

Request for Decision

Temporary Use Permit #57
Taicheng – Open Market and Film
Staging and Temporary Use Permit
#58 – Helicopter Operations,
Britannia Beach South (Area D)

Date of Meeting: Board Meeting – April 18, 2018

Recommendations:

THAT staff be directed to proceed with review of the Taicheng Temporary Use Permit #57 application regarding an open market and film staging.

THAT staff be directed to proceed with review of the Taicheng Temporary Use Permit #58 application regarding helicopter operations.

THAT the property owner and applicants be directed to host a combined public information meeting for TUP application #57 (market proposal and film staging and TUP application #58 (helicopter operations) in Britannia Beach in order to collect input from the public. This meeting must occur prior to the draft TUP(s) being presented to the SLRD Board for consideration.

RELEVANT POLICIES:

Electoral Area D Official Community Plan Bylaw No. 1135-2013
Squamish-Lillooet Regional District Electoral Area D Zoning Bylaw No. 1350-2016
SLRD Temporary Use Permit Policy

Attachments:

Appendix 1: TUP 57 Application Information & Traffic Study
Appendix 2: TUP 57 Site Plan
Appendix 3: TUP 57 Property plan for film staging uses
Appendix 4: TUP 57 Letter of support
Appendix 5: TUP 58 Application Information
Appendix 6: TUP 58 Site Plan
Appendix 7: TUP 58 Field Acoustics Report (sound measurements for flight paths)
Appendix 8: TUP 58 Transport Canada Authorization Letter

Key Information:

These applications are being brought before the SLRD Board for review and discussion prior to preparation of the TUPs and neighbour notifications. The application covers portions of three different properties (Lot A, Plan VAP21576, DL 1583, Group 1, NWD; Lot A, Plan VAP20309, DL 2001, Group 1, NWD; Parcel 1, DL 1583, NWD) all of which are currently zoned RR3 (Rural Resource 3) under Squamish-Lillooet Regional District Electoral Area D Zoning Bylaw No. 1350-2016. The proposed TUP site locations are located within the Master Planned Community designation of the Regional Growth Strategy (RGS).

These TUP applications are associated with land that is currently part of the Taicheng Development Corporation Britannia Beach South rezoning application. The proposed

helicopter operation, film staging area, market and highway rest stop are not related to the rezoning application or the proposed Britannia Beach South project. The rezoning application will be pursued concurrently with the proposed uses.

While this is not the typical TUP procedure, it was decided that a permission to proceed report would be valuable in order to collect additional input from the Board prior to the preparation of the temporary use permit. SLRD staff are also recommending that the Board direct the property owner and applicants to host a public information meeting in Britannia Beach on the 2 TUP proposals. This public information meeting hosted by the property owner and both TUP #57 & #58 applicants would provide the opportunity for the public to comment on the proposed uses and raise any concerns.

Analysis – TUP #57 (open market and film staging):

The SLRD received a Temporary Use Permit (TUP) application from John Jervis at ElevateBC Management Ltd. on behalf of the Taicheng Development Corporation. The application proposes a combined highway rest stop and open vendor market that would include parking and a bus loop facility. The application also includes film production staging areas that would potentially be located on several Taicheng owned properties. The applicant is seeking to provide facilities for travellers along Highway 99 and assist nearby provincial parks and tourism operators with parking and bus shuttle services.

The applicant's concept plan is attached as Appendix 1, and outlines the proposed uses and intent of the application. There is a proposed site plan that is attached as Appendix 2. The properties (and portions of properties) that would be potentially involved in having established film production vehicle/equipment staging areas are outlined on the map attached as Appendix 3. These staging area uses would only be permitted in those areas though actual filming could occur elsewhere.

The proposed land uses in the TUP would be:

- A combined open market including farmer and artisan craft vendors and highway rest stop with a children's play area, food trucks, information kiosks, First Nations arts/culture shop, sports demo areas, view tower, enclosed dog run, helicopter tours (SKY Helicopters – TUP 58) and the potential for other tourist businesses to locate temporary facilities there.
- Parking and passenger bus loop that will serve the market visitors, tourists, and SKY Helicopters patrons, as well as provide an opportunity for shuttle services (park and ride) to nearby destinations such as the Britannia Beach Mining Museum, Murrin Park, Shannon Falls, Stawamus Chief Park, and the Sea to Sky Gondola. The applicant indicates an opportunity to establish a looping passenger shuttle service at various stops as well as within downtown Squamish.
- Film production and staging areas that provide locations for production vehicle parking and equipment storage.

The applicant is proposing such uses to provide services to support existing tourist destinations and operations in the area as well as potentially take vehicles off the highway

during peak periods to alleviate traffic congestion. The applicant has submitted a traffic management study that is included as Appendix 1. The study includes all the uses covered by the proposed TUP #57 and #58. The findings from that study indicate:

- A minimal net impact of the site traffic on Highway 99 during peak hours. It is anticipated to be at most 1 – 3% in the weekday PM peak hour, assuming maximum land use area building out and a special event market day.
- The proposed shuttle service (park and ride) could pull vehicles headed to northern tourist destinations off the highway. The bus service could be every 45 minutes during peak periods with a capacity of approximately 30 passengers.
- The film production staging uses are not expected to generate trips during peak periods.
- It is expected that the market uses will primarily draw northbound traffic off the highway, rather than southbound traffic.
- The Phase 1 of the proposed South Britannia Beach development was expected to generate approximately 236 trips in the weekday PM peak hour and 188 trips in the Sunday peak hour. In comparison, the proposed market would be expected to result in 21-48 trips at most in the weekday PM peak hour, and the same high end estimate for the Sunday peak hour.

The small well on the property is only used for providing water to washrooms and not for drinking. Potable water for the market would not be supplied by that well. The food trucks would be required to provide their own potable water and have their own VCHA issued permits. There may be an opportunity to have bulk potable water delivered to the site if there was a request from the vendors. The applicant is considering an engineered 3,000 gallon (~13, 638 L) sewage holding tank for the market. The proposed approaches to water and sewerage issues are subject to approval by the Vancouver Coastal Health Authority.

The application has been referred to the Ministry of Transportation and Infrastructure (MOTI) and Vancouver Coastal Health Association (VCHA) for their comments with respect to access, traffic, food services, water and wastewater disposal.

A letter of support for the proposal from Tourism Squamish has been included as Appendix 4.

Analysis – TUP #58 (helicopter operations):

The SLRD received a Temporary Use Permit (TUP) application from George Lacny at SKY Helicopters Inc. on behalf of the Taicheng Development Corporation. The application proposes helicopter tourism activities that would be staged out of the property. The applicant's concept plan is attached as Appendix 5, and outlines the proposed uses and intent of the application. There is a proposed site plan that is attached as Appendix 6. SKY Helicopters commissioned a Field Acoustics Report from Sapphire Sound Inc. that is attached as Appendix 7. The scope of work was to record sound measurements in residential areas of North Britannia Beach and Furry Creek based on flight paths representing the future helicopter tours from the property. Appendix 8 includes a letter from Transport Canada addressing the authorization for the proposed uses in accordance with Federal regulations. The Transport Canada regulations require the helipads to be a minimum of 500 ft. from any structure (i.e. the artisan market, or

any structure accessible to the public). The proposed helipads, as part of TUP 58, are located approx. 750 – 800 ft. away from the artisan market that is part of TUP 57.

