

**From:** [James Nyhus](#)  
**To:** [Planning](#)  
**Subject:** Development Referral 52 Townhomes Derby Road (3360-2022-08)  
**Date:** Tuesday, October 17, 2023 3:12:11 PM  
**Attachments:** [image001.png](#)  
[image003.png](#)

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Greetings,

A few things to consider from the Building Department:

1. An on site Fire Hydrant (FH) c/w a Vault containing a DCVA within 1.5 m of the Site water service is required. The FH is required to be within 45.0 m of the Fire Department Connection (FDC) of each building.
2. Each building is required to be constructed with Fire Suppression systems conforming to NFPA 13R as per the District of Sechelt Building Bylaw.
3. The road width and turn radii must conform to the requirements of Fire Department Access.
4. These buildings will be require to conform to the requirements of the 2022 BC Building Code.
5. Reclaimed Rainwater may be used for irrigation; interconnection between the public water system shall conform to the requirements of the 2022 BC Plumbing Code.
6. The MSR report 6.2 speaks to collecting Greywater from sources that should not be considered, sinks (Kitchen), Dishwashers and Laundry. The organic waste from sinks and dishwashers will make the BOD5 limit as per the Canadian Guidelines for Domestic Reclaimed Water use for Toilet and Urinal Flushing unobtainable. Liquid waste water from showers and bathtubs are the best candidates for supplying a greywater system because of both their volume and relative ease of reclamation. Undissolved solids from clothes washing will require a higher level of maintenance and filter cleaning. We expect that the 2022 BC Plumbing Code will reflect all or most of the requirements of the 2020 National Plumbing Code, but the applicants should consider that auxiliary water systems can be approved by the Chief Building Official as per the District of Sechelt Building Bylaw.
7. The Mechanical design of the buildings should address metering after the connection for the Fire Suppression system is made. Metering is the responsibility of the SCRD, AWWA M22 may be of some use here for meter only sizing.

Full Building Code compliance can only be ascertained through a Building Permit application, but the above are some items to consider moving toward that point.

Regards,

James Nyhus

***James Nyhus RBO***  
***Chief Building Official***

Direct 604-740-8495

PO Box 129 | 2<sup>nd</sup> Floor, 5797 Cowrie St. | Sechelt, BC | V0N 3A0

***I acknowledge that I work on the unceded homelands of the shíshálh Nation***



**From:** Referrals <Referrals@fortisbc.com>  
**Sent on:** Wednesday, October 18, 2023 3:21:20 PM  
**To:** Planning <Planning@Sechelt.ca>  
**Subject:** Development Application Referral for 52 Townhomes on Derby Road (3360-2022-08) - Fortis Property Referral 2023-1366

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Good Morning,

Fortis Property Referral 2023-1366

I have been advised that we will require additional time to review this project, therefore comments will not be submitted to you until approx. Dec 11, 2023.

We apologize for the delay.

Thank you,

**Liz Dell**  
**Lands Department, Property Services Assistant**  
**16705 Fraser Highway | Surrey BC V4N 0E8**  
**P: 778-578-8038 / [property.services@fortisbc.com](mailto:property.services@fortisbc.com)**



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**From:** Sven Koberwitz <skoberwitz@sechelt.ca>  
**Sent:** Tuesday, October 17, 2023 11:39 AM  
**To:** Planning <Planning@Sechelt.ca>  
**Subject:** [External Email] - Development Application Referral for 52 Townhomes on Derby Road (3360-2022-08)

**CAUTION: This is an external email.**  
**Do not respond, click on links or open attachments unless you recognize the sender.**

Hello,

The District of Sechelt has received an application to rezone a portion of a property on the northern side of Derby Road, adjacent to the Trellis Seniors Facility, in the West Sechelt neighbourhood.



RE\_ Development Application Referral for 52 Townhomes on Derby Road (3360-2022-08) - ...



**From:** Sunshine Coast, New Submissions <SunshineCoastNewSubmissions@bchydro.com>  
**Sent on:** Monday, October 23, 2023 5:14:48 PM  
**To:** Sven Koberwitz <skoberwitz@sechelt.ca>  
**Subject:** RE: Development Application Referral for 52 Townhomes on Derby Road (3360-2022-08)

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BC Hydro does not see any issue with this development. Will work with the developer for power requirements.

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**Please note that we are currently experiencing a significant increase in customer requests which is causing delays in initial designer contact and the completion of design cost estimates.**

**Tasha Gee** | Design Technician, Powell River (Temporary Sunshine Coast Technician Work Leader)

**BC Hydro**  
7226 Duncan St  
Powell River, V8A 5L4

**P** (604) 414-2909  
**M** (604) 208-6890  
**E** [Tasha.Gee@bchydro.com](mailto:Tasha.Gee@bchydro.com)

-

**Express Connections (ESC) : 1-877-520-1355**

**Overhead & Underground Requirements can be found [here](#)**  
**Requirements for Secondary Voltage Revenue Metering (750V and Less) [here](#)**

**Power Outage? Please call 1-800- BCHYDRO (1 800 224 9376)**

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**From:** Sven Koberwitz <skoberwitz@sechelt.ca>  
**Sent:** 2023, October 17 11:39 AM  
**To:** Planning <Planning@Sechelt.ca>  
**Subject:** [External] Development Application Referral for 52 Townhomes on Derby Road (3360-2022-08)

**Security Risk Assessment: Use Caution**

The email is from <[skoberwitz@sechelt.ca](mailto:skoberwitz@sechelt.ca)> with a friendly name of [Sven Koberwitz](#)  
<[skoberwitz@sechelt.ca](mailto:skoberwitz@sechelt.ca)>



RE\_ Development Application Referral for 52 Townhomes on Derby Road (3360-2022-08) - ...

**From:** Matt Gilroy | Prevention | Sechelt Fire Department  
**To:** [Sven Koberwitz](#)  
**Cc:** [Trevor Pike | Chief | Sechelt Fire Department](#)  
**Subject:** Silverstone Townhouses Application 3360-2022-08  
**Date:** Wednesday, November 15, 2023 3:45:53 PM

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This sender is trusted.

Attention: Sven Koberwitz

The Sechelt Fire Department has reviewed the following OCP Amendment and Rezoning application.

**APPLICATION NO:** 3360-2022-08  
**APPLICANT:** Sawarne Lumber Co.  
**SITE ADDRESS:** Derby Road  
**DATE:** November 15, 2023

**SUMMARY OF APPLICATION:**

Sawarne Lumber Co. Ltd. has applied to rezone a portion of District Lot 1384 to facilitate a 52-unit strata townhouse development located on the north side Derby Road just east of the Trellis Silverstone Care Facility. The proposal requires both a Zoning Bylaw Amendment and an Official Community Plan Bylaw Amendment.

**COMMENTS:**

The Sechelt Fire Department approves this application on the condition, that the Sunshine Coast Regional Districts Water Works Department shall guarantee in writing to the District of Sechelt's Planning and Development Department, that the water supply will meet the requirements of BCBC 3.2.5.7 perpetually and inclusive of the following conditions:

1. All road and site access conforms with BCBC 3.2.5.6. Access Route Design
  1. A portion of a roadway or yard provided as a required access route for fire department use shall
    - a. have a clear width not less than 6 m,
    - b. have a centre-line radius not less than 12 m,
    - c. have an overhead clearance not less than 5 m,
    - d. have a change of gradient not more than 1 in 12.5 over a minimum distance of 15 m,
    - e. be designed to support the expected loads imposed by firefighting equipment and be surfaced with concrete, asphalt or other material designed to permit accessibility under all climatic conditions,
    - f. have turnaround facilities for any dead-end portion of the access route more than 90 m long, and
    - g. be connected with a public thoroughfare.
2. Fire Hydrants installed as per the D.O.S. bylaw 430, 2003 Part 10.A.81.
3. Fire hydrants are installed in accordance with BCBC 3.2.5.15.

4. Automatic Sprinkler Systems are installed in accordance with BCBC 3.2.5.12.
5. Fire Alarm system to be installed in accordance with BCBC 3.2.4.1.
6. Water supply meets the requirements year-round of BCBC 3.2.5.7.

If you have any further questions or concerns, please feel free to contact me.

**Matt Gilroy**

**Captain - Fire Prevention**

## Sechelt Fire Department

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**Tel** 604-885-7017  
**Fax** 604-885-5145

PO Box 944, Sechelt BC V0N 3A0  
5525 Trail Avenue, Sechelt BC

**Email** [prevention@secheltfire.ca](mailto:prevention@secheltfire.ca)  
**Web** [www.secheltfiredepartment.ca](http://www.secheltfiredepartment.ca)

**From:** [Andrew Allen](#)  
**To:** [Ian Holl](#)  
**Subject:** FW: SNR22162.01\_sN Preliminary Response - Development Application Referral for 52 Townhomes on Derby Road (3360-2022-08)  
**Date:** Thursday, November 30, 2023 11:06:06 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
**Importance:** High

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**From:** Danica Tardif <DTardif@shishalh.com>  
**Sent:** Friday, November 17, 2023 9:08 AM  
**To:** Andrew Allen <Andrew.Allen@sechelt.ca>  
**Cc:** Planning <Planning@Sechelt.ca>; Christina Gwilliam <CGwilliam@shishalh.com>; Danica Tardif <DTardif@shishalh.com>  
**Subject:** SNR22162.01\_sN Preliminary Response - Development Application Referral for 52 Townhomes on Derby Road (3360-2022-08)  
**Importance:** High

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District of Sechelt C/O Andrew Allen (formerly C/O Sven Koberwitz),

We are writing in response to your email dated October 17, 2023, received in our offices October 18, 2023, regarding a development application referral on Derby Road, *ch'atlich* (Sechelt), within shíshálh Nation swiya (world, birthplace, lands, "Territory"), our file number SNR22162.01, your file 3360-2022-08. Please refer to our file number in all future correspondence. We have been reviewing this application through the ***shíshálh Nation Lands and Resources Decision-Making Policy***.

We note the following concerns:

- **Site Avoidance / Archaeological Impact Assessment Recommended**

We appreciate that the applicant completed a Preliminary Field Reconnaissance (PFR) archaeological study of this property in August 2022. The initial findings from the PFR study indicated that:

*No archaeological materials, features, exposures, or areas of high archaeological potential were identified during the survey. There are no further recommendations for the portion of the lot assessed during the August 2022 surface survey.*

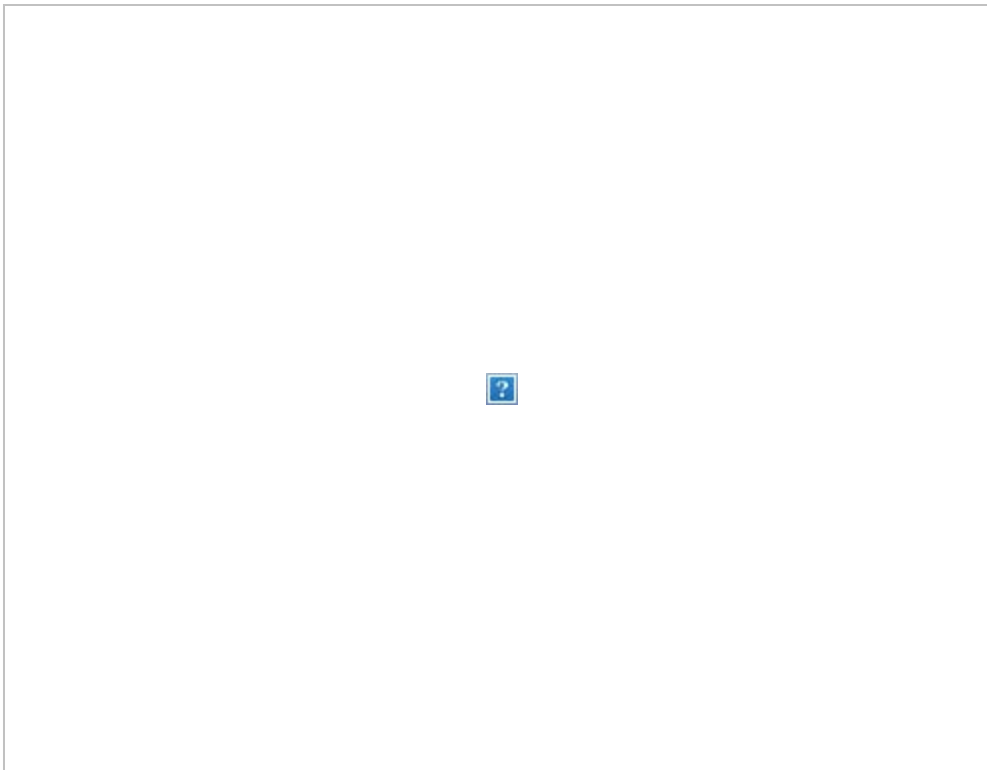
However, following the identification of burial cairns (DiRw-57, as shown in the map below) within 40m of the proposed development area during Ph III of the survey (and within 200m of the proposed development area for the phase in this application), the recommendations were updated with a 200m work avoidance zone as outlined in an appendix to the PFR report following direction from the shíshálh Nation.

