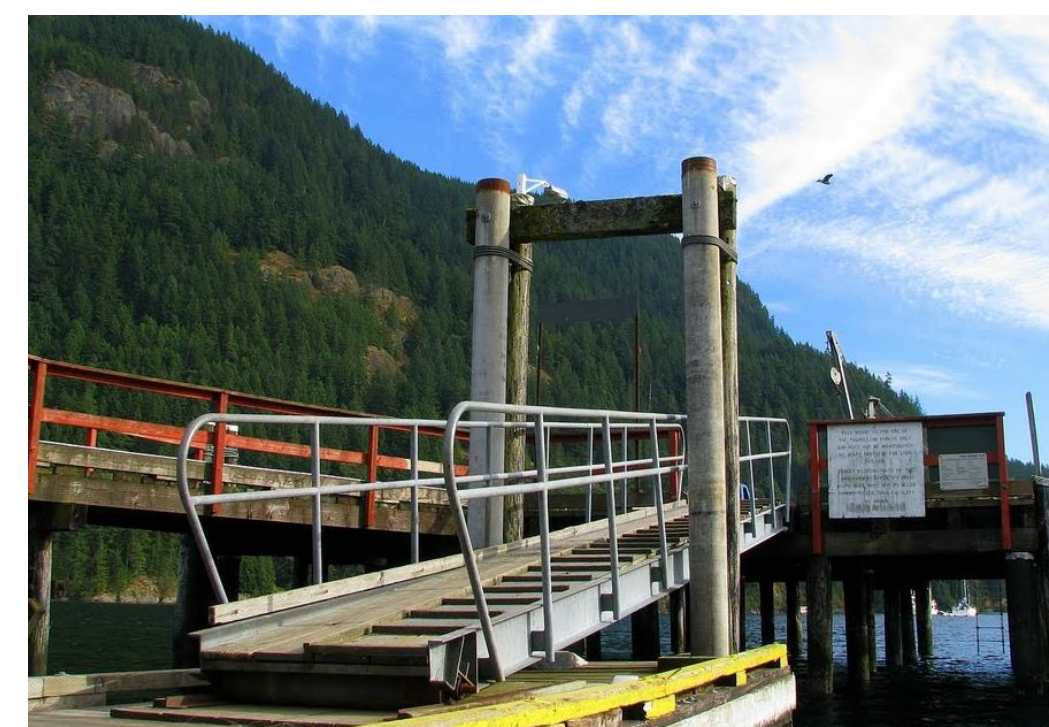
EASTBOURNE



Approach: Pedestrian access only;
73.17 m pier structure

Float Size: 7.9m x 19.8m

PORT GRAVES



Approach: Pedestrian access only;
146.30 m pier structure

Float Size: 2.5m x 14.4m

Ports Bylaw No. 518

The ports bylaw sets out the regulations for SCR D public docks.

Some **key aspects** of the bylaw include:

- No moorage for more than 24 hours.
- Orderly, courteous behaviour on the dock and on vessels, as well as quiet hours.
- No unauthorised commercial activities.
- Fees for BC Ferries and business users included in the bylaw.



Current Costs

Currently, the following is the distribution of costs for the nine SCRD docks.

Area B Halfmoon Bay	21%
Area D Roberts Creek	17%
Area E Elphinstone	12%
Area F West Howe Sound	50%

In 2025, the following is how much residents in each of these areas paid in taxes for the docks per \$100,000 of assessed value of their property.



Calculating taxation for the SCRD Dock Services

Take the value of your home
(available at bcassessment.com or
scan this QR Code)



Divide the total amount by \$100,000 and then
multiply by the amount shown to the right.

For example. If my home in Roberts Creek is worth \$800,000.
I paid $8 \times \$6.22 = \49.76 in 2025.