The proposal includes the construction of two helipads on a portion of one of the Taicheng properties. SKY Helicopters also proposes to install a temporary office and guest lounge structure and associated parking on a separate part of the Taicheng property near the highway entrance and within the market and parking area associated with TUP #57 (the open market and film staging application). Details and uses of the helicopter operation can be regulated as conditions of the temporary use permit (i.e. that the helicopter pad cannot be used for film work, and that changes may required if there are too many negative effects on neighbours, etc.).

The uses in the proposed application would involve tourism flights to the upper alpine (12 – 30 minutes average duration). SKY Helicopters envisions the following type of flight schedule (please note – this is an approximation):

- APRIL – mid MAY: SAT & SUN Departures 5 X per day @ 4 passengers
- mid MAY – mid/Late SEPT: MON – SUN Departures 9 X per day @ 4 passengers
- Late SEPT –mid May: SAT & SUN Departures 5 X per day @ 4 passengers (this may increase to THUR – SUN as demand increases)

The applicant anticipates the majority of customers will arrive to the site by private vehicles with 2-4 passengers on average per vehicle.

In terms of the size and materials of the temporary structures:

- The temporary structures would be architecturally modified Sea Cans or mobile office trailers.
- Sea Cans (or mobile office trailers) provide the most versatile means of creating a temporary, solid, safe and secure structure that offers an affordable way to architecturally modify to incorporate into the community theme of the area.
- The SKY Helicopters Passenger Lounge would contain the reservation office and passenger lounge.
- The hangar structure would be comprised of two adjacent levels of shipping containers with a portable roof structure and cover a minimum area of 40 ft X 40 ft (1,600 ft²). This structure is intended to secure the aircraft during inclement weather.
- The Sea Cans (or mobile office trailers) would be designed and wrapped to blend well with the environment, with the passenger lounge having architectural elements on the front, public facing side(s).
- The helipads would be two circular 75 ft. (23 m) diameter pads of a crushed gravel/stone aggregate.

The application and proposed uses are part of a combined traffic management study that has been completed and included in Appendix 1. The study includes all the uses covered by the proposed TUP #57 and #58.

The findings of the traffic study pertaining to the helicopter tourism uses indicate that with the proposed 6 – 10 helicopter departures per day:

- the weekday PM peak hour and Sunday peak hour traffic generated would be a total of four vehicle trips (2 in / 2 out).
- This number is negligible in comparison to the traffic generated by the proposed market uses, which in total is anticipated by the analysis to not be significant either.

The small well on the property is only used for provided water to washrooms and not for drinking. Potable water for the SKY Helicopters office/lounge would not be supplied by that well. They would be bringing in potable water if necessary. As part of the market TUP, the SKY Helicopters office/lounge would be connected to the proposed sewage system. The proposed approaches to water and sewerage issues are subject to approval by the Vancouver Coastal Health Authority. The application has been referred to Vancouver Coastal Health Association (VCHA) for their comments. The applicant would be required to obtain a Transport Canada Special Flight Operations Certificate (SFOC) for the helicopter tourism uses.

The report and temporary use permits would be brought back to the SLRD Board for consideration once the owner and applicants have held a public information meeting. Prior to bringing a TUP(s) to the Board, the neighbouring properties within 150 m would be sent a notification, and the newspaper advertisements would be placed in the Squamish Chief as per the *Local Government Act* requirements. Any responses from the public would then be presented to the Board at the meeting in which the TUP(s) is to be considered.

SLRD staff are seeking comments from the Board on the proposed TUPs to determine the level of support for such an application, and for input on what issues need to be addressed prior to staff bringing the TUP(s) before the Board for consideration of approval.

Options:

- (1) Direct staff to proceed with a review of the TUP applications, and bring the permit for consideration at a subsequent Board meeting following the public notification process and the public information meeting held by the property owner and applicant.
- (2) Other decision, as determined by the Board.

Preferred Option: Option 1 is the preferred option as the proposed TUPs would be drafted into a permit for consideration by the Board including conditions on the proposed uses.

Regional Considerations: These TUP applications are associated with land that is currently part of the Taicheng Development Corporation Britannia Beach South rezoning application. The proposed market and highway rest stop is not related to the rezoning application or the proposed Britannia Beach South project. The market would be primarily intended to provide services to the Sea to Sky corridor, and to provide heli-based tourism activities in the Sea to Sky corridor.

Submitted by: I. Holl, Senior Planner

Reviewed by: K. Needham, Director of Planning & Development Services

Approved by: L. Flynn, Chief Administrative Officer

Britannia South – TUP Rest Stop / Open Market Proposal

Concept

Goal: To create and operate a highway rest-stop & open vendor market with auxiliary parking facility on the existing vacant flat lot. The Landowner is looking to build a relationship and goodwill with the local community by offering its unused land to help with existing highway facility issues and to provide an ideal opportunity for promotion of tourism, local business, and cultural interpretation.

Challenge: There is an existing need for traveller facilities on Hwy 99, particularly along Howe Sound where pullout space is narrow and limited by topography, public washrooms are rare, and parking at BC Park destinations is often over-capacity.

Solutions:

- We will provide a convenient, safe, and spacious rest stop with clean flush toilets, change-tables, all-weather gathering area, kids play-zone, and wayfinding information, to greatly improve the tourist-traveller experience.
- Our flat lot can provide ample parking as a solution for peak periods when nearby BC Parks are full & turning away visitors.
- We envision a looping passenger bus service, with stops at Murrin Lake, Shannon Falls / Chief, the Gondola, and possibly beyond – to the Casino and Downtown Squamish – if desired and viable.
- Parking at Britannia, with a passenger bus drop off service, is the best logical near-term solution. It will remove vehicles from the highway at peak periods, and give a viable option to tourists who have otherwise been parking illegally in frustration and running across the highway. This is very much a safety solution.
- Our traffic analysis considers the existence of the rest-stop / market with auxiliary parking to be a net-gain, taking more vehicles off the highway at peak period, and improving the overall flow and safety through the constrained sections just North of Britannia Beach.
- Sea to Sky Gondola and Britannia Mining Museum have both expressed a need for an auxiliary parking option to support their growth and positive customer experience, and support our concept as their preference for a solution.

Opportunities:

- The rest-stop market will be a unique affordable opportunity for local grassroots artists, businesses, and tourism agencies to gain effective highwayside exposure, reaching tourist-travellers who at the moment are mostly unsure where to go and just end up driving on.
- Conversely, the travellers benefit from encountering a very clearly identified and easily accessible regional information stop, where they briefly see and learn how to

find and visit the things of interest to them existing in the Northward communities of the corridor.

- Through our research, we have encountered that artist / small business Vendors are continuously asking for more and better venues as sales outlets for the products they manufacture. We are excited to support their success and provide an opportunity for them where typically only national brand stores can afford to exist (highwayside).
- We are also hearing a great desire from adventure sports operators, for a better promotional interface with tourist-travellers. This needs to occur in convenient near-proximity to the highway, and does not exist elsewhere.
- With the opportunity of open flat land space in a market setting, other temporary business concepts can be market tested with benefit of highway exposure, a form of incubation that would lead to permanent operations / facilities in permanent industrial/commercial properties, and job creation.