The report appendix with the recommendations copied below were sent to the proponent in May 2023 with a request for a meeting to discuss our concerns, however, we did not receive a response

after multiple attempts to follow-up. We re-iterate our concerns with the proposed development within the 200m work avoidance zone, and our request for direct engagement from the proponent, including written assurance that the cairns will not be impacted by any development.

Due to the high archaeological potential of the area, the following updated recommendations have been provided directly to the proponent:

1. *Site avoidance is recommended. Given the sensitive nature of the site, It is recommended that an archaeological impact assessment under a 12.2 Heritage Inspection permit and in consultation with the shíshálh Nation is recommended prior to development activities associated with the subdivision and residential development of the surrounding lots to better understand the nature and extent of the site.*
2. *A 25 m site boundary was provided around the cairns, however, after consultation with the shíshálh Nation, a 100 m work avoidance zone is recommended around all cairns (i.e., 200 m diameter around the rock cairns). Consultation with the shíshálh Nation is recommended prior to any ground disturbing activities within the work avoidance zone.*
3. *Additional survey of the surrounding lots is recommended to understand the extent and nature of the site, and to inspect the area for additional cairns.*



- **Stormwater Management within Wetlands**

The development proposes to integrate the 2 wetlands to a park area. The Stormwater Management Report clearly states that the design must account for water flow to the wetlands. In addition, the design should account leave sufficient riparian buffer around the wetlands to maintain ecosystem functions fulfilled by these sensitive ecosystems. Walkways around the wetlands must be designed to keep the riparian areas intact. It is not clear as per the development plan how this recommendation was integrated to the plan.

- **Water Management**

The Water Management Study recommends to plant drought resistant plants commonly found in the Okanagan. The CWHxm1 is a very dry ecosystem. Plant selection for xeriscaping should first consider local species adapted to drought and known to occur in CWHxm1.

- **Wildlife Corridors and Bird Nesting Windows**

The Environmental Assessment Report recommends leaving corridors for wildlife movement given the wildlife signs observed in the development area. It is not clear as per the development plan how this recommendation was integrated to the plan.

Pileated woodpecker nests were found in the development area. Pileated is the largest woodpecker species in BC and a primary cavity nester that excavates the largest tree cavities. Many vertebrates rely on their cavities for survival, including owls, bats, and flying squirrels. The Environmental Assessment Report recommends following the bird nesting windows and conducting a survey to detect active bird nests prior to development activities. This is especially important given that Pileated Woodpecker occurs in the area.

A response to our concerns may be sent via email to me at [dtardif@shishalh.com](mailto:dtardif@shishalh.com). Upon completion of our review, and following direct engagement with the proponent, shíshálh Nation will provide an official response via letter from Chief and Council.

Please do not make a decision regarding this application prior to receiving the shíshálh Nation response.

Kind regards,



**Danica Tardif, B.Env.Sc. (she/her)**

Implementation Coordinator, Rights & Title Department

Stewardship & Territorial Land Management

PO Box 740, 5555 Sunshine Coast Hwy, Sechelt, BC V0N 3A0

t 604-740-5600 ext. 244 | toll free 1-866-885-2275

[www.shishalh.com](http://www.shishalh.com)

Planning Department  
District of Sechelt  
P.O. Box 129  
Sechelt, BC V0N 3A0

Re: OCP Amendment 492-32, 2023, Zoning Amendments, Bylaw 580-12 and 580-04.

Greetings:

West Sechelt Community Association (WSCA) submits the following comments and recommendations related to OCP Amendment Bylaw 492-32, 2023, Zoning Amendment Bylaw 580-04 and Zoning Amendment Bylaw 580-12 (a new R6 zone to implement SSMUH regulations), all of which were given first reading on December 20, 2023. WSCA appreciates the opportunity to be involved and informed.

#### OCP Amendment Bylaw 492-12

##### Park Dedication

WSCA has concerns about the park dedication in Schedule A. OCP policy provides for a major community park capable of accommodating a range of recreational activities. (See pg. 130 reference to 3-4 hectares or 8-10 acres). WSCA would like to see this policy upheld rather than a number of small parcels, especially parcels otherwise unsuitable for development and of little recreational use. See, for example, the dedication of land for a park under high tension power lines in the Tower Rd. development. Is the parcel called "Quarry Park" such a parcel? West Sechelt has no town center. It is a center of major population growth. A major park would provide a sense of community as a gathering place.

##### Road Dedication

It is unclear from the maps that are part of the amendment whether the Oracle extension and Granite Roads are to be developed as full roads or half roads. Currently, when two vehicles meet on Granite Rd, depending on direction, one either has to move very close to the sidewalk or go onto the grass shoulder and dodge the No Parking signs. Increased traffic will pose an even more dangerous condition than currently exists, especially at the corner of Granite and Oracle. Will the Oracle extension at the top of the proposed R6 zone remain a half road? WSCA would recommend that both roads be developed as two lane roads.

##### Bylaw 580-12

WSCA opines that the proposed amendment provides a reasonable transition between the established neighbourhood and the new multi-family and Silverstone long-term care facility areas. Tree retention is a very positive step providing a canopy, assisting drainage among other

environmental advantages. Requiring the applicant to develop site plans for 4 dwellings per parcel would be another positive step to create more affordable housing and allow less footprint on the natural setting. Any building permits issued to this applicant should not preclude other applicants from build-out to 4 units. A public information session or open house, with plenty of notice to all concerned, should be made available to the public.

Bylaw 580-04

This proposed amendment is consistent with OCP policies. WSCA's only issue, as with other proposed development, is whether there will be sufficient water to service it?

Thank you for the opportunity to provide comments. Engagement with the community, and especially community associations, is vital to transparency and public education about changes to the surrounding community that will have long term effects upon residents.

Regards,  
Candice Sayre, President  
West Sechelt Community Association  
For the Board

Cc: Council



**From:** Referrals <Referrals@fortisbc.com>  
**Sent on:** Thursday, January 25, 2024 3:19:51 PM  
**To:** Planning <Planning@Sechelt.ca>  
**Subject:** Development Application Referral for 52 Townhomes on Derby Road (3360-2022-08) - Fortis Property Referral 2023-1366  
**Attachments:** 2023-10-17 Development Application Referral 3360-2022-08 (Sawarne Lumber Co.).pdf (170.11 KB)

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Good Morning,

I apologize for the delay in responding to this referral. Please see comments below with regards to our Distribution and High Pressure Pipeline review:

**For Distribution Pipeline:**

No concerns for Distribution

**For High Pressure Pipeline:**

FortisBC has reviewed the referral submitted by District of Sechelt. The applicant has applied to rezone a portion of District lot 1384 to facilitate a 52-unit strata townhouse development located on the north side Derby Road just east of the Trellis Silverstone Care Facility. The proposal requires both a Zoning Bylaw Amendment and an Official Community Plan Bylaw Amendment. FortisBC has no objection with the proposal. Please note that a permit will be required for any works within the right of way and within 10m from the transmission pressure gas pipeline.

Here are some general requirements:

- A BC One Call must be submitted for any work within 30 m of the pipeline(s) (including crossing the pipeline(s)). Permits are required for any works within the right of way (ROW) including crossings. To initiate this process the applicant must obtain a BC One Call and apply for a permit online through FortisBC's online permit process.
- Access to, through and within the ROW must be maintained at all times
- Development of the property may be subject to engineering review and evaluation to ensure the safety and integrity of the pipeline given the proposed changes in land use (development) and may require mitigation measures. This review and evaluation is administered through FortisBC's permit process. The cost of such review and mitigation is borne by the developer/permit holder.
- Any change in land use within 30 m of the pipeline and any crossings require review and assessment by FortisBC engineering through the permit process.
- Construction practices need to be reviewed for potential impacts on the pipeline as part of the permit process.
- Costs associated with any required upgrades and or any efforts to mitigate impacts of the development on the pipeline are the responsibility of the applicant/developer/property owner.
- Foundations and deck footprints should be located a minimum of 1.5 m offset from the right of way boundary. No overhang permitted within the right of way.



RE\_ Development Application Referral for 52 Townhomes on Derby Road (3360-2022-08) - ...

**From:** [Steven Achterberg | Deputy Chief of Prevention | Sechelt Fire Department](#)  
**To:** [Ian Holl](#)  
**Cc:** [Planning](#); [DevEng](#)  
**Subject:** Re: REFERRAL: Derby and Granite Rezoning and Master Plan  
**Date:** Thursday, April 10, 2025 10:28:11 AM  
**Attachments:** [Outlook-2iae11vm.png](#)

**CAUTION:** This email originated from outside the organization. **Use caution opening links or attachments.**

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Good morning, Ian.

**APPLICATION NO.** N/A

**APPLICANT:** APLIN MARTIN on behalf of Sawarne Lumber Company Ltd.

**SITE ADDRESS:** PID: 024-694-118; 015-861-660;

**DATE:** March 29, 2025

**PURPOSE:**

To amend District of Sechelt Zoning Bylaw NO. 580, 2022 and District of Sechelt Official Community Plan Bylaw NO. 492, 2010 to rezone for future land use and the installation of cluster homes and multi-family housing.

**COMMENTS:**

The Sechelt Fire Department APPROVES these amendments. All areas are within our protection boundaries.



**Steven Achterberg, LAFC, CFEI, CFPE**

*Deputy Chief of Prevention*

**Phone** 604-885-7017 ext 107 **Mobile:** 604-741-2785

**Web** [secheltfiredepartment.ca](http://secheltfiredepartment.ca)

**Email** [s.achterberg@secheltfire.ca](mailto:s.achterberg@secheltfire.ca)

B944 – 5525 Trail Ave, Sechelt, BC V0N 3A0



***I am grateful to be living and working within the swiya of the  
shishálh Nation***

## Sunshine Coast Regional District

1975 Field Road  
Sechelt, British Columbia  
Canada V7Z 0A8

P 604-885-6800  
F 604-885-7909  
Toll free 1-800-687-5753

info@scrd.ca  
www.scrd.ca



2025-07-04

District of Sechelt  
2nd Floor, 5797 Cowrie Street  
PO Box 129, Sechelt, BC V0N 3A0

**Re: Infrastructure Referral Comments**  
**Reference No: 3360-2022-08 & 2022-10**

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Areas of Multi-Family Residential land requiring water service from the Sunshine Coast Regional District's pressure zone 2 will have fire flows ranging from 60 L/s to 70 L/s, short of the 90 L/s requirement set in District of Sechelt Bylaw No. 430.

To support our further review of this file the SCRD requests that the applicant conducts detailed hydraulic modelling to confirm the infrastructure upgrades required to meet the requirements of the listed bylaw. Following the receipt, review of this information and any additional guidance provided by the DOS, the SCRD will provide additional comments for your consideration.

If you have any questions, please contact the undersigned.

### **Sunshine Coast Regional District | Utility Engineering**

Phone: 604.885.6800

Email: [utility.engineering@scrd.ca](mailto:utility.engineering@scrd.ca)

Website: [www.scrd.ca](http://www.scrd.ca)



June 6, 2025

Ian Holl  
iholl@sechelt.ca  
Sunshine Coast Regional Transit System

Re: Proposed Development at for Derby Road and Granite Road (3360-2022-08 & 2022-10/ Sunshine Coast Regional Transit

Dear Ian Holl,

Based on the plans received March 27, 2025, BC Transit staff have completed a detailed review of the proposal to assess if this development could be considered 'transit ready', and to provide recommendations on changes to the proposal which may help this development integrate into your existing transportation network and aid in increasing transit ridership.

