

BOWEN ISLAND MUNICIPALITY

Notes of the **Bowen Island Municipality Community Information Meeting for Ferry Marshalling in Snug Cove** held on Sunday February 25, 2007 at 7:15 p.m. in Cates Hill Chapel, Carter Road, Bowen Island.

IN ATTENDANCE

Mayor Turner
Councillor Hocking
Councillor Frinton
Councillor Morse
Faye Whiteman – Facilitator
Transportation Working Group Members - Elizabeth Ballantyne , Eric Sherlock, Gil Yaron, Karen Wristen, CAO Hadford, Council Liaisons Hocking & Morse, Michael Rosen, Planning Consultant

PUBLIC IN ATTENDANCE

Approximately 22 members of the Public

Opening Remarks

Faye Whiteman, Facilitator

Faye Whiteman noted that the purpose of the informational meeting was to provide the Public with the results of the work to date of the Transportation Working Group. The examination of specific designs or variations would not be discussed today but would be the next step.

Councillor David Hocking re: Evolution of the Transportation Working Group (TWG)

Councillor Hocking provided the following context

- When the new council was elected, we needed to move forward on several issues; civic facilities; surplus lands which lands to sell, which to keep. Another job included looking at where to conduct ferry marshalling as that would impact the other decisions;
- There was a need to review and distill information collected over the years that if captured would assist in making a decision on a ferry marshalling option;
- A Transportation Task Force was struck to look through the materials and return with a report on which of the ferry marshalling options appeared to be the best according to the background information;
- Council has looked at the work and wanted to share it with the community.

Elizabeth Ballantyne, Chair Transportation Working Group

Elizabeth Ballantyne, Chair Transportation Working Group provided a PowerPoint presentation on the following topics:
❖ Phase One, ferry marshalling location options, was

presented to Council January 8; 2007 and included information that could be used to make a decision on which option to pursue;

- ❖ Ferry marshalling is the key determinant in planning for Snug Cove;
- ❖ Working Group's terms of reference identified objectives and principles of governing documents
- ❖ Criteria for Assessment Matrix - ability to meet ferry operating criteria; commuter needs, consistency with the principle of encouraging transportation alternatives; cost; effect on meeting Community Energy Plan; environmental impact; impact on Crippen Park, impact (economic and social) on Snug Cove as a village; opportunity for flexible, phased implementation in response to demand growth;
- ❖ **Steps**
 1. gather documents re ferry marshalling
 2. assemble for community access; Hall and Library
 3. define location options
 4. develop assessment matrix
- ❖ Road Terminology - Government Road/Bowen Island Trunk Road (two names for the same road). Grafton Road refers to extension of Government Road, west of Miller/Dorman intersection;
- ❖ South Side - new terminal on south shore; marshalling in park on south shore; new road for ferry traffic exiting on Dorman Road
- ❖ Government Road/Loop Road options defined as having entrances and exists on Government Road. Variations on Government/Grafton; with multi-lane expansion of Government north; within Crippen Park separated from village by median, parkland, expanded Grafton Road
- ❖ Loop Road through Crippen Park; definition; any option with entrances and exits on Cardena/Miller. Variations included a road through Crippen Park; multi-lane holding area within Crippen Park
- ❖ Stage One:
 1. Core Policy Documents: BIM Mission statement, Official Community Plan (OCP), Snug Cove Village Plan, Islands Trust Policy, Community Energy Plan, GVRD Livable Region Strategic Plan, GVRD Concept Plan
 2. Transportation documents: BC Ferries Corporation Terminal Master Plan Draft (2004); McElhanney Snug Cove Traffic Plan

(2003) ; Opus Hamilton Bowen Island Transportation Plan (2006); Municipal Insurance Association Report (2004); Urban Systems Ferry Marshalling Lane Extension Report (2004); ND Lea Bowen Island Transportation Review related to Cowan Point (1999)

3. Preliminary Assessment re: South Side Option. It was clear there was a difference regarding statements for the South Side; less material; fewer drawings; not been a subject of a professional transportation study. The group produced a preliminary assessment matrix for South Side. Strong statement from GVRD rejecting this option; made in 1990; Bowen Island Municipality indicated relocating to south side was not desirable; BC Ferries indicated no in their future plans; \$10.5 – 24.1 million (BCFC) 2004; DFRO approval contingent on resolving significant marine foreshore issues. Thus the committee concluded there were not sufficient grounds for continuing to consider the South Side option

- ❖ Review of matrix development - final matrix presented in two parts: Part A; policy-based assessment; Part B, impact assessment matrix that compared according to likely positive or negative impact;
- ❖ Impact on Snug Cove Village - Government Road option has a greater potential to enhance the village as social/economic centre. This option better promotes a pedestrian-oriented village within a Park with separation of ferry traffic from village and better enhances lower Cove as Gateway;
- ❖ Cautions - reference is to generalized options; not always clear which option is more consistent with policy or transportation documents, qualitative comparisons only. Evaluations require interpretation and judgment as numerous points are debatable;
- ❖ Conclusion: Assessment Matrix speaks for itself; criteria point to Government Road location options as better opportunity for ferry marshalling.

