



BOARD REPORT

- TO:** Chair and Directors
- SUBJECT:** Electoral Area B: Electoral Area B Official Community Plan Amendment Bylaw No. 850-18 and Electoral Area B Zoning Amendment Bylaw No. 851-25
- DESCRIPTION:** Report from Christine LeFloch, Planner III , dated October 31, 2024. 20 Hwy 31, Galena Bay
- RECOMMENDATION #1:** THAT: "Electoral Area B Official Community Plan Amendment Bylaw No. 850-18" be read a third time, this 21st day of November, 2024.
Stakeholder Vote Unweighted (LGA Part 14) Majority
- RECOMMENDATION #2:** THAT: "Electoral Area B Zoning Amendment Bylaw No. 851-25" be read a third time, this 21st day of November, 2024.
Stakeholder Vote Unweighted (LGA Part 14) Majority

SUMMARY:

The applicant would like to develop a portion of the subject property with a service station, helipad and helicopter refueling station and have the ability to establish additional local service-related businesses on the property in the future. The Official Community Plan (OCP) land use designation for a portion of the property is proposed to be changed from SH Small Holdings to HC Highway Commercial and the same portion of the property is proposed to be rezoned from SH Small Holdings to HC Highway Commercial. A special regulation limiting the permitted uses for the portion of the property proposed to be rezoned to HC to just those being proposed at this time and adding helipad and associated refueling station to the list of permitted uses is also included in the proposed amendments. A public hearing was held on October 8, 2024 to hear representations from the public regarding the proposed amendments. Notes from the public hearing are attached to this Board report. It is now appropriate for the Board to consider the amending bylaws for third reading. If third reading is granted the zoning amendment bylaw will be sent to the Ministry of Transportation & Infrastructure (MOTI) for statutory approval. After statutory approval is received the bylaws will come back to the Board for adoption.

BACKGROUND:

Please see [Item 16.2 in the March 17, 2022 Board Agenda](#) for the Board Report and all attachments regarding the proposed amendments at first reading.

Please see Item [17.5 in the June 20, 2024 Board Agenda](#) for the Board Report and all attachments regarding the proposed amendments at second reading.

POLICY:

Please see "[BL850-18 BL851-25 Excerpts BL850 BL851.pdf](#)" for all applicable Official Community Plan policies and zoning regulations related to this application.

FINANCIAL:

In accordance with Section 477 of the Local Government Act, the Financial Services and Environmental and Utilities Services Departments have reviewed the proposed OCP amendment and confirmed that it is consistent with the CSRD's Financial Plan and Waste Management Plan.

KEY ISSUES/CONCEPTS:

Public Hearing

A public hearing was held on October 8, 2024 in the Board Room of the CSRD offices to hear representations from the public regarding the proposed bylaw amendments. Ads for this public hearing were placed in the Revelstoke Review on September 26 and October 3, 2024 and notices were sent to all owners of property within 100 m of the subject property. There were 5 members of the public in attendance including 1 in-person and 4 online, two of whom were the applicants.

The owner of an adjacent property to the north provided comments regarding the proposal. He noted concerns related to the potential for noise from the proposed helipad and refueling operations. He explained that the cabin on his property is located 500-600 m from the proposed helipad. For comparison he noted that there are rumble strips on the highway at the approach to the ferry terminal and they can hear trucks with empty trailers driving over them from their cabin. This owner also noted that he understands the benefits of having a helipad and refueling site at this location for wildfire operations and medical emergencies. The applicants noted that they value tranquility and peace, and the intent is not for there to be regular helicopter traffic. They did not have full details of possible helicopter operations but noted that one operator they were in discussions with would use the helipad for a maximum of six landings per day. He also mentioned that they are speaking with a second company but did not have the details yet.

The same neighbour also had concerns about traffic on Highway 23 South with regard to people speeding to catch the ferry. He is concerned that there will be trucks slowing down to turn onto the subject property to use the cardlock and that this may create traffic related safety issues. He suggested that widening of Highway 31 at the entrance to the proposed cardlock may help to reduce safety concerns and would be helpful for trucks making left turns into the establishment. The applicants indicated that they have had conversations with MOTI about reducing the speed limit sooner on the approach to the ferry terminal.

Four written public submissions were received regarding this application. Two were from owners of adjacent properties, while the other two were from owners of Revelstoke businesses. All were in support of the proposal. One of the submissions spoke specifically in favour of the helipad and refueling station noting that for his helitourism business it enables them to carry less fuel knowing that there is somewhere to refuel at Galena Bay, and this increases their safety margins.

Copies of the public hearing notes and public submissions received for this application are attached to this Board Report. Please see: "BL850-118_BL851-25_PH_Notes_redacted.pdf" and "BL850-18_BL851-25_Public_Submissions_redacted.pdf".

Analysis

The two main concerns raised at the public hearing were traffic issues related to vehicles turning into the proposed business competing with vehicles who may be speeding to get to the ferry on time and the potential for noise related to helicopter traffic using the helipad and refueling station. A third concern regarding buffering along the ALR boundary was also raised.

Traffic

This application was referred to the MOTI for review and comments. Referral comments from MOTI noted that a Commercial Access Permit is required, along with statutory approval of the zoning bylaw

in accordance with Section 52 of the *Transportation Act*. The Ministry is responsible for roads and traffic related concerns and may be able to address these items as part of the review for the Commercial Access Permit if deemed necessary. The Ministry will receive a copy of the reports related to this application as part of the package sent to them for their review and approval of the zoning amendment. Staff will ensure to indicate the concerns related to traffic patterns that were expressed at the public hearing when we send the bylaw to the Ministry for review.