The attached document outlines the BC Transit recommendations based on your last submission. After reviewing the information enclosed within this letter, you are welcome to request a meeting with members of our team if you have any questions or if clarification is needed.

Should you have any questions or concerns, please contact me at (250)508-4959 or by email at [amcmullen@BCTransit.com](mailto:amcmullen@BCTransit.com)

Sincerely,

Adriana McMullen  
Senior Transit Planner, BC Transit  
[amcmullen@BCTransit.com](mailto:amcmullen@BCTransit.com)



## Development Referral Feedback

**Development Address:** Derby Road and Granite Road (3360-2022-08 & 2022-10)  
**Local Government** District of Sechelt  
**Local Government File Number:** Silverstone Lands  
**Date Plans Received:** March 27, 2025  
**Date Referral Feedback Sent:** June 6, 2025  
**Review Completed By:** Adriana McMullen

| Context Overview                                                |                                                                                                                                                                                                                                                                                                         |
|-----------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Land Use Typology</b>                                        | <input type="checkbox"/> Urban <input type="checkbox"/> Rural <input checked="" type="checkbox"/> Suburban                                                                                                                                                                                              |
| <b>Local Context</b>                                            | <input type="checkbox"/> Urban Infill <input type="checkbox"/> Urban-Suburban Fringe <input type="checkbox"/> Suburban Infill<br><input checked="" type="checkbox"/> Suburban-Rural Fringe <input type="checkbox"/> Rural <input type="checkbox"/> Exurban <input checked="" type="checkbox"/> Suburban |
| <b>Nearest Existing Transit Stop to the Development</b>         | Derby Road east of Trellis: 370 metres (existing stop location)<br>Granite/Derby west of Trellis: 200 metres (from existing stop location)                                                                                                                                                              |
| <b>Service Frequency of Existing Transit to the Development</b> | <input type="checkbox"/> Rapid (15-minute headways or better with limited stops)<br><input type="checkbox"/> Frequent (15-minute headways or better)<br><input checked="" type="checkbox"/> Local (30 to 75-minute headways)<br><input type="checkbox"/> Targeted<br><input type="checkbox"/> Other:    |

## Feedback Related to Use and Density

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The following recommendations relate to the proposed use and proposed densities of the development in question.

- The proposed intensification of the subject properties aligns with the provision of local levels of transit service. Subject to total levels of density achieved, the intensification may support future improvements in service levels\*.
- To leverage density to increase transit ridership, and ensure inclusive access to transit, the highest density developments within this comprehensive development district (and other highest-density developments in the district of Sechelt) should be situated with:
  - the most minimal grade separation from transit stops
  - on those collector and arterial corridors with potential for bi-directional transit service **and** which connect to key amenities and services in the most direct way.
  - on corridors with sidewalks on both sides.
- Note that small nodes of density in isolation are not transit supportive. To maximize future transit-potential, new medium and high-density development should be co-located with other higher density development totalling minimum developed areas of 10 hectares and/or (preferably) contiguous with the urban fabric.
- Locations for future medium and high-density residential development should be within 250m of transit routes and stops but preferably fronting onto transit-capable arterials and collectors.
- Resources:
  - See page 103 [“Service Design Standards and Performance Guidelines” within the Sunshine Coast Transit Future Plan](#)
  - See also Appendix A Typology Examples

\*Subject to funding approval, Route 2 West Sechelt is slated for ongoing investments and improvements including conversion to bi-directional service, and an increase to 30 minute-service in the peak (rush hour) times.

## Feedback Related to Design and Connectivity

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The following recommendations relate to the proposed design of the development, and how it may be altered to better integrate with existing or future transit service, in addition to how it design changes may improve ridership or modal split numbers.

- Building massing along collector and arterial corridors should be street-oriented to support CPTED
- Off-street parking access along arterials and collectors should be minimised to reduce conflict with transit buses. Frontages of continuous driveways (as exist on Derby between

Kingbird and Cowrie) are not suitable for transit streets because bus stops cannot be provided. Please consider the following corridors:

- Existing transit service arterials and collectors: Cowrie, Derby – both sides of the street along the existing Route 2 alignment (Route 2 is anticipated to become bidirectional)
- New arterials or collectors where the District would like to maintain opportunities for future transit.
- Provide pedestrian facilities on both sides of the road wherever feasible to ensure seamless access for people walking to transit.
- On arterial and collector corridors intended to preserve opportunities for future transit please consider that transit boarding pad/zone depths are recommended to be 2.4- 3 metres wide. New sidewalk do not require this width, but there should be sufficient ROW available to create bus stops for future transit. See page 54 in the [On-Street Infrastructure Design Guide](#).
- A granular pedestrian network echoing a small grid of 100-200m (analogous to block sizes in downtown Sechelt) that connects local streets to arterial/collectors will assist future residents in reaching transit and other amenities located on those arterials and collectors.

## Assessment of Transit Readiness

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The following section assesses the transit readiness of the location that this development is proposed within. This assessment considers both the existing and planned services accessible to the development, but also the existing and planned infrastructure. For information on infrastructure design, please refer to BC Transit's [On-Street Infrastructure Design Guide](#).

### 1. Current service is

- Route 2 West Sechelt, category Local Transit. [See page 106 in the Transit Future Plan for minimum service levels.](#)
- Route 2 is a clockwise circular route connecting residential areas of West Sechelt with downtown Sechelt and Chatelech Secondary School. The service operates from 5:00 am to 9:30 pm on weekdays; 5: 12:30 am on Fridays; 10:50 pm on Saturdays, and 9:00 pm on Sundays.
- Route 2 also connects with regional-scale service at Trail Bay Mall, where riders may transfer to and from Route 90 and Route 1 connecting to Gibsons and the Langdale ferry terminal.
- Route 2 is ridership has doubled 2019. In terms of rides-per-hour-, it is the second-most used route in the Sunshine Coast Regional System.

### 2. Planned service is

- Subject to funding approval, Route 2 West Sechelt is slated for ongoing investments and improvements including conversion to bi-directional service, and an increase to 30 minute-service in the peak (rush hour) times.
- BC Transit is scheduled to commence an update of the Sunshine Coast Transit Future Action Plan in the 2026/27 fiscal year.

- This update will include further development of urban transit services within the District of Sechelt.
- It is likely that the urban network will be revised to introduce a route hierarchy that ranges from future frequent transit corridors and less-frequent local transit service for lower density and detached house residential areas.

3. Current infrastructure is

- There are gaps in the sidewalk network serving Route 2 West Sechelt that should be addressed.
  - i. on the westbound side of Derby between Trellis and Granite
  - ii. on the eastbound side of Derby between Granite and Cowrie
  - iii. on the eastbound side of Cowrie from Derby to Chatelech Secondary School.

4. Planned infrastructure is

- BC Transit recommends the installation of a new accessible bus stop on the westbound side of Derby between Trellis and Granite, to serve staff, visitors and residents of Trellis.
  - i. In light of planned bidirectional service on route 2, preparations for a future eastbound bus stop location along Derby serving Trellis should also be considered.



Your File #: Bylaw No. 492-  
32, 2023  
eDAS File #: 2025-01873  
Date: May/01/2025

District of Sechelt  
Ian Holl  
5797 Cowrie Street  
PO Box 129  
Sechelt, British Columbia V0N 3A0  
Canada

Attention: Ian Holl - Development Planning Manager

**Re: Proposed Official Community Plan Approval Application for:  
Granite Road and Derby Road, Sechelt  
Lot 1 District Lot 1331 Group 1 New Westminster District Plan EPP90175**

### **Purpose**

To provide Ministry of Transportation and Transit (MoTT) comments on the District of Sechelt's referral for the Official Community Plan (OCP) Amendment Bylaw No. 492-32, 2023, related to the Silverstone Heights master-planned residential development.

### **Background**

Sawarne Lumber Co. Ltd. has applied for an OCP amendment and two zoning bylaw amendments to facilitate a multi-phase residential development in the Silverstone Heights area, including 52 townhouse units on Derby Road and 80 clusterhomes on Granite Road. The OCP amendment supports increased residential densities, a new Neighbourhood Centre designation, and environmental protections.

### **Ministry Comments**

- The proposed OCP amendment contemplates increased residential density and new neighbourhood designations, which may affect both local and provincial transportation networks.
- The District should continue to consider the potential impacts of increased traffic volumes and future access needs to Highway 101 (Sunshine Coast Highway) as the project advances.

| Local District Address                                                                                                         |
|--------------------------------------------------------------------------------------------------------------------------------|
| Sechelt Area Office<br>5710 Teredo<br>Sechelt, British Columbia V0N 3A3<br>Canada<br>Phone: (604) 740-8987 Fax: (604) 740-8988 |

- Accesses should be located off Highway 101 (Sunshine Coast Highway) in accordance with provincial access management policies to ensure safety and operational efficiency.
- Any works, upgrades, or alterations to the provincial highway or its accesses-including new access construction, modifications, or improvements-will require a Highway Use Permit issued by the Ministry of Transportation and Transit. Early coordination with Ministry staff is encouraged.
- All buildings, structures, and improvements adjacent to Highway 101 (Sunshine Coast Highway), as a numbered and potentially controlled access highway, must comply with Ministry setback requirements. Generally, a minimum setback of 4.5 metres (15 feet) from the property line adjacent to the highway right-of-way is required, but greater setbacks may be necessary depending on site-specific conditions or future highway widening. The District and applicant should ensure that all proposed development plans observe these setback requirements, and consult with the Ministry at detailed design stages to confirm compliance.

### **Advisory Role**

Please note that the Ministry's comments at the OCP amendment stage are advisory only. MoTT does not have approval authority over OCP amendments. Further review and approvals may be required at subsequent development stages or during potential rezonings.

If you have any questions please feel free to call Brad Newton at (604) 398-4716.

Yours truly,



Brad Newton  
Development Officer

April 30, 2025

ALC Planning Review: 46461

Ian Holl  
Development Planning Manager, District of Sechelt  
via email: [iholl@sechelt.ca](mailto:iholl@sechelt.ca)

**Re: March 27, 2025 Referral of Official Community Plan Amendment Bylaw  
No. 492-32, 2023 – Sawarne Lumber Master Plan (the “Master Plan”)**

Thank you for forwarding a draft copy of the above bylaw (the “Bylaw”) for review by the Agricultural Land Commission (the “ALC” or “Commission”). [Section 46 of the Agricultural Land Commission Act](#) (“ALCA”) requires local governments to ensure their bylaws are consistent with the ALCA, the Agricultural Land Reserve (“ALR”) regulations, and any orders of the Commission. ALC staff provide the following comments to assist in this regard:

### **Land Use Designations**

The Master Plan area contains approximately 7 ha of ALR land comprising the northwest corner of District Lot 1384 (PID 015-861-660). The Bylaw proposes to redesignate a portion of this ALR land adjacent to the BC Hydro right-of-way from ‘Agriculture’ to ‘Parks and Open Space.’

While [Sections 21 and 22 of the ALR Use Regulation](#) permit limited forms of park use in the ALR, including *“an open land park established by a local government .... for biodiversity conservation, passive recreation, heritage, wildlife or scenery viewing purposes,”* ALC staff advise the District that Commission approval is required for any dedication of parkland that would result in subdivision of ALR land. Additionally, Commission approval may be required for subsequent park development, including construction of infrastructure such as trails, day use areas, parking lots, etc.

### **Urban/Agricultural Edge Planning**

While there is currently no apparent agricultural use of ALR lands within the Master Plan area, ALC staff recommend that the District require urban-side edge

planning measures at the interface of the ALR and the District's Urban Containment Boundary, to ensure long-term land use compatibility. Specifically, future residential development adjacent to the ALR portion of District Lot 1384 should incorporate building setbacks and fencing/buffering consistent with Part 3 of the Ministry of Agriculture and Food (MAF) [Guide to Edge Planning](#).