Support:

- **Tourism Squamish**; full support from the board. No perceived competition with the Adventure Center. They will wish to place a duplicate Tourist Info Kiosk in our market. Formal support letter expected shortly.
- **Sea to Sky Gondola**; suggest our market will be a perfect addition to the mix of existing attractions/activities, for a well-rounded visitor experience. Interested to have auxiliary parking to support growth.
- **Britannia Mining Museum**; also suggest our market will be a perfect addition to the mix of existing attractions/activities. Very interested to have our auxiliary parking to support their growth. ED presenting to the board, requesting formal support.
- **Squamish Arts Council**; support and excitement about the opportunity for the artist community. Introducing the idea to Seat to Sky Arts and Whistler Arts Council shortly.
- **Squamish First Nation**; initial consultation meeting, very enthusiastic and expressing a great need for this type of facility for both artists and cultural interpretation. Meeting with Chief's council within 2 weeks.
- **Every Artisan Vendor & local small business** we have spoken to; excited for the opportunity and they do not see a disadvantage to other open markets.
- **Adventure sports operators**; have been hoping for this type of opportunity for some time, to better support their existing operations and sales outreach.

Satisfies many OCP Policies as follows:

The overall vision is to develop a community that:

- promotes a "sense of community" by encouraging social interaction and providing employment opportunities;
- promotes tourism, outdoor recreation potential, and film industry use;
- 4.2.1.4 Encourage provision of transportation demand management facilities, such as park and ride/carpool lot.

- 4.3.4.1 Encourage the location of commercial uses generally where shown on Map 1A Britannia Beach Land Use Designations.
- 4.3.4.2 Focus tourism-related commercial activities within the existing townsite and adjacent waterfront area at Britannia North.
- 4.3.4.3 Support the ongoing operation of the B.C. Museum of Mining as a tourist commercial site under the designations National Historic Site and Provincial Historic Landmark.
- 4.3.4.5 Support provision of non-polluting recreational marine commercial services, such as a marina and mooring facilities, canoe and kayak rentals, windsurfing shop.
- 4.3.4.6 Support provision of community-oriented commercial uses,
- 4.3.4.7 Ensure provision of adequate off-street parking for commercial uses.

Built elements / Services:

- Flat, prepared gravel surface for Artisan/Vendor booths and Food Truck(s), complete with lighting and supportive services as required.
- Central Plaza area with large scale tent for weather protection. Includes tables and seating.
 - Tent will be all-weather engineered, frame and fabric, tethered to lock blocks.
- Attractive landscaping, improved viewscape from the highway.
- Decorative theme and public art display by local design team.
- 1 existing small scale building, to be re-clad and repurposed as a tenant shop.
- Children's play zone with weather protection.
- View platform; engineered log & bolt frame with cable stays as required.
- Washroom facilities for visitors and vendor staff.
 - Mobile toilet car with 8-stalls, high quality flush toilets.
- Supportive services: garbage/recycling, water, sewer, power, light, security.
 - Water and Sewer via holding tank – engineered to meet Coastal Health approval.
- Well organized parking area with safe marked pedestrian paths, lighting, and bus transfer loop.
- Fencing throughout the site for containment, safety, and security.
- All "tenant" structures will be limited to modular, shipping container-based, pop-up vendor tents, or wheel-based food trucks, such that they can be easily relocated.

Structures & GFA's – Britannia Market Proposal

Vendor spaces/structures –

- Booths - Typical markets are made up of booths (tables which may include pop-up tents when outdoors), roughly 10' x 10' (100 sf) for a single or 10' x 20' (200 sf) for a double.
- Trucks / trailers – Often used for food vendors, these are modified box truck/trailers with cooking equipment and side openings for service. Size can be up to 9' wide by 15 to 30' long (135 sf to 270 sf).
- Container based or modular structures – because our market doesn't need to be cleared out each day like typical one-day farmer markets, we're excited to give vendors the option of placing a modified container or modular (Britco?) type structure at the site. These can be locked up at night so the vendors won't need to cart their goods on and off site each day. Typical container / modular sizes can be 10 feet wide and typically 10, 20 or 30 feet long (100 sf to 300 sf). Think, shared or storage possibilities in the case of longer containers. They are modified to suite. See photos attached.
- Odd sized structures – we would like to be able to accommodate the occasional irregular structure such as the "Rope Runner" course, which is a Squamish based manufacturer needing highway exposure. See photo attached. We have the space available and this can be an excellent, affordable way for local manufacturers to test-market and promote their concepts to an international audience.

Existing Repurposed Building – 38' x 35' (1,330 sq.ft.), this could also house an H/C washroom.

Big Tent – Initially 70' x 70' (4,900 sq.ft.), allowing an additional 70x70 extension if needed.

Washroom – 9' x 30' trailer (270 sq.ft.)

View tower – 22' x 22' (484 sq.ft.), which may or may not have a 12' x 12' shelter on the center of platform. Estimated height of platform "legs" is 16 feet (to be built on an existing hill which rises about 24 feet above the flat land elevation of the market).

Zone GFA's and Vendor Numbers

Our need for site coverage and vendor placement will continuously evolve over time and will be determined by the types and shapes of the individual Vendors as they come and go. While we have shown a general positioning of "Food & Beverage" as it makes sense for access to the rear service entry, it's not meant to restrict them to that spot. They are generally just another Vendor like the others, of various sizes (ice cream food vendor would be small for example), and it may make sense for winter operations or other reasoning (as directed by the Vendors themselves) to locate Food Vendors elsewhere within the general market area from time to time.

Flexibility in positioning within the overall site is the essence of the evolving market, so the GFA for the Vendor/Food Vendor area is not meant to be a specific contained area, other than within the fencing of the overall site. Certainly, the Vendor groupings would begin in close proximity to the designated service structures as shown on the site plan.

In terms of vendor count, the maximum might occur during periodic special event markets: Those can house up to 180 individual vendors, in such case mostly pop-up booths / tents - sometimes artists share a booth, or take a double space. An example is the "Refresh Market" which is indoors and recently had 120 vendor tables for a 2-day (weekend) period. Sounds like a lot, but is actually a healthy amount for a special event market.

Aside from special market days, or evenings, we envision our weekly operations (container vendors or food trucks) would count from 10 to 30 on average, although there is no way to predict the level of interest for that type. Most artist vendors would attend the market with a pop-up tent, and we "may" be able to reduce their need to cart goods daily by providing on site secure storage.

The service structures or designated areas that would not move are: Big tent (4,900 to 9,800 sf), Existing Building (1,330 sf), Washroom (270 sf), View tower (484 sf), Bus Loop (approximately 6,000 sf, to be designed by the traffic consultant), and Landscaping (whatever area makes sense for improved highway appearance, and generally the area shown to scale on the site plan.

The logical spot for the kid zone is next to or partially under the big tent (for rainy day fun), and the exact size and structures are yet to be determined. We could guess a range of 1,500 to 2,500 sq.ft of reserved flat area for this, as depicted on the site plan.



March 13, 2018
04-17-0272

Mr. Long Cheng
Taicheng Development Corporation
Suite 710, 100 Park Royal South
West Vancouver, B.C.
V7T 1A2

VIA E-MAIL: trotkcheng@hotmail.com

Dear Long:

**Re: South Britannia Market – Traffic Analysis for Temporary Use Permit (TUP)
High Level Transportation Assessment Letter (DRAFT)**

As requested, Bunt & Associates Engineering Ltd. has conducted a high level transportation assessment for Taicheng Development's proposed Britannia Market and auxiliary parking use at the South Britannia site located approximately 12km south of the District of Squamish municipality.