Area B Halfmoon Bay	\$5.70
Area D Roberts Creek	\$6.21
Area E Elphinstone	\$5.51
Area F West Howe Sound	\$13.75
Average Cost for the Entire Service	\$8.17



New Brighton Dock – Operating and Capital Investment Estimates

NEW BRIGHTON DOCK

- Current estimates place **annual operating costs**—including insurance, routine maintenance, and administrative oversight—at approximately **\$160,000**.
- This figure includes the equivalent of **0.3 full-time staff** allocated to administrative functions.
- These estimates are informed in part by the 2023 Ports Condition Assessment prepared by Herold Engineering, which identified **approximately \$159,000 in immediate repair** needs and projected **long-term capital expenditures of \$100,000 per year**, with costs increasing in future years.
- The estimated **full replacement cost** in 2025 dollars of the New Brighton Dock is approximately **\$4.5 million**. This estimate is derived from the average of projected replacement costs for other SCRD dock facilities.

NOTE: Annual operating expenses have been informed separately, based on input from Nch'kay, actual expenses for other SCRD docks, and internal estimates. These reflect best-available assumptions for routine maintenance, utilities, administration, and other ongoing costs.





Barge Ramp – Operating and Capital Investment Estimates

BARGE RAMP

- The estimated **annual operating and maintenance cost of \$75,000** is based on comparable infrastructure managed by another local government and is used here as a proxy due to the absence of site-specific data.
- Preliminary **replacement cost** estimates suggest that a full reconstruction could be in the range of **\$1 million or more**, depending on site conditions, materials, and regulatory requirements.

NOTE: While no formal inspections have been conducted, there have been general reports from members of the public indicating concerns such as surface deterioration, settlement of the lock blocks, and the possible loss or degradation of structural components. These accounts have not been independently verified and should be treated as anecdotal in nature.





Option 1a

Include in the existing SCRD Service

This option would see the distribution of costs remain the same as it is currently.

Current Cost
Distribution



Current and Potential Future
Costs per 100k of assessed
property value



Area B Halfmoon Bay	21%
Area D Roberts Creek	17%
Area E Elphinstone	12%
Area F West Howe Sound	50%

Area	Ongoing 2025 SCRD Docks Cost	Addition of New Brighton Dock	Addition of the Barge Ramp	Total	Addition of New Brighton One Time Cost
Area B Halfmoon Bay	\$5.70	\$1.89	\$0.52	\$8.02	\$1.10
Area D Roberts Creek	\$6.21	\$1.96	\$0.57	\$8.74	\$1.20
Area E Elphinstone	\$5.51	\$1.74	\$0.50	\$7.75	\$1.07
Area F West Howe	\$13.75	\$4.35	\$1.26	\$19.36	\$2.26
Average Cost for the Entire Service	\$8.17	\$2.29	\$0.75	\$11.51	\$1.58

In addition to operating costs, replacement is estimated at \$4.5M for the dock and \$1M for the ramp, with funding available through reserves, debt financing up to 30 years, or a combination of both.



Option 1b Include in the existing SCRD service with Area F paying more

This option would see a revision of the distribution of costs with residents in **Area F paying more in taxation to include New Brighton Dock** in the SCRD Ports Service. For the costs associated with this option, please see Board #8, Option 1a.

Area	Current Distribution	Future Distribution and Tax Implication
Area B Halfmoon Bay	21%	? ↓
Area D Roberts Creek	17%	? ↓
Area E Elphinstone	12%	? ↓
Area F West Howe Sound	50%	? ↑
Total	100%	100%

In addition to operating costs, replacement is estimated at \$4.5M for the dock and \$1M for the ramp, with funding available through reserves, debt financing up to 30 years, or a combination of both.