Additional considerations for development adjacent to the ALR can be found in the ALC/MAF document [Subdivision Near Agriculture: A Guide for Planners and Approving Officers in BC](#).

\*\*\*\*\*

The ALC strives to provide a detailed response to all referrals affecting the ALR; however, you are advised that the lack of a specific response by the ALC to any draft provisions cannot in any way be construed as confirmation regarding the consistency of the submission with the ALCA, the regulations, or any decisions of the Commission. This response does not relieve the owner or occupier of the responsibility to comply with applicable Acts, regulations, bylaws of the local government, and decisions and orders of any person or body having jurisdiction over the land under an enactment.

If you have any questions about the above comments, please contact the undersigned at 236-468-3276 or by e-mail at [ALC.Referrals@gov.bc.ca](mailto:ALC.Referrals@gov.bc.ca).

Sincerely,

PROVINCIAL AGRICULTURAL LAND COMMISSION



Mike Bandy, Regional Planner

CC: Ministry of Agriculture and Food – Attention: Reed Bailey

46461m2

## FORTISBC ENERGY (GAS) PROPERTY REFERRAL RESPONSE

|                          |                                                       |
|--------------------------|-------------------------------------------------------|
| FEI File No:             | 10MAIN-222                                            |
| Applicant's File No.:    | Derby Road and Granite Road (3360-2022-08 & 2022-10). |
| Date of Comment:         | April 23, 2025                                        |
| Respond By:              |                                                       |
| Civic/Legal Description: |                                                       |

FortisBC has reviewed the subject proposal and provides the following comments within the applicable sections below. FortisBC gas pipeline runs through one or more of the properties affected by this proposal. Please note any work done within 30m or crossing the gas pipeline, and/or within the right-of-way will require FortisBC Energy approval.

### **SUBDIVISION**

FortisBC strongly encourages that all subdivision proposals that affect a FortisBC Statutory Right-of-Way (SRW) give consideration to incorporating the FortisBC SRW into the design as a green belt or designated linear park. Additionally, FortisBC recommend that property lines terminate at the FortisBC SRW boundaries. Implementing these design guidelines mitigate the potential for future concerns for the property owner associated with unauthorized activities, encroachments as well access and maintenance activities by FortisBC within its SRW.

### **ROAD DEDICATION / RELINQUISHMENT OF STATUTORY RIGHT-OF-WAY (SRW)**

If there will be any new road dedications, the very first step is to acquire the approval from FortisBC. FortisBC's review of and signature on road dedication proposals are both required when the road dedication extends into FortisBC's Statutory Right-of-Way (SRW). Relinquishing FortisBC SRW is subject to senior management review and approval. Therefore, it is FortisBC's suggestion to not proceed with any other works prior to obtaining an approval from FortisBC regarding any new road dedications.

FortisBC's review of road dedication proposals will be subject to FortisBC's assessment and consideration of its legal land rights and operational requirements and may not be signed by FortisBC in all instances. Please note that FortisBC's review of and decision on the road dedication proposal can take approximately 3 years. Applicants are encouraged to plan accordingly.

Please note that prior to FortisBC relinquishing its SRW and consenting to road dedication, the applicant will be required to provide FortisBC with a legal posting plan showing the proposed road dedication area within the FortisBC right-of-way boundaries and the location of its facilities (with dimensions).

Standard compensation principals will be used to establish the value of the FortisBC SRW being relinquished, based on BC Assessment data and available information with respect to recent comparable sales in the area. The applicant may retain the services of an Appraiser at its cost, however we suggest

that FortisBC approval to relinquishment of the SRW is received prior to the applicant proceeding with any works associated with the road dedication or incurring an expense for an appraiser.

\*\*\* Please kindly provide a road dedication sketch with the following information. Please kindly color the items below with different colors so that they are easily identified on the sketch\*\*\*

- Boundaries of FortisBC right-of-way and all FortisBC assets with dimensions and horizontal offsets within FortisBC right-of-way
- Area of Total Taking (Overall Road Dedication)
- Area of Taking inside FortisBC right-of-way with total area identified in square footage or square meters
- On the sketch, please explain the future use of the proposed road dedication
- On the sketch, please provide start and end points of the dedication by providing UTM coordinates. From road boundary to road boundary.

**Should road dedication be approved:**

- A geotechnical report should confirm the depth of the gas pipeline, soil types involved (above and below the gas pipeline) and confirm the impact of the dedication over the gas pipeline in terms of vertical and horizontal ground movement.
- Provide complete civil drawings showing plan, profile and cross-sectional views in relation to FortisBC gas pipeline. Please provide start and end points of the dedication by providing UTM coordinates. From road boundary to road boundary.
- Prior to the dedication over FortisBC gas pipeline, the FortisBC gas pipeline may need to be inspected and/or upgraded to accommodate the change in land use. Cost responsibilities will be as set out in the Energy Resource Activities Act or prevailing operating agreement as applicable.

**FORTISBC DESIGN GUIDELINES FOR YOUR CONSIDERATION**

**Multi-Use Pathway (MUP)**

- Multi-Use Pathway is for pedestrians, cyclists and rollerblader's use only.
- Multi-use pathway alignment is not to be directly on top of the gas pipeline and must maintain a 3m horizontal clearance from the edge of the gas pipeline. However, it can cross the gas pipeline. The crossing should be as close to 90 degrees as possible and in no case less than 45 degrees.
- The FortisBC standard for multi-use pathway is that they be of gravel, pavers, porous asphalt (or similar porous material) rather than concrete.
- FortisBC will not be responsible or liable for replacing any section of the multi-use pathway or repairing any damage caused to the multi-use pathway during the performance of any FortisBC work. The multi-use pathway permit holder is responsible for replacing any and all sections of the multi-use pathway that require removal in order to perform any FortisBC work.
- Electrical facilities, including street lighting and signalization including all kiosks, are not permitted within the right-of-way.
- Benches, litter receptacles and dispensers are to be located a minimum distance of 3.0 meters from the outside edge of the gas pipeline inside right-of-way.

- Storm water design should limit the installation of drain lines and catch basins to that area that is outside the limits of the right-of-way.

\*Construction subject to FortisBC Engineering review

\*Prior to any construction over FortisBC gas pipeline, the gas pipeline may need to be inspected and/or upgraded to accommodate the change in land use

\*Cost responsibilities will be as set out in the Energy Resource Activities Act or prevailing operating agreement as applicable

#### Parking Lot (Subject to Further FortisBC Engineering Assessment)

No vehicle parking directly over the gas pipeline. A landscaping strip (as per the NO GO ZONE drawing number 99000-P-000-1042-RQ) on either side of the gas pipeline must be done prior to the construction of the parking area in order to protect the FortisBC gas pipeline. The parking area inside FortisBC right-of-way can be constructed using asphalt and/or inter locking pavers. No concrete. Parking inside FortisBC right-of-way but outside the NO GO ZONE shall be limited to short term only. No overnight parking is allowed inside FortisBC right-of-way.

\*Construction subject to FortisBC Engineering review

\*Prior to any construction over FortisBC gas pipeline, the gas pipeline may need to be inspected and/or upgraded to accommodate the change in land use

\*Cost responsibilities will be as set out in the Energy Resource Activities Act or prevailing operating agreement as applicable

#### Maintenance Roads/Access Roads/Driveways

- The vehicle crossing shall be constructed so that the angle between the centerline of maintenance roads /access roads/driveways and the centerline of the gas pipeline are as close to 90 degrees as possible and in no case less than 45 degrees.
- Please provide a sketch that shows the start and end points of maintenance roads, access roads and driveways by providing UTM coordinates. From boundary to boundary.
- FortisBC does not allow maintenance roads/access roads/driveways to run parallel inside FortisBC right-of-way. However, the maintenance roads/access roads/driveways can cross the right-of-way based on the above clause.
- Maintenance Roads/Access Roads/Driveways are not allowed over a bend in the pipeline. Having maintenance roads/access roads/driveways over bends is not acceptable and become noncompliant with FortisBC standard. This creates concerns over the safety and integrity of the gas pipeline.
- The vehicle crossings to be constructed must be done as such to eliminate any potential settlement. Excavation for crossings over pipeline is to be limited to that required under the applicable municipal standard.
- The proposed crossing locations must not be located at a water course, drainage catchment area, standing water or area consistent with soft compressible soils.
- Soils with a high potential for volume change should not be used as backfill at vehicle crossings. Existing soil conditions must be free of organic silts, clays or topsoil, and boulders and consist of select structural granular fill.

\*Construction subject to FortisBC Engineering review

\*Prior to any construction over FortisBC gas pipeline, the gas pipeline may need to be inspected and/or upgraded to accommodate the change in land use

\*Cost responsibilities will be as set out in the Energy Resource Activities Act or prevailing operating agreement as applicable

#### Underground Utilities

- Please note that FortisBC does not allow underground utilities to run parallel to FortisBC gas pipeline inside FortisBC right-of-way.
- Test hole/locate must be done at each crossings prior to installation in order to find the exact depth of FortisBC gas pipeline. Please provide exact UTM coordinates of all underground crossing locations.
- Minimum 0.3m vertical separation is required between gas pipeline and proposed utilities if the crossing angle is 90 degrees.
- Minimum 0.5m vertical separation is required between gas pipeline and proposed utilities if the crossing angle is less than 90 degrees but more than 45 degrees.
- See attached FortisBC drawing A3-2250 for foreign utilities crossing details.
- FortisBC gas pipeline left suspended in excavations greater than 1.0 meter in length shall be adequately supported. FortisBC gas pipeline left suspended in excavations greater than 1.0 meter in length would require an engineered design drawing of the gas pipeline support to FortisBC's satisfaction.
- Fire hydrants, catch and lawn basins, manholes, junction boxes, chambers, service boxes etc. are not permitted inside FortisBC right-of-way.
- If the proposed utility is cathodically / corrosion protected please provide the cathodic/corrosion protection system details including type of CP and rectifier location.

\*Construction subject to FortisBC Engineering review

\*Prior to any construction over FortisBC gas pipeline, the gas pipeline may need to be inspected and/or upgraded to accommodate the change in land use

\*Cost responsibilities will be as set out in the Energy Resource Activities Act or prevailing operating agreement as applicable

#### Landscaping – TP (Transmission Pressure)

- Maintain a clear 5.0 m zone around the gas pipelines. As such, grass, flowers or weeds to a maximum height of 30 cm (1.0 ft) are permitted.
- Should vehicle access be required for crop maintenance, access must be outside of the NGZ as identified on FortisBC standard drawing number 99000-P-000-1042-R0 No-Go-Zone (NGZ) Within a FortisBC right-of-way.
- No trees are permitted to be planted within FortisBC right-of-way or projected limits of the right-of-way within a road allowance.
- Vegetation and trees planted adjacent to the right-of-way must be planted such that at maturity, the canopy (and their roots) does not encroach into the right-of-way and obstruct the visibility of the right-of-way from the air.
- The maximum height of vegetation is restricted to 1.5 m (5.0 ft). It is up to the permit holder to maintain / prune the shrubs to maintain a height of no greater than 1.5m. If the permit holder does not comply with this permit requirement, FortisBC will prune the shrubs to the required height and the permit holder / property owner will borne the associated costs of this work.

- Cultivation depth within the right-of-way is limited to less than 45 cm (1.5 ft).
- All vegetation must conform with FortisBC landscape standard drawing 99000-C-000-1045-R1.

If there are hedges here are the guidelines:

- Hedges running parallel to the gas pipelines within the right-of-way are allowed as long as they are a minimum 5m away from the edge of the gas pipeline (unless otherwise reviewed and approved), and their height does not exceed 1.5m (5ft).
- Hedges crossing gas pipelines (i.e. perpendicular to the gas pipeline) within the right-of-way but within the 5m clear zone are allowed only along property lines, as long as the height does not exceed 1.5m (5ft). Hedges must not be directly over the gas pipeline. A minimum 1.0m horizontal distance away from the edge of the gas pipeline (unless otherwise reviewed and approved) must be maintained. Root barriers must be installed 1.0m from either sidewall of the gas pipeline.
- Hedges cannot restrict access to the right-of-way and must therefore have a gate incorporated into the design unless the permit holder provides alternative access to FortisBC.
- FortisBC will not be responsible or liable for replacing any section of the hedges that requires removal during the performance of any FortisBC work within the right-of-way. The permit holder is responsible for maintaining the 1.5m height of the hedges and replacing any and all sections of the hedges that require removal in order to perform any FortisBC related work.