This study reviews existing site conditions and provides future vehicle forecast estimates, as well as a discussion of parking needs for the proposed site.

We trust this will assist with the development's TUP application. Please do not hesitate to contact me should you have any questions.

Yours truly,
Bunt & Associates

Daniel Fung, M.Sc., P.Eng.
Associate

Daniel Bragagnini, EIT
Transportation Analyst

1. INTRODUCTION

Taicheng Development Corporation is proposing temporary land uses at the South Britannia site, which is planned to include the following elements:

- **Open Market:** uses will include an open air farmer and artisan market, highway rest stop with children's play zone, food trucks, information kiosks, helicopter tours, and adventure sports promotion with booking services and a pickup centre.
- **Auxiliary Parking / Passenger Bus Loop:** the parking lot is expected to serve market visitors and tourists destined for northerly sites such as the Britannia Mining Museum, Murrin Provincial Park, Shannon Falls and the Stawamus Chief Provincial Park in Squamish.
- **Film Production and Staging Lot:** auxiliary lot for production parking and circus operations.

The current plan and intent of the site design is to function as a market area mainly catering to traffic already travelling along Highway 99 as well as a rest and information stop. In addition, the auxiliary parking lot and passenger bus route is expected to provide an attractive solution to the high parking demand at destinations to the north. It is anticipated the parking lot would be operated in collaboration with the Britannia Mining Museum, as well as other venues potentially.

This letter is structured as follows:

- Section 2 presents the existing (pre-development) site conditions;
- Section 3 summarizes the estimated future vehicle forecasts;
- Section 4 presents the findings of a parking review; and
- Section 5 presents the conclusions.

1.1 Site Location and Context

The South Britannia site is located approximately 12km south of the District of Squamish municipality and 50km north of the Vancouver Region along Highway 99. As highlighted in **Exhibit 1.1**, it is situated just south of the Historic Britannia Beach town near the Britannia Mine Museum.

The South Britannia development site comprises approximately 186 acres of land adjacent to Howe Sound. Highway 99 (Sea to Sky Highway) provides access to the site and is the only link between Vancouver, Squamish, and Whistler and all of the communities in between. Upgrades to the Sea to Sky Highway were completed for the 2010 Winter Olympics and have increased safety and accessibility both to the site and between the various communities along the Sea to Sky corridor.

Highway 99 has a posted speed limit of 60km/h in the vicinity of the site and up to 90km/h south of the site and north of Britannia Beach. There is a traffic signal located to the north at the intersection of Highway 99/Copper Drive, which functions as the main access to North Britannia and the Mine Museum. The patron vehicle access point is anticipated to be via an existing unsignalized

intersection off Highway 99. Use of an existing (gated) service entry is also planned on the north side of the property.

1.2 Proposed Land Uses

The proposal calls for a variety of land uses at the South Britannia site, which, based on latest plans, are anticipated to include the following:

- Artisan Farmers' market (likely operating on Friday and Sunday afternoons);
- Modular based vendors and kiosks (potentially open 7 days a week);
- Sales offices (such as the Sky Helicopter lounge and other ticket sales);
- First Nations art and culture shop;
- Food trucks;
- Information display stands (for wayfinding and local businesses/ activities advertising);
- Central gathering area;
- Sports demo area;
- Highway signage with view tower;
- Kids play zone;
- Enclosed dog run area and water fountain;
- Auxiliary parking use and passenger bus loop; and
- Helicopter tours

Table 1.1 summarizes a range of the anticipated minimum and maximum areas for each land use for the South Britannia site. Areas will become further defined as the project design progresses.

Table 1.1: Proposed Land Use Area Breakdown

LAND USE DESCRIPTION	SIZE RANGE	ESTIMATED AREA (SQ FT)	
		MINIMUM	MAXIMUM
Artisan / Farmer Market Zone, Vendors, Kiosks, and Sales Offices	25 – 150 vendors	3,000	16,000 (for special event)
Food Trucks	1 – 6 trucks	1,000	6,000
Information Display Stands	N/A	2,400	4,800
Central Gathering Area	N/A	5,600	12,000
Sports Demo Area	N/A	-	5,000
View Tower	N/A	-	5,000
Kids Play Zone	N/A	1,000	3,000
Dog Run Area	N/A	1,200	1,500
Sky Helicopter Tours	6-10 departures per day	-	-
Site Office (Taicheng Management)	N/A	-	300

Note #1: The artisan/farmer market is anticipated to include 75 vendors as a high end estimate, but could potentially be expanded to 150 vendors using pop-up tents on a special event market day (though this would occur more infrequently and expected to only happen once or twice a month).

Note #2: Based on correspondence with the helicopter tour company, 6 departures per day are expected during the winter months and up to 10 departures during the summer months. General operation hours are expected to be from 10AM to sunset.

When the Market first opens, it is expected to operate at the lower end of the size range provided in Table 1.1 and will not operate at maximum capacity. Film production uses are not expected to generate trips during the peak periods along Highway 99, as loading and unloading for filming tends to happen either in the early morning hours or in the late evening (during off-peak hours) and can be moderated / scheduled by the Production Manager.

Moreover, the current plans call for an auxiliary parking lot with a passenger bus loop that would help serve popular tourist destinations further to the north of the site, like the Britannia Mining Museum, Murrin Provincial Park, Shannon Falls and the Stawamus Chief Provincial Park in Squamish, where parking lots are known to often be over-capacity during peak periods.

A park and ride presents an ideal solution for parking issues at tourist destinations along the Howe Sound corridor and would provide a vital connection and much needed alternative transportation mode. Any available parking in the area, coupled with adequate signage and promotion, has a high potential to remove vehicles off Highway 99.

