



PLANNING AND COMMUNITY DEVELOPMENT COMMITTEE

Thursday, December 8, 2016
SCRD Boardroom, 1975 Field Road, Sechelt, B.C.

AMENDED AGENDA

CALL TO ORDER: 9:30 a.m.

AGENDA

1. Adoption of Agenda

PETITIONS AND DELEGATIONS

2. Larry Penonzek, Applicant for Sunshine Coast Regional District Zoning Amendment Bylaw 310.168, 2016 (BYL00001). Verbal
Regarding Development Proposal.

REPORTS

3. Planner and Manager, Planning and Development – Sunshine Coast Regional District Zoning Amendment Bylaw 310.168, 2016 (BYL00001) - Electoral Area E
Electoral Area E (Rural Planning Services) (Voting – A, B, D, E, F) Annex A
pp. 1 - 15
4. Senior Planner – BURNCO Aggregate Environmental Assessment – Proponent’s Responses to SCR D Board Resolution 367/16 Recommendation No. 4 – Electoral Area F
(Regional Planning Services) (Voting – All) Annex B
pp. 16 – 24
→REPLACE
pp. 22 - 24
5. Senior Planner – Crown Referrals 2409428 (SS Creek) and 2409550 (CC Creek) for Investigative Use Permits for Power Projects in Tzoonie River Area – Electoral Area B
Electoral Area B (Rural Planning Services) (Voting – A, B, D, E, F) Annex C
pp. 25 - 36
6. Manager, Planning and Development – Board of Variance: Review of Opportunities
(Rural Planning Service) (Voting – A, B, D, E, F) Annex D
pp. 37 – 40
7. Manager, Planning and Development – Update Boat Ramp at Wood Bay, 10605 Sunshine Coast Highway
Electoral Area B (Rural Planning Service) (Voting – A, B, D, E, F) Annex E
pp. 41 - 43
8. Electoral Area B (Halfmoon Bay) APC Minutes of November 22, 2016
Electoral Area B (Rural Planning Services) (Voting – A, B, D, E, F) Annex F
pp. 44 - 46
9. Electoral Area E (Elphinstone) APC Minutes of November 23, 2016
Electoral Area E (Rural Planning Services) (Voting – A, B, D, E, F) Annex G
pp. 47 - 50
10. Electoral Area F (West Howe Sound) APC Minutes of November 22, 2016
Electoral Area F (Rural Planning Services) (Voting – A, B, D, E, F) Annex H
pp. 51 - 53

COMMUNICATIONS

11. Peter Luckham, Chair, Islands Trust Council, dated November 18, 2016.
Regarding Islands Trust Council Feedback on Sunshine Coast Fixed Link Feasibility Study.

Annex I
pp. 54 - 56

NEW BUSINESS

IN CAMERA

That the public be excluded from attendance at the meeting in accordance with Section 90 (1)(a) and (k) of the Community Charter – “personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent..” and “negotiations and related discussions regarding a municipal service..”.

ADJOURNMENT

	For Proponent Use
<p align="center">Comment (Include Memo reference as applicable)</p>	<p align="center">Proponent Response (Include Memo reference as applicable)²</p>
	<p align="center">- -</p>
<p>The Fish Habitat Offset Plan needs to be implemented at the outset of the project to allow for mature vegetation cover and for adjustments to be made to ensure the plan functions as expected;</p>	<p>BURNCO has committed to constructing the habitat offset channel extension prior to construction of the Project and effects to the existing groundwater fed channel.</p>
<p>Sufficient funds should be set aside by BURNCO to allow for long term maintenance of the new stream and related infrastructure, such as the overflow gate and a channel from the pit lake, to ensure the plan functions as expected and to include a contingency plan to be followed if the compensation plan fails.</p>	<p>Agreed, BURNCO expects that the provision of a letter of credit covering monitoring, construction and maintenance of any habitat offsetting will be required under the fisheries protection provisions of the Fisheries Act.</p>
<p>The impact on salmonids of contaminants in the water column due to disturbance of sediment needs to be assessed;</p>	<p>Project activities with potential to result in re-suspension of sediments as a result of seafloor disturbance are limited to the following: pile installation, vessel propeller scour, and vessel wake wash. The impacts of altered water quality (including increased contaminant exposure) on salmonids as a result of seabed disturbance and subsequent sediment resuspension from the above listed activities has been assessed under Vol. 2 of the EAC Application (refer to Section 5.2.5.2.1.1, Section 5.2.5.2.3.1, Section 5.2.5.4.1.1 and Section 5.2.5.4.1.3). Mitigation measures that will be implemented to avoid or minimize potential adverse effects associated with sediment disturbance are outlined in Section 5.2.5.3.1 and Table 5.2-18 of the EAC Application/EIS.</p>