\*Construction subject to FortisBC Engineering review

\*Prior to any construction over FortisBC gas pipeline, the gas pipeline may need to be inspected and/or upgraded to accommodate the change in land use

\*Cost responsibilities will be as set out in the Energy Resource Activities Act or prevailing operating agreement as applicable

### Fencing

- Fences running parallel to FortisBC gas pipelines must maintain a minimum horizontal distance of 3m (measured from the closest outside edge of the gas pipeline).
- Crossing angle of fence line must be between 45 and 90 degrees to the gas pipelines.
- Fences shall be a maximum height of 1.8m (6ft).
- No concrete fences, footings or foundation walls are permitted.
- Fences constructed of metal (for example, chain link) cannot be installed under this permit. It may be allowed following a FortisBC engineering assessment to ensure proper grounding is installed.
- Fence posts are not permitted directly above the gas pipelines. Fence posts must maintain a minimum horizontal distance of 1m (measured from the closest outside edge of the gas pipeline).
- Fence posts on either side of the gas pipelines must be dug by hand.
- Fence posts within the right of way must be constructed from wood or another nonconductive material.
- Concrete post holes are acceptable provided they are limited to no more than 30cm (1ft) around the base of the post.
- Fences crossing a right of way must have a minimum 5m (16ft) opening, gate or removable panel to allow access and must be affixed with FortisBC gas pipeline markers.
- Fence opening, gate or removable panel will not be placed right over the gas pipeline. They can be placed at a minimum horizontal distance of 2.0m from the gas pipeline (measured from the closest outside edge of the gas pipeline).

- Fence opening, gate or removable panel should not be greater than 1.5m high.
- Fence gate if locked, must be double locked to ensure FortisBC maintains access.
- Fences (including fence openings, gates, removable panels, posts etc.) may need to be removed at the permit holder's expense for any maintenance issues or if FortisBC decides to add another gas pipeline within the existing FortisBC right of way.

\*Construction subject to FortisBC Engineering review

\*Prior to any construction over FortisBC gas pipeline, the gas pipeline may need to be inspected and/or upgraded to accommodate the change in land use

\*Cost responsibilities will be as set out in the Energy Resource Activities Act or prevailing operating agreement as applicable

### Sign Installation

No portion of a proposed sign along with footing and pedestal are to be placed within FortisBC right-of-way.

### Preload

Any preloading within or adjacent to the right-of-way requires a FortisBC engineering review.

### Temporary Equipment Access (Crossing and Parallel)

- Temporary equipment shall not cross over or operate within 3m of the gas pipeline outside the travelled portion of a road or within FortisBC right of way. Any equipment that does need to operate within this zone or cross over the gas pipeline, requires a FortisBC Engineering review.

### Required Information:

- Please provide exact coordinates of all temporary equipment crossing locations.
- Please provide gas pipeline depth of cover information at all crossing locations. Please coordinate with FortisBC to arrange for an onsite FortisBC representative to provide above ground depth of cover information.
- Please provide a list of all temporary equipment vehicles by filling out the attached vehicle specification sheets.

### Questions Related to the Abandoned Gas Pipeline

Please note that sites where FortisBC has abandoned gas pipelines and relinquished rights-of-ways, FortisBC no longer retains ownership of the gas pipelines. Instead, the landowner retains ownership of the gas pipelines. Therefore, the landowner does not need approval from FortisBC if they wish to remove the gas pipelines from their site in order to facilitate their development. Please contact FortisBC Regional Engineer, Scott Holmes at 250-215-4931 or [scott.holmes@fortisbc.com](mailto:scott.holmes@fortisbc.com) to discuss any queries related to the abandoned gas pipeline.

### Not Allowed Inside FortisBC Right-of-Way

### Structures

- Buildings with or without foundations -includes gazebos, pergolas, tiny homes, garden sheds, woodsheds and other building type structures. For clarity, this does not include small non-permanent objects.
- Retaining walls that are taller than 0.9m and within 5m of gas pipelines that hold back earth or water.
- Foundations and footings.
- Concrete slabs.
- Concrete patios.
- Overhanging roofs or balconies.
- Water features, above and below ground swimming pools, fishponds, hot tubs, reservoirs, dugouts, septic fields, storm sewer retention ponds.
- Decks, with or without foundations.
- Lamp posts.
- Guy wires for electrical poles.
- Wells.
- Support posts for highway signs
- Large statues/ monuments/ advertising signs.
- Fenced sports courts with poured concrete or asphalt.
- Event tents: tented parking cover, tented building extensions, wedding tents.
- Canopy pole tents, wall tents.

### Burning

- No open burning.
- No fire pits of any kind.
- No fire in any form.

\* No source of ignition is allowed inside FortisBC right-of-way.

### Permanent / Temporary Storage

- Any type of material.
- Any type of equipment.

### Drainage Piping

- No perforated pipe.
- Only acceptable drainage inside right-of-way are French drains.
- 

### Emergency Access

- The FortisBC right-of-way area must not be used as fire/emergency vehicle access.

### Kindly note the following:

- The applicant is responsible for ensuring that their proposed works, will not damage, impair the usefulness or safety of, or interfere with the existing FortisBC facilities and, prior to commencing the work under this permit, the applicant shall undertake the necessary due diligence and engineering assessment to ensure its proposed facilities will not damage, impair the usefulness or safety of, or interfere with the existing FortisBC facilities. The applicant shall provide copies of all reports and assessments to FortisBC upon request.

- The activities in question must not be in problematic or marginally stable soil areas such as soft peat or burns bog, swamp soil areas, potentially unstable slopes.
- No blasting activity shall be done within 400m of all FortisBC assets.
- Rock breaking / Rock hammering activities must operate a minimum 2m away from FortisBC gas pipeline.
- Prior to all proposed works, the location of FortisBC assets shall be determined accurately with visible marking to ensure that the proposed activities do not physically disturb or damage any FortisBC assets.
- The applicant must ensure that the whole operation is cautiously executed and at no times the FortisBC assets are subject to risk.
- Exact location of gas pipeline shall be determined by hand excavation. Machine excavation is not permitted within 1m of gas pipeline.
- The stockpiling of excavated, building or other materials is prohibited within FortisBC right-of-way.
- There is to be no deterioration of soil stability or drainage patterns within FortisBC right-of-way.
- All fill material placed, if any, must be clean and free of any hazardous substances within FortisBC right-of-way.
- No building, structure or foundation or portions thereof are permitted within the FortisBC right-of-way.
- No spoil, material or equipment shall be placed/stored over top of the gas pipeline at any time.
- Access for FortisBC representative must be maintained at all times.
- No vehicles or equipment are permitted to cross the gas pipeline unless approved by the onsite FortisBC representative.
- The gas pipeline signs/markers displaced during the proposed works must be placed back making sure that the gas pipeline locations are well marked.
- The FortisBC representative shall have ultimate control of the job site as it relates to the safety of FortisBC facilities. The FortisBC representative may stop all activities near FortisBC facilities should he/she deem the work activities around the FortisBC gas pipeline are unsafe.
- The designed depth of cover over FortisBC gas pipeline must satisfy the following standard unless written consent has been provided by FortisBC:
  - i. Minimum Depth of Cover: 1.2 meters (4')
  - ii. Maximum Depth of Cover: 1.8 meters (6')

**Please kindly see below regarding FortisBC Permitting Requirement**

**Transmission Pressure Gas Pipeline (TP)**

Any work within 10m of a FortisBC Transmission Pressure (TP) gas pipeline and/or within a FortisBC right-of-way requires a permit. However, an LOA (Letter of Authorization) will be required for works outside the permit zone but within 30m. Please kindly obtain a BC 1 Call Ticket number to determine whether a permit or an LOA would be required.

**Intermediate Pressure Gas Pipeline (IP)**

Any work within 2m of a FortisBC Intermediate Pressure (IP) gas pipeline and/or within a FortisBC right-of-way requires a permit. However, an LOA (Letter of Authorization) will be required for works outside

the permit zone but within 30m. Please kindly obtain a BC 1 Call Ticket number to determine whether a permit or an LOA would be required.

#### *Distribution Pressure Gas Pipeline (DP)*

Kindly note that FortisBC does not issue permits for works in close proximity to FortisBC Distribution Pressure (DP) gas pipelines. The applicant does not require any permit and onsite representative for the proposed works. However, if the proposed work/activity is in close proximity to a FortisBC distribution pressure gas pipeline that is bigger than 10 inches, an onsite FortisBC representative would be required. To arrange for an onsite distribution representative, the applicant can contact [protectionandpermitting@fortisbc.com](mailto:protectionandpermitting@fortisbc.com).

#### **Process to Apply for an Online Permit Application**

The applicant can submit a permit application through our quick automated permit system at [www.fortisbc.com/rightofway](http://www.fortisbc.com/rightofway).

To complete and submit an application, please go to:

[www.fortisbc.com/rightofway](http://www.fortisbc.com/rightofway)

How to apply for a right of way permit  
online permit application

#### **Permit Inspection Fees**

The applicant will be charged for inspection costs that require a FortisBC representative to be on site to meet the contractor's needs beyond the two (2) days of normal working hours. See details regarding "More about fee structure for site inspection" on this link - [Applying for a right of way permit \(fortisbc.com\) \[fortisbc.com\]](#)

If you have questions, please email us at [protectionandpermitting@fortisbc.com](mailto:protectionandpermitting@fortisbc.com). You can also visit our website to learn more about [Pipeline and right of way permits \(fortisbc.com\) \[fortisbc.com\]](#).

## **FortisBC High Pressure Vehicle/Equipment Crossing Required Data**

### **Applicant Information**

|               |        |
|---------------|--------|
| Date:         |        |
| Contact Name: |        |
| Company Name: |        |
| Address:      |        |
| Mobile Phone: | Email: |

### **Wheeled Vehicle Information**

| Vehicle Type (Make & Model): |                       |                               |
|------------------------------|-----------------------|-------------------------------|
| Axle Grouping                | Weight per Axle Group | Tire Size (e.g., 225/70R22.5) |
| Front (steering)             | lbs.(kgs)             |                               |
| Single (if necessary)        | lbs.(kgs)             |                               |
| Tandem (ex. – 8 wheel)       | lbs.(kgs)             |                               |
| Tridem (ex. – 12 wheel)      | lbs.(kgs)             |                               |
| Total Vehicle Weight         |                       | lbs.(kgs)                     |

| Vehicle Type (Make & Model): |                       |                               |
|------------------------------|-----------------------|-------------------------------|
| Axle Grouping                | Weight per Axle Group | Tire Size (e.g., 225/70R22.5) |
| Front (steering)             | lbs.(kgs)             |                               |
| Single (if necessary)        | lbs.(kgs)             |                               |
| Tandem (ex. – 8 wheel)       | lbs.(kgs)             |                               |
| Tridem (ex. – 12 wheel)      | lbs.(kgs)             |                               |
| Total Vehicle Weight         |                       | lbs.(kgs)                     |

| Vehicle Type (Make & Model): |                       |                               |
|------------------------------|-----------------------|-------------------------------|
| Axle Grouping                | Weight per Axle Group | Tire Size (e.g., 225/70R22.5) |
| Front (steering)             | lbs.(kgs)             |                               |
| Single (if necessary)        | lbs.(kgs)             |                               |
| Tandem (ex. – 8 wheel)       | lbs.(kgs)             |                               |
| Tridem (ex. – 12 wheel)      | lbs.(kgs)             |                               |
| Total Vehicle Weight         |                       | lbs.(kgs)                     |