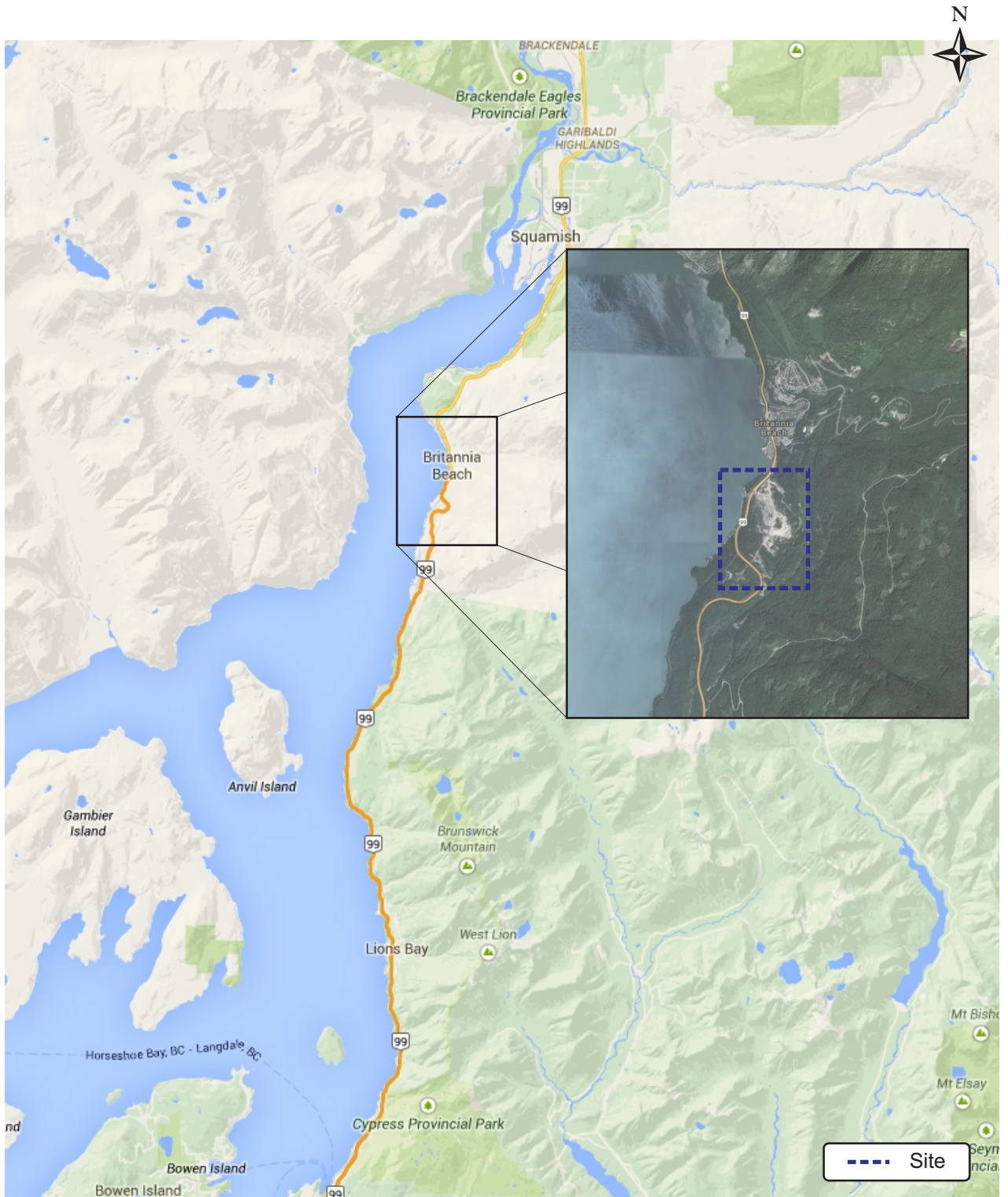


Exhibit 1.1 Site Location

2. EXISTING SITE CONDITIONS

This section details the existing site and reviews the surrounding transportation networks covering streets and transit. Bunt's available data for Highway 99 volumes is also discussed.

2.1 Roadway System

Highway 99

Also known as the Sea to Sky Highway, Highway 99 is the major north-south corridor connecting the US Border to the Howe Sound Area through Greater Vancouver, Britannia, Squamish, Whistler and Pemberton. It runs north up to Cache Creek and connects to Highway 97.

The recently upgraded Highway 99, a legacy of the 2010 Olympics, is a lifeline for all communities along the Sea to Sky Corridor. At Britannia Beach, Highway 99 provides for the safe and efficient movement of longer distance highway traffic while also supporting good access to development.

The existing highway consists of a combination of one and two lanes per direction. Posted speeds range from 60km to 100km, with lower speed limits designated in urban areas such as Squamish and near signalized intersections.

2.2 Transit Service

Currently, public transit services along the Highway 99 corridor are limited. Translink (officially known as South Coast British Columbia Transportation Authority) is the corporation responsible for the regional transportation network in Greater Vancouver. They provide transit services that extend north up to the community of Lions Bay (Routes 259 and C12) approximately 20km south of Britannia Beach. BC Transit, the transit authority responsible for transportation services outside of the Greater Vancouver area provides public transit services in Squamish, Whistler and Pemberton.

No regional transit connections are presently provided between Lions Bay and Squamish / Whistler. However, BC Transit's *Sea to Sky Transit Future Plan* (published in 2015) includes recommendations which call for the introduction of an interregional transit service between Squamish and Metro Vancouver by 2020.

Private coach bus companies offer transportation services along the corridor. Greyhound, Pacific Coach Lines (PCL), Squamish Shuttle (Squamish Connector), and Whistler Shuttle provide connections from the Vancouver International Airport through Downtown Vancouver, Squamish and Whistler. Some of these services do stop on request at specific locations along the Highway 99 corridor, including the existing Britannia Beach access and North Britannia (at Copper Drive).

2.3 Highway 99 Traffic Volume Counts

Bunt had previously collected traffic volume data in 2011 as part of the South Britannia Master Plan Transportation Impact Analysis in order to gain an understanding of the existing traffic volumes in

vicinity of the site. Counts were conducted on Thursday, September 29th, Saturday, October 1st and Thursday, October 27th, 2011 (from 7:00 to 9:00AM and 3:00 to 6:00 PM on weekdays and 11:00AM to 2:00PM on weekends). The traffic survey included tube counts (over weeks at a time) at Highway 99 for directional volumes. Note, based on the tube counts, it was found that Sunday had a higher peak hour than Saturday. **Table 2.1** below summarizes the peak traffic volumes for each peak period.

Table 2.1: Existing Highway 99 Volumes (Based on 2011 Counts)

DIRECTION	2011 (VEHICLES PER HOUR)		
	WEEKDAY AM	WEEKDAY PM	SUNDAY
Northbound	520	980	300
Southbound	480	460	1,570

Note the above noted counts are the most recent counts from Bunt and form the basis for this assessment. Further detail on assumptions regarding background traffic is provided in the following section.

3. ESTIMATED FUTURE TRAFFIC FORECASTS

The following section details the vehicle trip rates used for the trip generation forecast estimates, as well as assumptions taken with regards to pass-by trips. A summary of the net impact on directional traffic volumes on Highway 99 is also presented.

3.1 Background Traffic

The background traffic volume is calculated using a growth rate of 1.8% per year (compounded) for Highway 99 imposed on the 2011 traffic volumes noted above with no highway traffic capacity constraints. The growth rate was based on previous Highway 99 forecast studies prepared by Apex Engineering as part of the 2004-era work for the Sea to Sky Improvement Project. The traffic forecast estimates for the year 2018 are shown in **Table 3.1** below.

Table 3.1: Projected Highway 99 Volumes

DIRECTION	YEAR 2018 (VEHICLES PER HOUR)		
	WEEKDAY AM	WEEKDAY PM	SUNDAY
Northbound	590	1110	340
Southbound	540	520	1,780

3.2 Estimated Trip Generation

Table 3.2 summarizes the trip generation rates assumed, which are based on trip rates for similar land use types in the ITE Trip Generation Manual (10th edition). The weekday AM peak hour was not analyzed since the traffic volumes on Highway 99 are lower during that time period than in the Friday and Sunday afternoon peak periods. In addition, any resulting morning trip generation would be small in comparison to the afternoon peak periods.

Opus International Consultants' *2031 District Wide Multi-Modal Transportation Study* (September, 2011), which was prepared for the District of Squamish and is based on Ministry of Transportation permanent count station data, indicates that traffic characteristics on the corridor are largely influenced by recreational traffic travelling between Metro Vancouver and Whistler as the weekend approaches. Moreover, the study states that "Sunday and Friday hourly patterns support the idea that Highway 99 experiences heavy recreational traffic on weekends".

Of note, Sunday trip rates for all uses have been assumed to be the same as the weekday PM trip rates, with no reductions applied. As discussed in previous sections, the filming use is not expected to generate trips during the peak periods and loading/unloading would likely occur during off-peak periods along the highway; as such, this use has been excluded from the analysis. The view tower is part of signage along the highway and is not expected to generate any substantial amount of trips. In any case, it is anticipated that several of the view tower patrons would already be at the site for the market and other uses that are expected to generate more trips.