<p>More thorough studies and surveys should be completed on glass sponge reef presence within 200m of any part of the project area, and along any loaded barge transit routes, during the life of the project;</p>	<p>Glass sponges are known to occur throughout Howe Sound, in water depths below -20 m (chart datum). As part of marine baseline investigations, detailed underwater biophysical surveys were conducted in the proposed subtidal footprints of the proposed marine infrastructure (as well as adjacent areas) using SCUBA and towed video survey methods, with detailed information recorded on existing habitat and species present in these areas. This included systematic surveys targeting potential sponge reef habitats. The field surveys concluded that no glass sponge reefs were present in the proposed marine infrastructure (load-out jetty or walkway/conveyor) footprint. This information agrees with known habitat preferences of these organisms (i.e., water depths in the proposed marine infrastructure footprint are shallower than the depth range in which glass sponge reefs occur). In terms of interaction of glass sponge reef habitat with shipping activities, known sponge reefs occur in proximity to the proposed shipping route in several locations, with the closest occurring at the mouth of Ramillies Channel (Volume 4, Part G - Section 22.0 - Appendix 5.2-A, Figure 3). However, water depths at these locations along the proposed shipping route are below -25 m (chart datum). As such, potential impacts from shipping would be limited to propeller wash effects at the corresponding depths of these glass sponge reef occurrences. To assess this potential impact, propeller scour impacts on the seabed were assessed at a modelled depth of -20 m (chart datum) to correspond with the uppermost depths of glass sponge habitat. Jet velocities generated by the tug propeller at -20 m were compared to natural velocities derived from wave and tidal activity in Howe Sound. Estimates of maximum horizontal velocity associated with wind waves were developed from wave hindcasts from available wind data for the Strait of Georgia using the Halibut Bank Ocean Buoy (Environment Canada Station 46146) and are summarized in Table 5.2-12. At -20 m depth, the jet velocities of the proposed tug-assisted barge movements were shown to be within the same magnitude as tidal currents present at this depth, and below the velocity threshold (0.25 m/s) required for</p>
<p>The possible presence and impact on Northern Abalone, a species at risk, needs to be assessed;</p>	<p>As part of marine baseline investigations, detailed underwater biophysical surveys were conducted in the proposed intertidal and subtidal footprints of the proposed marine infrastructure (as well as adjacent areas) using SCUBA and towed video survey methods, with detailed information recorded on existing habitat and species present in these areas. This included systematic dive surveys in the marine environment using DFO-certified abalone biologists. The field surveys concluded that no abalone or abalone habitat were present in the proposed marine infrastructure footprint, as indicated in Section 5.2.5.5.1.2 of the EAC Application. Potential adverse impacts of the Project on abalone and abalone habitat were therefore considered to be negligible – not significant (Table 5.2-25).</p>

<p style="text-align: center;">Comment (Include Memo reference as applicable)</p>	<p style="text-align: center;">For Proponent Use Proponent Response (Include Memo reference as applicable)²</p>
<p>If new federal government legislative criteria for acoustic injury or disturbance to marine mammals, or marine birds, becomes applicable during the life of the project then impacts of noise generating activity need to be reevaluated and updated mitigation measures applied;</p>	<p>If new federal government legislative criteria for acoustic injury or disturbance to marine mammals or marine birds becomes applicable during the construction phase of the Project, then mitigation measures with respect to managing acoustic noise emissions will be based on the most current legislation.</p>
<p>Vessel operators should receive an appropriate amount of training on how to avoid impact with marine mammals, as part of overall environmental related training, and records need to be kept of any incidents.</p>	<p>Mitigation measures applicable to vessel operators to avoid and/or minimize potential physical interactions between vessels and marine mammals are outlined in Section 5.2.5.3.1.4 of the EAC Application/EIS. This includes methods in how to avoid ship strikes on marine mammals. Vessel operators will be required to record any potential incidents involving a marine mammal strike.</p>
<p>Consideration to reclamation of other portions of BURNCO's property should be set out as a means of identifying potential offset areas to mitigate negative impacts, such as the loss of land to the pit lake, and provide habitat enhancements.</p>	<p>The Proposed Project footprint was sited in an area with a long history of anthropogenic disturbance to minimize impacts to undisturbed habitat (including mature forest) and to generally minimize adverse effects on terrestrial resources. A Reclamation and Effective Closure Plan will be developed and will outline the goals associated with wildlife habitat restoration, methods of rehabilitating wildlife habitat, and parameters to gauge the success of reclamation. Habitat reclamation will occur progressively over the life of the Proposed Project to return habitat to a functional capability for supporting wildlife as soon as possible. A detailed wildlife mitigation and monitoring plan has not yet been developed but will be developed as part of the Wildlife Management (Protection) Plan to minimize impacts on terrestrial resources and to collect data that will help evaluate the effectiveness of implemented mitigations.</p>
<p>Air quality monitoring stations should be located within or near the McNab Strata community and in the northern part of Gambier Island, and in a location along the Sea to Sky corridor, for the life of the project and these monitoring stations should be established at the outset of the project in order to establish meaningful baseline information;</p>	<p>Air quality monitoring will begin prior to the Project operations.</p> <p>Within Section 5.7.6 of the EAC Application/EAC the Project Proponent has committed to developing an Air Quality and Dust Control Management Plan. This plan will include details on ambient air and meteorological monitoring such as monitoring locations, parameters to be monitoring and instruments used to monitor. In addition, establishment of an air quality and meteorological monitoring program has been identified as a specific mitigation measure within Section 5.7.</p> <p>The predicted air quality concentrations as a result of the Proposed Project, in combination with existing levels were predicted to be well below the relevant air quality criteria at Gambier Island (Ekins Point) and along the Sea to Sky Corridor.</p>