## **Tracked Equipment:**

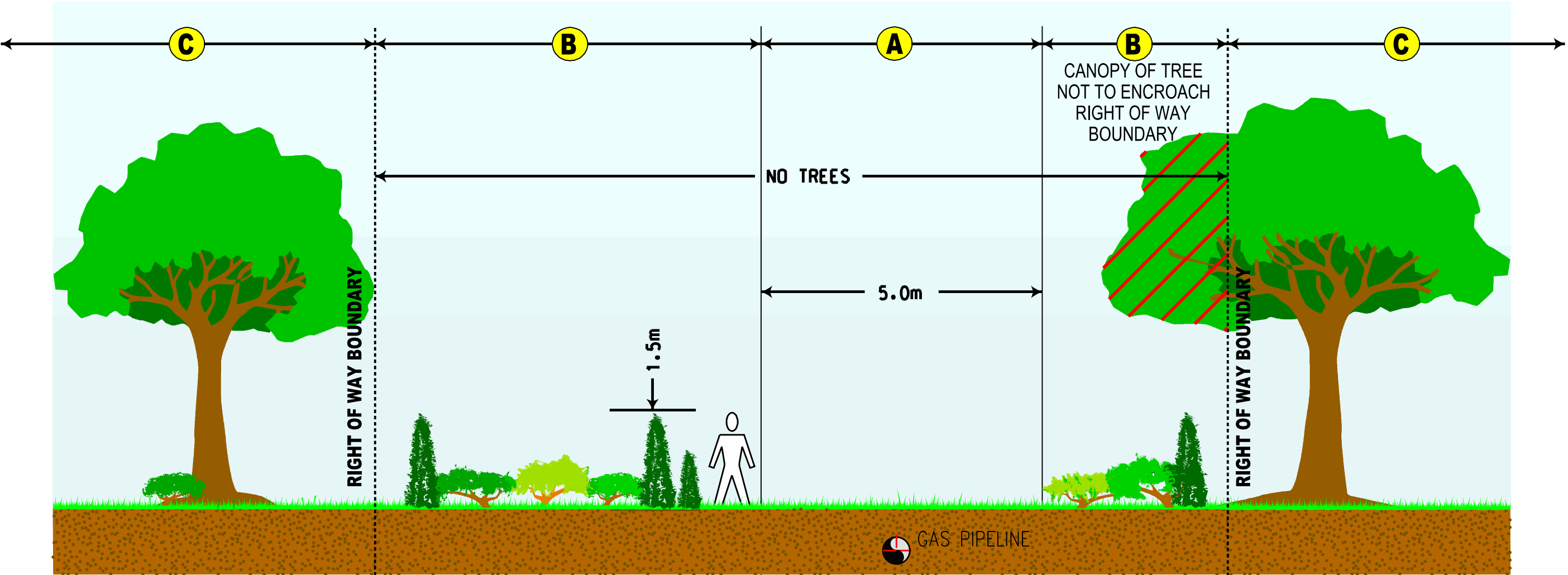
|                      |      |       |                           |                            |
|----------------------|------|-------|---------------------------|----------------------------|
| <b>Vehicle Type:</b> |      |       |                           |                            |
| Max Vehicle Weight   | Make | Model | Track Length<br>on Ground | Track Width<br>(Shoe Size) |
| lbs.(kgs)            |      |       | in(cm)                    | in(cm)                     |

|                      |      |       |                           |                                |
|----------------------|------|-------|---------------------------|--------------------------------|
| <b>Vehicle Type:</b> |      |       |                           |                                |
| Max Vehicle Weight   | Make | Model | Track Length<br>on Ground | Track Width<br>(aka Shoe Size) |
| lbs.(kgs)            |      |       | in(cm)                    | in(cm)                         |

|                      |      |       |                           |                                |
|----------------------|------|-------|---------------------------|--------------------------------|
| <b>Vehicle Type:</b> |      |       |                           |                                |
| Max Vehicle Weight   | Make | Model | Track Length<br>on Ground | Track Width<br>(aka Shoe Size) |
| lbs.(kgs)            |      |       | in(cm)                    | in(cm)                         |

|                      |      |       |                           |                                |
|----------------------|------|-------|---------------------------|--------------------------------|
| <b>Vehicle Type:</b> |      |       |                           |                                |
| Max Vehicle Weight   | Make | Model | Track Length<br>on Ground | Track Width<br>(aka Shoe Size) |
| lbs.(kgs)            |      |       | in(cm)                    | in(cm)                         |

TYPICAL LANDSCAPE DETAILS WITHIN FORTISBC TRANSMISSION PRESSURE(TP )RIGHTS OF WAY



Examples of items not permitted within FortisBC Transmission Pressure(TP )

Rights of Way

- GARDEN SHEDS
- PLAYHOUSES
- SWIMMING POOLS
- HOT TUBS
- STORAGE OF FLAMMABLE MATERIALS, EQUIPMENT, AND BUILDING GOODS
- SIGNS
- BURNING OF MATERIALS
- STOCKPILING MATERIALS
- POLES FOR POWER OR LIGHTING
- WELLS
- BALCONIES
- SATELLITE DISHES
- SEPTIC FIELDS
- TREES



Vegetation with maximum height of 0.3m (1' )

LOW GROWING SPECIES SUCH AS GRASSES, MOSSES, PERENNIAL/ANNUAL FLOWERS WHICH ALLOW FOR EFFECTIVE GAS PIPELINE INTEGRITY INSPECTIONS. OTHER LOW GROWING SHRUBS MAY BE PLANTED IN THIS ZONE IF THEY MEET THE HEIGHT REQUIREMENTS, 0.3M(1' ) BUT THEY MAY HAVE TO BE MODIFIED(I.E. CUT/MOWED) BY FORTISBC TO ENSURE EFFECTIVE GAS PIPELINE INTEGRITY INSPECTIONS AND MARKING. NO TREES PERMITTED.



Vegetation with maximum height of 1.5m (6' )

LOW GROWING SPECIES SUCH AS GRASSES AND PERENNIAL/ANNUAL FLOWERS, AS WELL AS LOW GROWING SHRUBS (I.E. SNOWBERRY, KINNIKINNICK, OREGON GRAPE, AZALEA, OR JUNIPER) THAT MEET THE HEIGHT REQUIREMENTS OR THAT THE PROPERTY OWNER MAINTAINS AT A HEIGHT NO GREATER THAN 1.8M(6' ) IT MUST BE NOTED THAT IN THE EVENT OF A GAS PIPELINE INTEGRITY CONCERN, FORTISBC MAY CAUSE DISTURBANCE OF VEGETATION WITHIN THE RIGHT OF WAY WITH NO REQUIREMENT FOR REPLACEMENT OF SUCH VEGETATION. NO TREES PERMITTED. NO PARALLEL HEDGES THAT IMPEDE ACCESS.

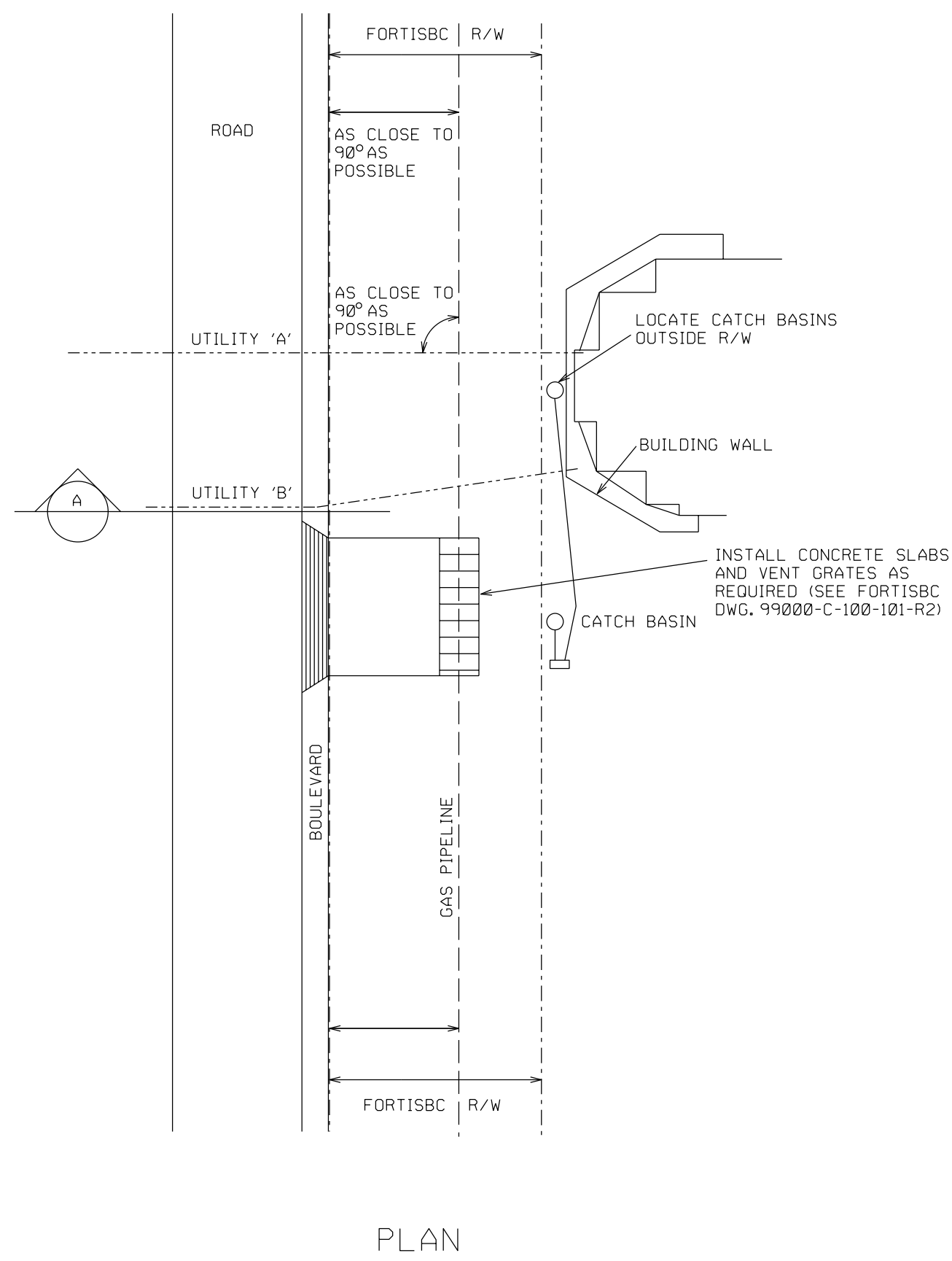


Vegetation adjacent to FortisBC Transmission Pressure(TP ) Rights of Way

VEGETATION WITH A CANOPY GREATER THAN 1.8M(6' ) IN HEIGHT IS NOT PERMITTED TO ENCROACH INTO ZONE B OF FORTISBC RIGHTS OF WAY. NOR ARE TREES THAT EXCEED 1.8M(6' )PERMITTED WITHIN THE PROJECTED LIMITS OF FORTISBC RIGHTS OF WAY AT ROAD CROSSINGS