Table 3.2: ITE Vehicle Trip Rates

LAND USE	SOURCE	VARIABLE	WEEKDAY PM & SUNDAY PEAK HOUR		
			IN	OUT	TOTAL
Commercial: Farmers' Market, Vendors/ Kiosks, Sales Offices	ITE (826) – Specialty Retail Centre	Per 1000 sq. ft. of GLA	44%	56%	2.71
Food Services: Food Carts	ITE (926) – Food Cart Pod	Per food cart	55%	45%	3.08
Recreational: Sports Demo Area	ITE (460) – Arena	Per 1000 sq. ft. of GFA	36%	64%	0.47
Recreational: Kids Play Zone	ITE (436) – Trampoline Park	Per 1000 sq. ft. of GFA	48%	52%	1.50
Recreational: Helicopter Tours	Tour Operator	Per departure	50%	50%	4.00
Office: Taicheng Office	ITE (712) – Small Office Building	Per 1000 sq. ft. of GFA	32%	68%	2.45

Note #1: Area provided in plans for the commercial component is assumed to be GLA and includes some circulation space.

Note #2: ITE (826) rates were used for the PM peak hour (from 9th Edition Trip Generation Manual). However, as the AM peak hour of adjacent street traffic rate is not available for ITE (826), the ratio of the PM Average Rate for ITE (826) to the PM Average Rate for ITE (820) was applied to the ITE (820) AM rate to determine an approximate ITE (826) AM rate.

Note #3: PM peak hour directional distributions for ITE (926) are not available. As such, the PM directional distributions for ITE (930) – Fast Casual Restaurant were used.

Note #4: Approximately 1 helicopter departure per hour is anticipated from 10AM to sunset. Each helicopter is anticipated to have 4 passengers, arriving in 2 vehicles on average, according to the tour operator. As such, two vehicles have been assumed to arrive and depart during the peak hours for this land use.

Based on discussions with the project's development manager, the farmers' market will predominantly entail the sale of high end goods and souvenirs (primarily targeting vendors with goods such as jewellery and pottery) and is expected to generate fewer trips than a conventional farmers' market.

3.2.1 ITE Pass-by Rates

Primary trips have a destination that is the primary purpose of the trip. Pass-by trips represent an intermediate stop along the way from an origin to a primary destination. ITE pass-by standards have been applied to the commercial, food cart, and recreational uses of the site (with exception to the helicopter tours). For the commercial component, ITE (820) – Shopping Centre pass-by rates were applied at a rate of 34% for the Weekday PM and Sunday peak hours. For the food service component, ITE (934) – Fast Food Restaurant pass-by rates of 50% were applied for the Weekday PM and Sunday peak hours.

Given the likely heavier recreational traffic along Highway 99 travelling between Metro Vancouver and destinations to the north (as the weekend approaches), it is expected that there would also be some pass-by for the recreational uses of the site. The ITE commercial pass-by rates of 34% were also applied to the recreational land uses (with exception to the helicopter tours) for both the Weekday PM and Sunday peak hours.

As the project's site design is still progressing, low end and high end trip generation forecasts have been estimated and are presented as a range in the tables below. **Table 3.3a** below shows the estimated trip generation forecasts if the site were to develop with the minimum land use sizes listed in the preceding Table 1.1. **Table 3.3b** presents the estimated trip generation with maximum anticipated land use sizes. It should be noted that values below already take into account pass-by trip reductions.

Table 3.3a: Site-Generated Vehicle Trips (with minimum anticipated land use sizes)

LAND USE	MIN SIZE	WEEKDAY PM & SUNDAY PEAK HOURS		
		IN	OUT	TOT.
Commercial: Farmers' Market, Vendors/ Kiosks, Sales Offices	3,000 sq ft	2	3	5
Food Services: Food Carts	1 food cart	1	1	2
Recreational: Sports Demo Area	5,000 sq ft	1	1	2
Recreational: Kids Play Zone	1,000 sq ft	0	1	1
Recreational: Helicopter Tours	1 departure per hour	2	2	4
Office: Taicheng Management	300 sq ft	0	1	1
TOTAL		6	9	15

Table 3.3b: Site-Generated Vehicle Trips (with maximum anticipated land use sizes)

LAND USE	MAX SIZE	WEEKDAY PM & SUNDAY PEAK HOURS		
		IN	OUT	TOT.
Commercial: Farmers' Market, Vendors/ Kiosks, Sales Offices	16,000 sq ft	13	16	29
Food Services: Food Carts	6 food carts	5	4	9
Recreational: Sports Demo Area	5,000 sq ft	1	1	2
Recreational: Kids Play Zone	3,000 sq ft	1	2	3
Recreational: Helicopter Tours	1 departure per hour	2	2	4
Office: Taicheng Management	300 sq ft	0	1	1
TOTAL		22	26	48

Based on this assessment, the proposed South Britannia Market is expected to generate between 15 and 48 trips in the weekday PM and Sunday peak hours, assuming standard ITE pass-by.

3.2.2 Pass-by Sensitivity Analysis

As per latest plans, some of the modular based vendors and kiosks are planning to provide sports equipment/gear rentals, as well as adventure sports sales and booking for other destinations. It is very possible that the heavy recreational traffic already traveling between Metro Vancouver and destinations further to the north could be stopping by the site as pass-by traffic in greater numbers, whether to pick up food, rent sports equipment, or shop for souvenirs; as such, standard ITE commercial pass-by rates may not directly apply to the planned uses at the site. Nonetheless, it would be difficult to quantify the actual rate of pass-by without a study or survey at a nearby site with similar land uses (potentially like the Sea to Sky Gondola) to determine whether the study site is the primary destination of the patrons or if it is a stop enroute to another destination. Even with a survey, it would still be challenging to accurately quantify pass-by as the uses of the study site may not entirely represent the unique uses that are planned for the South Britannia Market site.

Given the difficulty in quantifying the amount of recreational traffic, a sensitivity scenario was conducted in which the ITE pass-by rates were doubled. **Table 3.4a** and **3.4b** below shows the estimated trip generation forecasts with the higher pass-by rates applied.

Table 3.4a: Site-Generated Vehicle Trips (with minimum anticipated land use sizes and increased pass-by rate)

LAND USE	MIN SIZE	WEEKDAY PM & SUNDAY PEAK HOURS		
		IN	OUT	TOT.
Commercial: Farmers' Market, Vendors/ Kiosks, Sales Offices	3,000 sq ft	1	2	3
Food Services: Food Carts	1 food cart	0	0	0
Recreational: Sports Demo Area	5,000 sq ft	0	1	1
Recreational: Kids Play Zone	1,000 sq ft	0	0	0
Recreational: Helicopter Tours	1 departure per hour	2	2	4
Office: Taicheng Management	300 sq ft	0	1	1
TOTAL		3	6	9

Table 3.4b: Site-Generated Vehicle Trips (with maximum anticipated land use sizes and increased pass-by rate)

LAND USE	MAX SIZE	WEEKDAY PM & SUNDAY PEAK HOURS		
		IN	OUT	TOT.
Commercial: Farmers' Market, Vendors/ Kiosks, Sales Offices	16,000 sq ft	6	8	14
Food Services: Food Carts	6 food carts	0	0	0
Recreational: Sports Demo Area	5,000 sq ft	0	1	1
Recreational: Kids Play Zone	3,000 sq ft	1	1	2
Recreational: Helicopter Tours	1 departure per hour	2	2	4
Office: Taicheng Management	300 sq ft	0	1	1
TOTAL		9	11	21

Based on this assessment with higher pass-by assumed, the proposed development is expected to generate between 9 and 21 trips in the weekday PM and Sunday peak hours.