Option 2

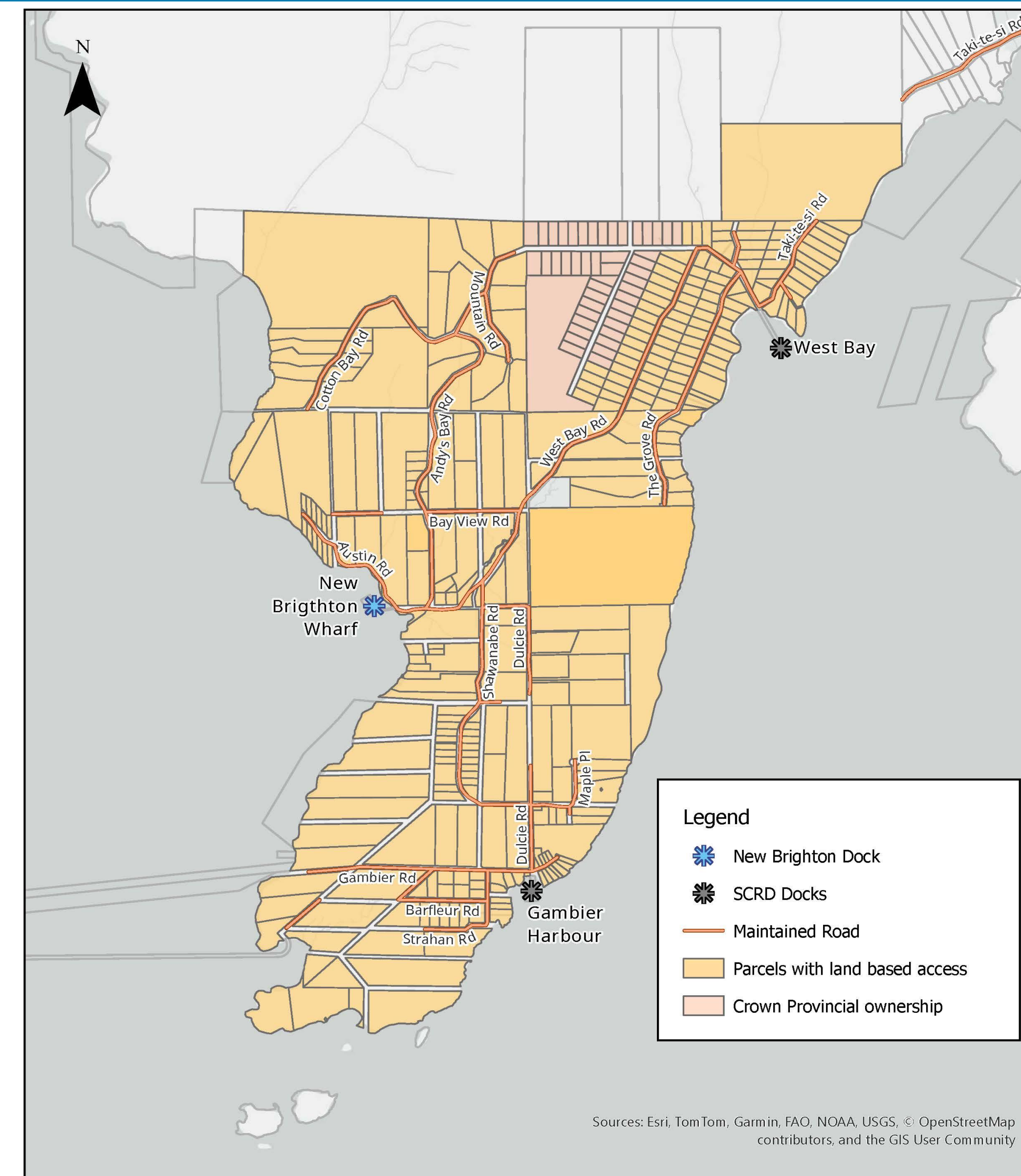
Create a New Local Service Area

Option 2 – This option would see the creation of a new service.

An example: The southwest side of Gambier Island. This option would see a new service created exclusively for the west peninsula of Gambier Island.

Only residents with road access to the dock would be taxed for the operations and maintenance of the dock and ramp barge.

On the map to the right - Parcels with land-based access to New Brighton Dock by public road right-of-way or private road.



Area	Ongoing 2025 SCRD Docks Cost	Addition of New Brighton Dock	Addition of the Barge Ramp	Total	Addition of New Brighton One Time Cost
Gambier Local Service Area	\$8.17	\$113.66	\$32.79	\$154.62	\$69.51

In addition to operating costs, replacement is estimated at \$4.5M for the dock and \$1M for the ramp, with funding available through reserves, debt financing up to 30 years, or a combination of both.



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