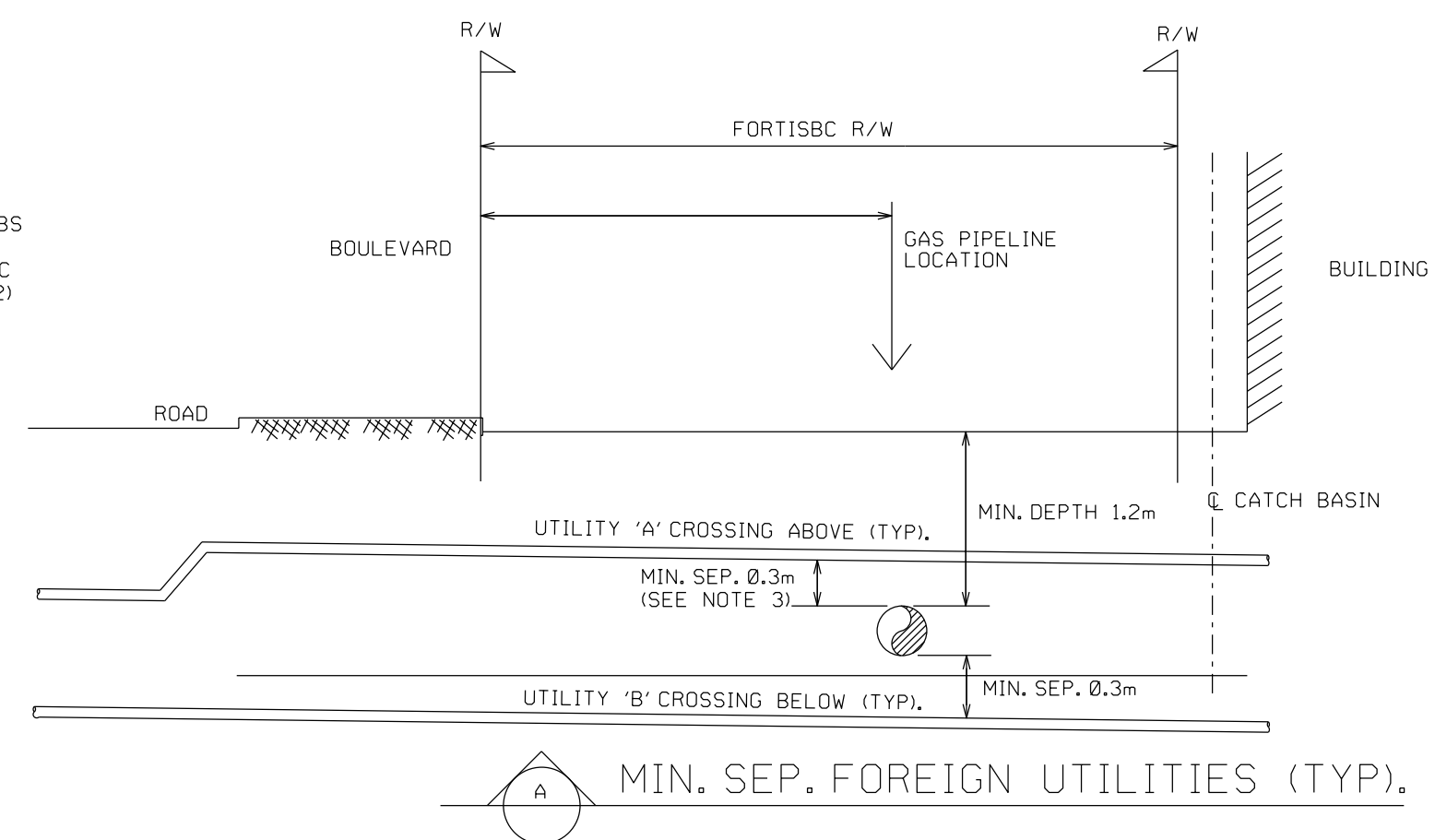
|                                                            |     |                           |         |           |            |                      |                                                                                         |                                       |
|------------------------------------------------------------|-----|---------------------------|---------|-----------|------------|----------------------|-----------------------------------------------------------------------------------------|---------------------------------------|
|                                                            |     |                           |         |           |            |                      | CORPORATE                                                                               |                                       |
|                                                            |     |                           |         |           |            |                      | TYPICAL LANDSCAPE DETAILS<br>WITHIN FORTISBC TRANSMISSION<br>PRESSURE(TP )RIGHTS OF WAY |                                       |
| ENGINEERING SERVICES                                       | R0  | GENERAL REVISION          | FSDELAR | LSCHAFFER | R.SCHAFFER | 2016-02-28           |                                                                                         |                                       |
| ENGINEERING SERVICES                                       | R1  | STANDARD DRAWING          | LLI     | A.CORMANO |            | 2019-05-23           |                                                                                         |                                       |
| BY                                                         | No. | REVISION                  | DRAWN   | DESIGNED  | CHECKED    | DATE<br>(YYYY-MM-DD) |                                                                                         |                                       |
| RON SCHAFFER, OPERATIONS MANAGER, RIGHT OF WAY MAINTENANCE |     | PREVIOUS DR. NO.- A3-3857 |         |           | SCALE- NTS |                      | ENGINEER SEAL                                                                           | DRAWING<br>NUMBER 99000-C-000-1045-R1 |





# NOTES:

1. THE GAS RIGHT OF WAY MAY CONTAIN MORE THAN ONE GAS PIPELINE.
2. FORTISBC MAY INSTALL AND MAINTAIN PIPELINE MARKERS AT PROPERTY LINES AND OTHER LOCATIONS AS DEEMED NECESSARY BY FORTISBC.
3. MINIMUM SEPARATION BETWEEN GAS PIPELINE AND UTILITIES (WATER, SANITARY SEWER, STORM SEWER, BC TEL. UNDERGROUND) SHALL BE 0.3m.
4. CATCH BASINS, WATER VALVES, ETC. SHALL BE INSTALLED OUTSIDE OF THE GAS PIPELINE RIGHT OF WAY.
5. EXACT LOCATION OF GAS PIPELINE SHALL BE DETERMINED BY HAND EXCAVATION.
6. MACHINE EXCAVATION IS NOT PERMITTED WITHIN 1.0m OF THE GAS PIPELINE MEASURED FROM THE OUTER SURFACE OF THE GAS PIPELINE..
7. ALL STRUCTURES SHALL BE LOCATED CLEAR OF THE GAS RIGHT OF WAY. THIS INCLUDES ROOF OVERHANGS, FOOTINGS, CARPOTS, SUNDECKS, BALCONIES, CHIMNEYS, DRAIN TILES, (THIS LIST NOT INTENDED TO BE ALL INCLUSIVE).
8. UTILITIES ARE NOT ALLOWED WITHIN AND PARALELL TO THE GAS RIGHT OF WAY. CROSSING ANGLES SHALL BE 45 - 90°
9. UTILITIES CROSSING GAS PIPELINES 323mm O.D. OR SMALLER OR GAS PIPELINES HAVING COVER LESS THAN 1.2m SHALL CROSS UNDER THE GAS PIPELINE.
10. UTILITIES CROSSING GAS PIPELINE RIGHTS OF WAY SHALL MAINTAIN A CONSTANT DEPTH OF COVER ACROSS THE RIGHT OF WAY.
11. CATHODIC PROTECTION TEST LEADS MAY BE REQUIRED FOR UTILITIES UTILIZING METALLIC PIPES OR CONDUITS.
12. THE GAS PIPELINE MUST BE BEDDED IN PITRUN SAND AND COMPACTED TO 95% MODIFIED PROCTOR MAXIMUM DRY DENSITY (MPMDD).

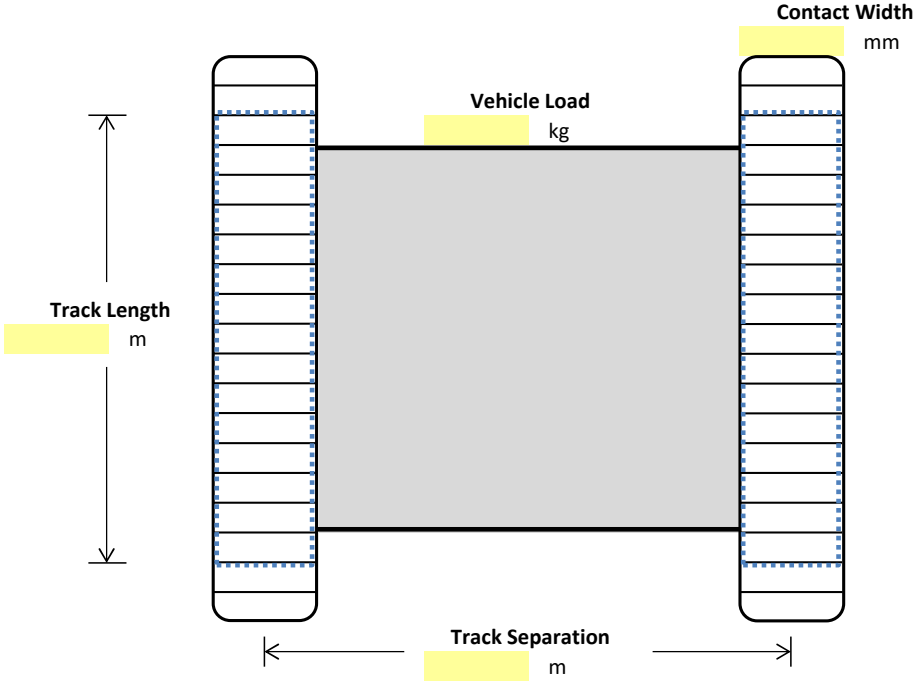


| 9   | REV'D NOTES, ENG REF NO.  | 14-02-20 | TRANSMISSION OPERATIONS                 |               |                                                                             |
|-----|---------------------------|----------|-----------------------------------------|---------------|-----------------------------------------------------------------------------|
| 8   | REBRANDED TO FORTISBC GAS | 11-10-13 | 16705 FRASER HWY., SURREY, B.C. V4N 0E8 |               |                                                                             |
| 7   | NOTE 12 ADDED             | 00-02-10 | PHONE 1-877-599-0996 FAX 1-877-212-1312 |               |                                                                             |
| 6   | REDRAWN                   | 99-06-24 | SHO                                     |               | FOREIGN UTILITIES CROSSING ABOVE AND BELOW FORTISBC GAS PIPELINES (TYPICAL) |
| 5   | REVISED NOTES             | 92-10-06 | DES'N.                                  |               |                                                                             |
| 4   | GENERAL REVISION          | 92-05-20 | DWN.                                    | J.A.C.        |                                                                             |
| 3   | GENERAL REVISION          | 90-10-29 | SCALE                                   | N.T.S.        |                                                                             |
| 2   | REV'D TO BC GAS STANDARDS | 88-12-09 | DATE                                    | JUNE 24, 1999 | <div>DWG. NO.</div> <div>A3- 2250</div>                                     |
| 1   | PIPELINE LOC'N CHG'D      | 85-10-28 | CHKD.                                   |               |                                                                             |
| NO. | APP.                      | REVISION | DATE                                    | APP.          | RIGHT OF WAY, MANAGER                                                       |



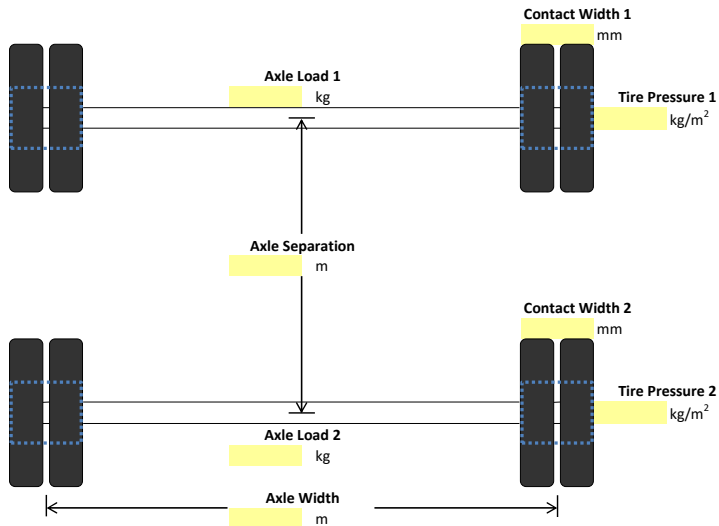
Input for Surface Vehicle Live Load

|                      |       |
|----------------------|-------|
| VEHICLE INFORMATION: |       |
| VEHICLE TYPE:        | Track |



### Input for Surface Vehicle Live Load

|                      |                          |
|----------------------|--------------------------|
| VEHICLE INFORMATION: |                          |
| VEHICLE TYPE:        | Wheel: 2-Axles, 4-Wheels |

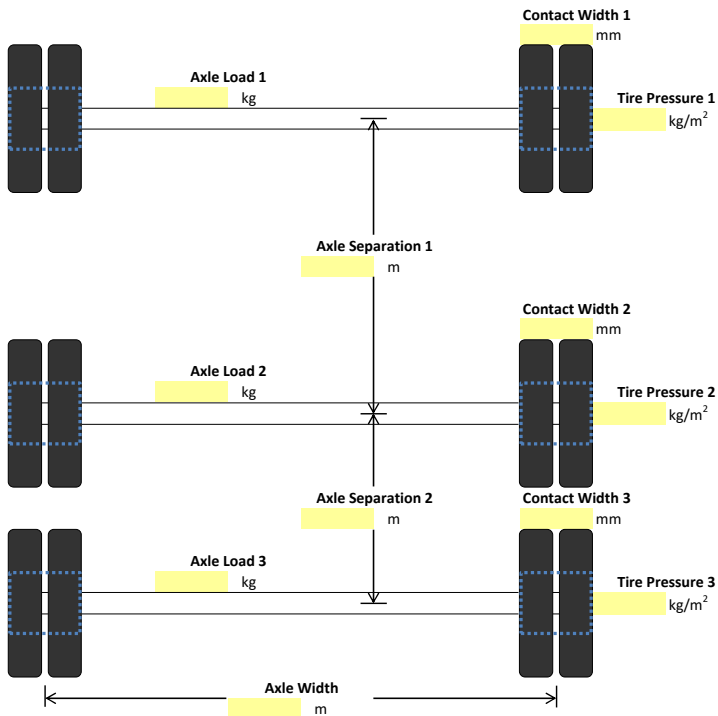


### Input for Surface Vehicle Live Load

VEHICLE INFORMATION:

VEHICLE TYPE:

Wheel: 3-Axles, 6-Wheels



For Derby Rd and Granite/Derby Rd; 3360-2022-08 & 2022-1022May 9, 2025

District of Sechelt  
Planning Department  
P.O. Box 129  
Sechelt, BC V0N 3A0  
Attn: Ian Holl

Re: Referral of OCP Amendment-Master Land Use Plan and Zoning Amendment Applications for Derby Rd. (east side of Trellis) and Granite/Derby Rd. (west side of Trellis); 3360-2022-08 & 2022-10 to the West Sechelt Community Association (WSCA)

Greetings:

WSCA appreciates receiving the referenced referral and has the following comments and questions.