Helicopter Noise

Concerns related to helicopter noise can be challenging to address. Staff would likely not support a proposal for a helipad in a residential area because it would inevitably result in conflict between helicopter operators and local area residents. The owner who raised the issue regarding noise noted that their cabin is located roughly half a kilometre away from the proposed helipad site. While it is acknowledged that helicopter noise can be heard from some distance away it is also noted that this is not a residential area and fortunately, homes are not located within close proximity to the site. While there are a few residences located on nearby properties, the residences are sited 500-800 m from the proposed helipad location. All of these properties are zoned Small Holdings which has a minimum parcel size of 4 ha (10 acres), though the actual parcel sizes range between 13 ha to 60 ha. The distance may help to reduce noise and disturbance due to helicopters landing and taking off.

Staff supported this proposal because it is in an area with a low density of residential use where the impacted properties and residences should also be low. The person who expressed this concern also acknowledged that there are good reasons for having a helipad in this area, including medical and wildfire related emergencies that may require the use of a helicopter to transport someone to hospital or for firefighting operations. The applicant indicated at the public hearing that while they do not yet have all the details regarding the use of the helipad, he confirmed that it is not intended for regular helicopter traffic. It should also be noted that concerns regarding helicopter noise were raised by one neighbour, while two other abutting properties indicated full support for the proposal. The applicant has suggested that the helipad be relocated closer to Highway 31 just east of the driveway, so that it will allow for take offs and landings to follow Highway 31. This would allow the helicopter's exhaust to be pointed away from the neighbouring property to the north. While the change in elevation is not significant there is a slightly higher point in elevation north of the proposed helipad site that may provide some noise buffering.

Buffering along the ALR Boundary

It was noted at the public hearing that the applicant has logged the subject property and that there may not be much of a buffer along the ALR boundary. The applicant stated that they intend to allow vegetation to regrow in that area over time to establish a buffer. Staff note that a vegetated buffer is not included as a requirement of rezoning, but rather a 15 m setback for buildings and structures from the ALR boundary has been included in the special regulation for this property in the Highway Commercial Zone. It was noted in the Board report at second reading that the 8 m vegetated buffer recommended by the ALC could be implemented as part of the Commercial Development Permit and that the impact of the commercial use on the ALR portion of the property would be mitigated by implementing the 15 m setback. Requirements of the Development Permit could include planting of trees within the 8 m buffer.

Rationale for Recommendations:

Staff continue to support the proposed amendments and are recommending that the Board read the amending bylaws a third time for the following reasons:

- The proposal for the subject property meets the OCP policies for redesignation to Highway Commercial;
- The Highway Commercial Zone is appropriate for the subject property due to its location at the junction of two provincial highways and near the Galena Bay ferry terminal;
- The subject property is considered to be a suitable location for the proposed helipad due to its location not near any residential areas;
- Redesignation to Highway Commercial will require that the owners apply for and be issued a Commercial Development Permit prior to the alteration of land for site preparation and construction of the service station, which will address the form, character, appearance, parking, and landscaping of these areas, and will allow the CSRD to ensure adequate buffering between the commercial use, the ALR and the adjacent properties is maintained; and
- Concerns raised at the public hearing regarding buffering of the ALR boundary and traffic can be addressed at the Development Permit stage. Concerns raised regarding helicopter noise may be mitigated by relocating the helipad to the opposite side of the property with access from Highway 31.

IMPLEMENTATION:

If the Board agrees with the staff recommendation the applicant will be advised of the decision. The applicant will also need to make application for a Commercial Development Permit. This application would be brought forward to the Board for approval at the same time as the amending bylaws are brought forward for adoption.

As the subject property is located within 800 m of a controlled access highway, the zoning amendment bylaw will need to be sent to the MOTI requesting statutory approval under Section 52(3)(a) of the *Transportation Act*.

COMMUNICATIONS:

Minutes from the Board meeting will be posted on the CSRD website and will be available to interested members of the public who may wish to learn the outcome of this decision.

DESIRED OUTCOMES:

That the Board endorse the staff recommendations.

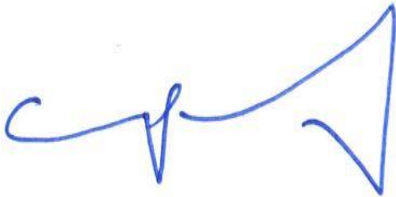
BOARD'S OPTIONS:

1. *Endorse the Recommendations.*
2. *Deny the Recommendations.*
3. *Defer.*
4. *Any other action deemed appropriate by the Board.*

Report Approval Details

Document Title:	2024-11-21_Board_DS_BL850-18_BL851-25_Third.docx
Attachments:	<ul style="list-style-type: none">- BL850-18_Third.pdf- BL851-25_Third.pdf- BL850-18_BL851-25_PH_Notes_redacted.pdf- BL850-18_BL851-25_Public_Submissions_redacted.pdf- BL850-18_BL851-25_Maps_Plans_Photos_2024-06-20.pdf
Final Approval Date:	Nov 14, 2024

This report and all of its attachments were approved and signed as outlined below:




Corey Paiement

No Signature - Task assigned to Gerald Christie was completed by assistant Crystal Robichaud

Gerald Christie

No Signature - Task assigned to Jennifer Sham was completed by assistant Crystal Robichaud

Jennifer Sham



John MacLean