3.2.3 Auxiliary Parking Lot and Bus Service

The planned auxiliary parking lot and bus service (for destinations further north) at the site would also play a role in pulling northbound traffic off Highway 99. At this point, it would be difficult to quantify the amount of vehicles that would be parking at the site and using the bus service without a survey of parking demand at destinations to the north of the site. In addition, pass-by traffic that

has already been accounted for in this analysis could entail market patrons that then use the bus service to continue on northwards.

Current plans are for a bus service (with capacity for approximately 30 passengers) to depart every 45 minutes during the peak periods on the highway. As discussed previously, with implementation of this bus service and adequate promotion, there is a high potential to pull vehicles headed to northern tourist destinations off the highway. **Nonetheless, as presented in the following section, the net impact of the site traffic on Highway 99 during peak hours is minimal, regardless of whether or not the impacts of the bus service are considered.**

3.3 Net Traffic Impact

The impact of the estimated net site traffic is shown in **Tables 3.5a** and **3.6b**. The impact may vary since a range in the amount of pass-by traffic was considered (as discussed in Section 3.2.2). The percent change presented below corresponds to the analysis using standard ITE pass-by rates; as such, the impact may be even lower than what is shown below.

Table 3.5a: Low End Estimate of Net Change in Traffic Volumes on Highway 99

DIRECTION	WEEKDAY PM PEAK HOUR VOLUMES			SUNDAY PEAK HOUR VOLUMES		
	YEAR 2018 (VEH/HR)	NET NEW (VEH/HR)	PERCENT CHANGE	YEAR 2018 (VEH/HR)	NET NEW (VEH/HR)	PERCENT CHANGE
North-bound & South-bound	1,630	9 to 14	<1%	2,120	9 to 14	<1%

Table 3.5b: High End Estimate of Net Change in Traffic Volumes on Highway 99

DIRECTION	WEEKDAY PM PEAK HOUR VOLUMES			SUNDAY PEAK HOUR VOLUMES		
	YEAR 2018 (VEH/HR)	NET NEW (VEH/HR)	PERCENT CHANGE	YEAR 2018 (VEH/HR)	NET NEW (VEH/HR)	PERCENT CHANGE
North-bound & South-bound	1,630	21 to 48	~3%	2,120	21 to 48	~2%

As the table shows, the net increase of traffic volume on Highway 99 is expected to be 3% at the very most during the weekday PM peak hour, assuming all of site's land uses were to develop with the maximum possible areas. **It is expected that fewer southbound vehicles would stop at the site (particularly during the Sunday peak period), as recreational traffic would likely be intending to return directly to Metro Vancouver from northern destinations after the weekend. Moreover, the site programming is more attractive to northbound visitors than southbound travelers.**

3.4 Comparison with South Britannia Master Plan

Phase 1 of the South Britannia Master Plan Transportation Impact Analysis included development of 16 single family homes, 418 multi-family residential units, 5,382 square feet of commercial space, 17,222 square feet of institutional space, and 5,000 square feet of space for a municipal building. This initial phase was originally planned for completion in 2025. These uses combined were expected to generate approximately 236 trips in the weekday PM peak hour and 188 trips in the Sunday peak hour.

According to the South Britannia Master Plan Transportation Impact Assessment dated April 29, 2016, the existing unsignalized access to the site would be appropriate for Phase 1. In other words, any upgrades would not be required until after that point. The currently planned farmers' market and other land uses of the site will result in significantly fewer trips when compared to Phase 1 of the South Britannia Master Plan.

4. PARKING REVIEW

4.1 Vehicle Parking Bylaw Review

At this stage of the planning process, a detailed parking allocation and analysis has not been undertaken. Bunt has however conducted a review of the existing SLRD Zoning Bylaw parking supply requirements to identify the District's existing regulatory parking supply requirements for the proposed South Britannia Market.

The Squamish-Lillooet Regional District Electoral Area D Zoning Bylaw No.1350 (consolidated November 2016) specifies off-street parking rates for different land uses. **Table 4.1** summarizes the rates and corresponding spaces required for the proposed development.

Table 4.1a: Bylaw Parking Supply Requirement (with minimum anticipated land use sizes)

LAND USE	MIN SIZE	BYLAW RATE	SPACES REQUIRED
Commercial: Farmers' Market, Vendors/ Kiosks, Sales Offices	3,000 sq ft	3 spaces per 100m ² of GFA	8
Food Services: Food Carts	1,000 sq ft	6 spaces per 100m ² of GFA	6
Recreational: Sports Demo Area	5,000 sq ft	3 spaces per 100m ² of GFA	14
Recreational: Kids Play Zone	1,000 sq ft	3 spaces per 100m ² of GFA	3
Office: Taicheng Management	300 sq ft	1 space per 50m ² of GFA	1
Recreational: Dog Run Area	1,200 sq ft	3 spaces per 100m ² of GFA	3
		TOTAL	35

Note #1: Recreational use rates are not provided in Zoning Bylaw. Commercial rates were used in lieu.

Note #2: Areas for the helicopter tour land use were not provided and there is not a similar land use provided in the Bylaw. However, it is expected that only a very small number of stalls would be needed for this use.

Table 4.1b: Bylaw Parking Supply Requirement (with maximum anticipated land use sizes)

LAND USE	MIN SIZE	BYLAW RATE	SPACES REQUIRED
Commercial: Farmers' Market, Vendors/ Kiosks, Sales Offices	16,000 sq ft	3 spaces per 100m ² of GFA	45
Food Services: Food Carts	6,000 sq ft	6 spaces per 100m ² of GFA	33
Recreational: Sports Demo Area	5,000 sq ft	3 spaces per 100m ² of GFA ¹	14
Recreational: Kids Play Zone	3,000 sq ft	3 spaces per 100m ² of GFA ¹	8
Office: Taicheng Management	300 sq ft	1 space per 50m ² of GFA	1
Recreational: Dog Run Area	1,500 sq ft	3 spaces per 100m ² of GFA ¹	4
			105

Note #1: Recreational use rates are not provided in Zoning Bylaw. Commercial rates were used in lieu.

Note #2: Areas for the helicopter tour land use were not provided and there is not a similar land use provided in the Bylaw. However, it is expected that only a very small number of stalls would be needed for this use.

Based on the Bylaw, a total of between 35 and 105 stalls would be required, depending on whether the site develops with the minimum or maximum land use areas.

4.2 ITE Parking Generation Review

A high level parking generation review was undertaken by Bunt in order to provide a comparison against the Bylaw rates. It should be noted that these rates are for informational purposes only and are provided as a point of reference. ITE rates were not available for several of the unique planned land uses of the site, and as such, the most similar land uses were selected as part of the analysis. For the recreational component, an average of rates for similar land uses was taken and applied.

Table 4.2 summarizes the ITE rates and corresponding spaces calculated as a point of reference.