### **Zoning Amendments**

WSCA accepts that provincial legislation mandates higher density. But also important is the need

for adequate parks, transport, water and sewer, walkability, environmental and wildlife protections, and whether sufficient affordable housing is part of the make-up of any housing development in the District of Sechelt (DoS). WSCA poses these questions: Do these developments provide these crucial elements for the community? And even if these developments comply with the OCP, do they create a community and a desirable neighbourhood?

While the proposed multi-family site complies with the OCP, of concern is the small lot subdivision

along Granite because it is unclear what will happen with Granite and Oracle Roads. The corner at Granite and Oracle is dangerous because two half roads meet and they are insufficient for current traffic patterns. Presumably more traffic will ensue after this development. Will Granite be made a whole road? Will Oracle be a whole road inside the subdivision but again become a half road at this dangerous corner?

### **Other concerns:**

#### **1. Parks:**

No sizeable community park for the population.

Are green spaces now to be considered parks?

Location of parks-accessibility? Usability? Can children play in a quarry?

#### **2. Transportation:**

Bus stops? Will BC Transit provide bus routes? What efforts will be made to include mass transit? Walkability-paths to the downtown? Will these paths be usable for residents with disabilities, mobility challenges, the elderly given the topography?

Roads and connectivity: Can the current roads handle the increase in traffic?

**3. Multi-family Designations:**

There is no information on “build-out” capacity, traffic generated and other servicing considerations including the impact on schools. What about schools for the proposed increase in population? What has been done to address this? The proposed Master Plan designates all remaining land south of Derby Road as Multi-Family with no indication of what the height of buildings are anticipated to be. Once the Master Plan is adopted, there will be no opportunity for public input via a public hearing. More information at this point would be beneficial to residents.

**4. Wildlife Protection:**

Wildlife is being squeezed. It appears that the proposal includes parkland and development in a protected wildlife area-please clarify.

**5. Commercial development:**

Has there been a study of the type of commercial development that would be viable?

**6. Affordability:**

Will any of the proposed units be below market? Will the developer be required to contribute funds in lieu of affordable units? How much?

**7. Environmentally sensitive areas, habitat protection, tree conservation:**

Will this developer be permitted to clear cut as in the past effectively eliminating mature vegetation? NOT replaceable! What are the planned responses should the developer clear cut?

**8. Community centre-plans:**

West Sechelt has no community center or similar amenities.

## **Proposed OCP Amendment**

### **Park Dedication concerns raised by the proposed OCP Amendment and the Official Community Plan Policies Respecting Park Dedication:**

Policy 5.15 respecting “Special Infill Area 1” – the Clayton/Sangara Lands – identifies it as a major growth area potentially accommodating 2300 new housing units. This new neighborhood is to potentially provide a potential focal point for all of West Sechelt and be integrated with the surrounding areas. Housing is to be focused around a new neighborhood center with local commercial and community amenity uses.

The Parks, Trail and Open Space Section of the OCP, under the topic of “Active Park Use” states that additional fields are also recommended in West Sechelt at a future park to be acquired with any future development of Special Infill Area #1. This requires a community level park of at least 3-4 ha (8 to 10 acres). Another requirement is for pedestrian trails that link to the Downtown and adjacent areas.

Policies 9.20 to 9.24 relating to Park Dedication at Subdivision or Development are applicable. Policy 5.20 requires that the 5% park dedication requirement under the Local Government Act consist of **usable parkland**.

- Some natural parkland providing for passive recreation may be considered as park of the park dedication (Policy 5.21)
- Lands not suitable for park use (wetlands, riparian areas and steep slopes) will not be considered as part of the 5% park dedication.
- Land required for trails, walkways, etc., will not be considered as part of the 5% park dedication.

The land use designation map (Schedule C1) for the park is adjacent to the neighboring Clayton property to the east with perhaps the potential for additional adjacent park dedication and a trail system linking it to the High School and Downtown. An existing bike lane and sidewalk has already been largely constructed along Derby Road to the designated park site.

#### **What the Applicant is Proposing:**

The proposed park dedication is a 4.6 acre site on the western edge of the subject lands at the corner of Oracle Road and Granite Road.

- Approximately one-half is compromised by a 100 meter radius work avoidance zone.
- The headwaters of a stream that exist outside the work avoidance zone further compromise the “useable area”.
- No information has been provided on topography or drainage/water table which if present would make development of the property for active recreation difficult.
- The land adjacent is designated Rural Residential with limited subdivision potential and therefore limited potential for future expansion of the park. Adjacent land designated Residential is largely subject to a work avoidance zone.
- Oracle Road is a one-half width road dedication and the opportunity to expand it to a full road may be in the very distant future. The corner of Oracle and Granite Road is very dangerous because of this situation.

The applicant indicates that 21.1 acres will be open space. This consists of 10.61 acres of wildlife corridor, Quarry Park (5.34 acres), which largely consists of steep slopes and has been designated as a sensitive ecosystem polygon and therefore will likely remain undisturbed; and a one-half acre park with a drainage channel. And the 4.6 proposed park is compromised for development, as noted above. **Accordingly, for the above noted reasons, the West Sechelt Community Association does not support the proposed park at the corner of Oracle and Granite Roads, and favours the location currently shown on Map Schedule C1 of the OCP. The 5% park dedication requirement for all of the subject lands should be used to create a largely developable community park site. West Sechelt is expected to absorb a significant portion of future growth and deserves a sizeable**

**community center. Other communities along the Coast, e.g., Halfmoon Bay, Davis Bay, and Roberts Creek with smaller populations have such centers.**

**Conclusion:**

The proposed development area is huge. The impact of any development on such a scale will impact the community of West Sechelt for a very long time. Community enrichment and long- term vision is crucial. Any development on such a scale must be approached cautiously and carefully, and with sensitivity to the community to be affected.

Respectfully submitted,  
Candice Sayre, President  
West Sechelt Community Association  
C: Council, SCAF, the Board



Outlook

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**RE: [External] REFERRAL: Derby and Granite Rezonings and Master Plan - District of Sechelt - RESPONSE DUE APR 30/25**

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**From** Mak, Ho Yan <Monique.Mak@bchydro.com>

**Date** Mon 4/7/2025 1:58 PM

**To** Ian Holl <iholl@sechelt.ca>

**Cc** Design, NSC <design.nsc@bchydro.com>; Properties, Help Desk <properties.helpdesk@bchydro.com>

**CAUTION:** This email originated from outside the organization. **Use caution opening links or attachments.**

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

Thank you for your email.

We have reviewed the attached Rezoning application.

BC Hydro Properties has no comments at this time on the proposed plan. Please be guided further by our Distribution Design team copied on this email.

For a new electrical service connection, the applicant may contact 1-877-520-1355 or [expressconnect@bchydro.com](mailto:expressconnect@bchydro.com) or complete an online application form available at:

<http://www.bchydro.com/youraccount>

Regards,

---

**Monique Mak** | Property Coordinator, Property Rights Services

**BC Hydro**

8475 128<sup>th</sup> Street

Surrey, B.C. V3W 0G1

**P** 604 543 6058

**E** [monique.mak@bchydro.com](mailto:monique.mak@bchydro.com)

[bchydro.com](http://bchydro.com)

**Smart about power in all we do.**

---

**From:** Ian Holl <[iholl@sechelt.ca](mailto:iholl@sechelt.ca)>

**Sent:** 2025, March 27 9:14 AM

**To:** Planning <[Planning@Sechelt.ca](mailto:Planning@Sechelt.ca)>; DevEng <[DevEng@sechelt.ca](mailto:DevEng@sechelt.ca)>



# SCHOOL DISTRICT 46 SUNSHINE COAST

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## OFFICE OF THE SECRETARY-TREASURER

Delivered via email: [iholl@sechelt.ca](mailto:iholl@sechelt.ca)

October 28, 2025

District of Sechelt  
Attn: Ian Holl, Development Planning Manager  
PO Box 129  
5797 Cowrie Street, 2nd Floor  
Sechelt, BC, V0N 3A0

Dear Ian,

**RE: Derby Road and Granite Road (Sawarne Lands) – Official Community Plan Amendment 3360-2022-08 and 3360-2022-10**

Sunshine Coast School District 46 appreciates the opportunity to comment on the proposed Official Community Plan amendment and master plan for the Sawarne Lands. The School District recognizes the importance of increasing local housing supply and supports the creation of compact, connected neighbourhoods that provide a range of housing types for residents and workers.

### Education and Enrolment Implications

The School District has reviewed current and projected enrolment for the area and offers the following observations:

- **Chatelech Secondary School** has sufficient capacity to accommodate anticipated growth from this development.
- **West Sechelt Elementary School** has limited remaining capacity but is currently projected to be able to accommodate enrolment generated by this development. However, the school site is **constrained and cannot be expanded further** due to topography and property boundaries.
- There is a **significant amount of concurrent development activity** within the neighbourhood, and the West Sechelt Elementary catchment has already been contracted to within current walk limits to manage capacity pressures.

Future development of large parcels immediately west of the school could result in enrolment pressures that exceed the existing site's capacity. In anticipation of this possibility, the School District requests **early and ongoing coordination** regarding phasing and occupancy timelines. As development in the area increases, there may be a need to revisit the school catchment area, which could result in a strain on school bus capacity.

To maintain flexibility in meeting student needs, the School District also requests that **advance approval be considered for a potential temporary reduction in on-site parking** at West Sechelt Elementary, should space be required in future to accommodate portable classrooms.

## Transportation and Safe Routes to School

The School District supports the conceptual road network presented in the master plan and appreciates the attention to connectivity between West Sechelt, Downtown, and the surrounding neighbourhoods. Safe, accessible, and direct pedestrian and cycling routes to West Sechelt Elementary and Chatelech Secondary are essential. To reinforce this, the School District emphasizes the importance of traffic impact reports for all developments in areas where students walk and cycle, as these assessments are important to understanding and addressing student travel safety.

The School District recommends that:

- The road and trail network be reviewed in collaboration with the **Active Transportation Plan** to ensure continuous sidewalks, multi-use paths, and safe crossings for students.
- **Traffic calming and pedestrian crossing improvements** be prioritized on roads which are expected to serve as key student travel routes.
- **BC Transit** service planning continue to align with expected growth, ensuring convenient and safe transit access for students and families.

## Community and Childcare Amenities

The inclusion of a **Neighbourhood Centre** and potential park dedications provides a valuable opportunity to strengthen community connections. The School District encourages exploration of spaces that could accommodate **childcare programs that include infant/toddler spaces**, addressing a critical community need.

Sincerely,



Nicholas Weswick  
Secretary-Treasurer

cc: Board of Education of Sunshine Coast School District 46  
Kate Kerr, Superintendent