Information from the air quality monitoring stations must be made publicly available;	Air quality monitoring results can be made publicly available through arrangements with BURNCO and relevant government agencies.
The environmental certificate needs to include strong measures to address air quality problems and clearly identify the provincial or federal agency that is responsible for enforcement;	The comment is noted. In addition to conditions stipulated in the Environmental Assessment Certificate, relevant permitting will also be undertaken following receipt of an Environmental Assessment Certificate.
Aggregate composition tests need to be done to ensure that harmful chemicals are not released during processing.	The project related release of metals within particulate matter to the air (that was used in the human health risk assessment) was based on site specific testing of the aggregate. No significant effects to public health were predicted (Volume 2, Part B, Section 9.1).
Noise monitoring stations need to be located within or near the McNab Strata community and in the northern area of Gambier Island for the life of the project;	Noise monitoring locations will be included as part of the Noise Management Plan. Stations will be located to monitor noise levels at the McNab Strata and at Ekins Point on Gambier Island.
Information from the noise monitoring stations must be made publicly available;	Details of processing the noise monitoring results will be determined in the Noise Management Plan. Noise monitoring results can be made publicly available through arrangements with BURNCO and relevant government agencies.
The environmental certificate needs to include strong measures to address noise problems and clearly identify the provincial or federal agency that is responsible for enforcement;	Measures for mitigating potential noise effects are presented in Table 18-1 of the EAC Application/EIS. A Noise Management Plan will be developed, which will include a response plan to noise concerns received from nearby property owners. BURNCO will establish a mutually agreeable mechanism for engaging with the McNab Creek Strata owners regarding issues of benefit or concern.

	For Proponent Use
Comment (Include Memo reference as applicable)	Proponent Response (Include Memo reference as applicable)2
Site operations shall be consistent with Sunshine Coast Regional District Noise Control Bylaw No. 597, 2008.	Operations will be restricted to 7 AM to 9 PM, consistent with the SCRDR Noise Control Bylaw section regarding Machine Noise.
The SCRDR supports BURNCO'S commitment to local hiring and procurement;	Comment acknowledged. Information is noted as being present. No further information required.
The SCRDR supports BURNCO'S commitment to reaching a benefit agreement with the McNab Strata community;	Comment acknowledged. Information is noted as being present. No further information required.
Marine tourism activities should be incorporated into the Access Management Plan.	The Marine Transport Management Plan (see Sec. 16.2.2.11) will have relevant information for all marine vessels, including marine tourism vessels, and for operators of tourism facilities that have a marine component, such as summer camps.
Recreational access to existing anchorages in the area need to be maintained;	Anchorage by Project and non-project vessels within the Project's marine control zone will be subject to the direction and specifications of the Marine Transport Management Plan, and this document will incorporate Transport Canada requirements and reflect Navigation Protection Program permitting (which the Proposed Project is subject to).
Adequate safety lighting needs to be installed on marine facilities.	The Marine Transport Management Plan (see Sec. 16.2.2.11) will specify aids and navigational lights as per Project planning and the Navigation Protection Program permitting process. The navigational aids and lights specified in this plan will be installed and maintained.
The SCRDR Lighting Guidelines must be followed for the lifetime of the project.	Volume 2, Part B, Section 7.4.5.3.2 of the EAC Application/EIS indicates adherence to design goals contained within the Sunshine Coast Regional District Outdoor Lighting Guidelines to maintain the quality of the night-time lighting environment and avoid lighting impacts as a proposed mitigation for potential lighting effects. Additional recommendations are identified from the Guide on the Limitation of the Effects of Obtrusive Light from Outdoor Lighting Installations (CIE) to avoid lighting impacts.