**Michael Rosen, Planning
Consultant re : Next Steps**

Michael Rosen commented on next steps in the process as follows:

- Immediate next step – the report has been referred to a

number of community organizations; GVRD; BC Ferries; Advisory Planning Commission and hope to have comments back from all organizations within next two weeks;

- Perspective from today's meetings and other perspectives; will be reporting back to Council with compendium of response;
- Council after receiving the Planning Consultant's report would make suggestions as to what would be next steps. Presumably if a decision is made Council selects an option;
- Engage a professional multi-disciplinary consulting firm to look at design of selected option. Design of road improvements goes beyond engineer looking at function. For an integrated approach technical input, a planner, landscape architect, environmental consultant are required;
- Consultation - envision that within the design exercise there will be significant community consultation; initially one or two conceptual designs; discussed with community and narrowed down to one;
- Cost - all the above will cost a lot of money. Council will have to make a decision on cost on the issue of design and capital. Where will the money come from?

Public Comments

Members of the Public made the following comments:

Dai Roberts

- The Working Group had done a fantastic job in sorting out a "snowstorm of papers" on the subject; concern is that there are important points that may have fallen through the crack;
- The main area of concern is the comment that existing Government Road infrastructure can be used; Even expanding one lane would be disadvantageous as it would create issues for drainage. When the size of an area is increased, it will increase the amount of oil that goes in the ocean and so forth;
- The hybrid combination Loop Road - the suggestion that will be a two-lane road and will disperse all of the oil back into nature. If you widen Government Road you increase oil; have to build very expensive gutters and sidewalks;
- If the two lanes on Government Road was the chosen option up Grafton Road the necessary extension should be discussed and measured. Do we want to expand?
- In the park two lanes - provides an inexpensive road and

- can continue to use Government Road;
- Building in the village- we are not a village in the park anymore, rather it would become a village in a parking lot. The proposed linear development of the Cove should be looked at in more depth and the option to expand along Miller could be explored to give a more village-like Snug Cove.

Sue Ellen Fast, Bowen Island Conservancy

- Heron nesting last year they did nest beside Old General Store;
- Herons are blue-listed threatened series; only colony besides one other nest known in Howe Sound. It is a Howe Sound wide issue; due to changing patterns of Eagles as well as development;
- Heron Watch Group will continue to keep watch on nests.

Will Husby

- I know environmental issues are being looked into. But I am concerned regarding the environmental impacts. What about the importance of the salmon stream; Killarney Creek. I would hate to see roads going near that area and there are a lot of federal regulations covering that; concerned about environmental impacts;
- Noticed that you've looked at Bowen Island solutions. What are other island communities with similar problems doing do deal with these kinds of situations? Might not have to do it by ourselves if there are existing models;
- Encourage outside-of-the-box-thinking.

Norma Dallas

- Do things immediately to relieve the problem while we wait for the big picture as the proposal will take at least 5-10 years to implement. In the meantime should be looking at the Chevron corner. There is also a lot on Cardena and Government Road and it is vacant;
- Cardena and Government Road is used as a turnabout. It is a place where an accident is bound to happen;
- Things can be done in the lower cover - take the wall on North Side of street; 12 feet; push that wall back; gives two lanes for unloading;
- The waiting room/washroom area - BC Ferries has said to me; why don't you take the washrooms as we don't want them. Looking at Government north dock, which the municipality owns; the sewer system could be

expanded on to dock and provide a washroom; ideal place which would give a 12 foot wide area on South side. Lots of room to work with; load cars faster;

- Clean up from cenotaph down; you will see a relief;
- Parking in the Cove - people get frustrated; questions about line-up etiquette. If we were allowed to park so we could go to the store but there is no place to park. Fear is that the shops will die down there because people will say there is no place to park;

Wendy Roberts

- A decision on ferry marshalling option will decide the village. The future of the village is at stake. Transportation will dictate how its going to look. Will it have magic? Will it have vision? Transportation could kill what could be a legacy . Artists, creative thinkers and environmental thinkers should be able to preserve and protect to make something wondrous;
- Having the marinas in the cove, walkway is a wonderful thing;
- The traffic has a negative impact on climate change. People in the future will be using more public transportation. The car won't be so awful as it is now in our thinking;

Bob Tanner

- Both proposals are premised on having a 120 car ferry. What do we do when we need a 180 car ferry?
- BC Ferries appears to want Bowen Island to dance to their tune. BC Ferries could put two ferries on the Bowen Island run with the use of the Howe Sound Queen instead of redoing the entire Cove and spending a whole bunch of money. Why not put the shoe on the other foot and ask BC Ferries to play a role. The Howe Sound Queen operates at half the operating cost of Queen of Capilano; spend \$2 million on redecorating Cove but not make it a big parking lot, make BC Ferries accountable.

Bill Granger

- Snug Cove Plan adopted Government Road as ferry marshalling option. I hope this report, which I believe is excellent, will bring us to conclusion that will lead us to Government Road as the favoured marshalling route;
- Median idea is a good way of separating traffic from pedestrians; seniors, mothers with baby carriages; absolutely on the right track.

Shari Ulrich

- As a parent of high-school student, I am aware of unworkable situation at ferry when dropping off users. There appears to be a surrendering of working with Government Road;
- Encouraged by the discussion; we are forced to reckon with increased traffic in our world;
- Like to see it be easy and friendly as possible to take public transit;
- In the immediate future would love to see the Cove be a safer place. The funneling of cars to drop people off; there is no way to do it at this point that is safe; would like to see that as the first thing; creative visionary community;
- Encouraged we are going in the right direction

It was noted that Council would be receiving comments from the Public until Feb 28; 2007.

Mayor Turner re: Closing Remarks

Mayor Turner expressed his appreciation for the people who had volunteered to serve of the three working groups and Council's appreciation for the work being done as it is exactly what council needs to make decisions. Council will move quickly; we tasked the Transportation Working Group to give us the framework and Council are not going to linger on making the decision; essentially we will be move on to next steps.

ADJOURNMENT

The meeting adjourned at 3:55 p.m.