Table 4.2a: ITE Parking Space Calculation (with minimum anticipated land use sizes)

LAND USE	MIN SIZE	SOURCE	ITE RATE	SPACES
Commercial: Farmers' Market, Vendors/ Kiosks, Sales Offices	3,000 sq ft	ITE 820 – Shopping Centre	2.94 spaces per 1000ft ² of GFA	9
Food Services: Food Carts	1,000 sq ft	ITE 934 – Fast Food Restaurant	9.98 spaces per 1000ft ² of GFA	10
Recreational: Sports Demo Area	5,000 sq ft	Average of: ITE 435 – Multi-purpose Rec. Facility, ITE 464 – Roller Skate Rink, ITE 465 – Ice Skate Rink	6.79 spaces per 1000ft ² of GFA	34
Recreational: Kids Play Zone	1,000 sq ft	Average of: ITE 435 – Multi-purpose Rec. Facility, ITE 464 – Roller Skate Rink, ITE 465 – Ice Skate Rink	6.79 spaces per 1000ft ² of GFA	7
Office: Taicheng Management	300 sq ft	ITE 701 – Office Building	2.83 spaces per 1000ft ² of GFA	1
Recreational: Dog Run Area	1,200 sq ft	ITE 411 – City Park	15.0 spaces per acre	1
				62

Note #1: Areas for the helicopter tour land use were not provided. However, it is expected that only a very small number of stalls would be needed for this use.

Table 4.2b: ITE Parking Space Calculation (with maximum anticipated land use sizes)

LAND USE	MAX SIZE	SOURCE	BYLAW RATE	SPACES
Commercial: Farmers' Market, Vendors/ Kiosks, Sales Offices	16,000 sq ft	ITE 820 – Shopping Centre	2.94 spaces per 1000ft ² of GFA	48
Food Services: Food Carts	6,000 sq ft	ITE 934 – Fast Food Restaurant	9.98 spaces per 1000ft ² of GFA	60
Recreational: Sports Demo Area	5,000 sq ft	Average of: ITE 435 – Multi-purpose Rec. Facility, ITE 464 – Roller Skate Rink, ITE 465 – Ice Skate Rink	6.79 spaces per 1000ft ² of GFA	34
Recreational: Kids Play Zone	3,000 sq ft	Average of: ITE 435 – Multi-purpose Rec. Facility, ITE 464 – Roller Skate Rink, ITE 465 – Ice Skate Rink	6.79 spaces per 1000ft ² of GFA	21
Office: Taicheng Management	300 sq ft	ITE 701 – Office Building	2.83 spaces per 1000ft ² of GFA	1
Recreational: Dog Run Area	1,500 sq ft	ITE 411 – City Park	15.0 spaces per acre	1
				165

Note #1: Areas for the helicopter tour land use were not provided. However, it is expected that only a very small number of stalls would be needed for this use.

Based on these rates, a total of between 62 and 165 stalls would be needed, depending on whether the site develops with the minimum or maximum land use areas.

5. CONCLUSIONS

5.1 Proposed Land Uses

- The proposed South Britannia Market site is located just south of the Historic Britannia Beach town near the Britannia Mine Museum (about 12km south of Squamish). The land uses will consist of an open market with modular based vendors, kiosks, kids' activities, and food trucks, along with an auxiliary parking lot and passenger bus loop expected to help serve destinations further to the north. A staging lot is also planned for film production uses.
- The patron vehicle access point is anticipated to be via an existing unsignalized intersection off Highway 99. Use of an existing (gated) service entry is also planned on the north side of the property.
- Film production uses are not expected to generate trips during the peak periods along Highway 99, as loading and unloading for filming tends to happen either in the early morning hours or in the late evening (during off-peak hours) and can be moderated/scheduled by the Production Manager.
- A park and ride presents an ideal solution for parking issues at tourist destinations along the Howe Sound corridor, where parking lots are known to often be over-capacity during peak periods. In addition, plans call for a bus service departing every 45 minutes during peak periods (with expected capacity of approximately 30 passengers), which would help provide a vital connection in the area and a much needed alternative transportation mode.
- Coupled with adequate signage and promotion, the auxiliary lot and bus service has a high potential to remove vehicles off Highway 99.

5.2 Existing Site Conditions

- Highway 99 runs adjacent to the site and consists of a combination of one and two lanes per direction. Posted speeds range from 60km to 100km, with lower speed limits designated in urban areas such as Squamish and near signalized intersections.
- No regional transit connections are presently provided between Lions Bay and Squamish / Whistler. However, BC Transit's *Sea to Sky Transit Future Plan* (published in 2015) includes recommendations which call for the introduction of an interregional transit service between Squamish and Metro Vancouver by 2020.
- Previous studies and Ministry of Transportation permanent count station data support the idea that traffic characteristics along the Sea to Sky corridor are largely influenced by recreational

traffic travelling between Metro Vancouver and Whistler, particularly on Friday and Sunday afternoons.

5.3 Estimated Future Traffic Forecasts

- Trip rates used are based on trip rates for similar land use types in the ITE Trip Generation Handbook (10th edition).
- Pass-by trips represent an intermediate stop along the way from an origin to a primary destination. In other words, pass-by would represent existing vehicles already travelling on Highway 99 (between Metro Vancouver and northern tourist destinations) that would stop by the site. Two analyses were carried out using standard ITE pass-by rates and a sensitivity scenario in which pass-by rates were doubled.
- Assuming standard ITE pass-by trip rates, approximately 15 to 48 trips are expected to be generated by the South Britannia Market Site during the weekday PM and Sunday peak hours, depending on whether the site develops with the minimum or maximum anticipated land use sizes (**the maximum size is expected to occur infrequently and only during special event market days once or twice a month**).
- Given heavy recreational traffic traveling on Highway 99 between Metro Vancouver and destinations further to the north, pass-by trip rates could be higher than the standard ITE rates. With higher pass-by rates applied, the site would be expected to generate approximately 9 to 21 trips during the weekday PM and Sunday peak hours, depending on whether the site develops with the minimum or maximum anticipated land use sizes.
- The net increase of volumes on Highway 99 is expected to be minimal and at most 1 to 3% in the weekday PM peak hour (assuming maximum land use area build out and a special event market day), depending on the amount of pass-by considered.
- It would be difficult to quantify the actual rate of pass-by without a study or survey at a nearby site with similar land uses (potentially like the Sea to Sky Gondola) to determine whether the study site is the primary destination of the patrons or if it is a stop enroute to another destination. Even with a survey, it would still be challenging to accurately quantify pass-by as the uses of the study site may not entirely represent the unique uses that are planned for the South Britannia Market site.
- Phase 1 of the South Britannia Master Plan was expected to generate approximately 236 trips in the weekday PM peak hour and 188 trips in the Sunday peak hour. In comparison, the currently planned farmers' market is expected to result in significantly fewer trips.

5.4 Parking Review

- Based on the Squamish-Lillooet Regional District Electoral Area D Zoning Bylaw No.1350 (consolidated November 2016), a total of between 35 and 105 stalls would be required, depending on whether the site develops with the minimum or maximum land use areas.
- A high level parking generation review was undertaken by Bunt using ITE parking generation rates in order to compare with the Bylaw rates. Based on these rates, a total of between 62 and 165 stalls would be needed, depending on whether the site develops with the minimum or maximum land use areas.

ISSUED FOR:

FOR DEVELOPMENT & BUILDING PERMIT ONLY
NOT FOR CONSTRUCTION

1. JULY 15 2016 ISSUED FOR REZONING

METRIC

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BRITANNIA SOUTH

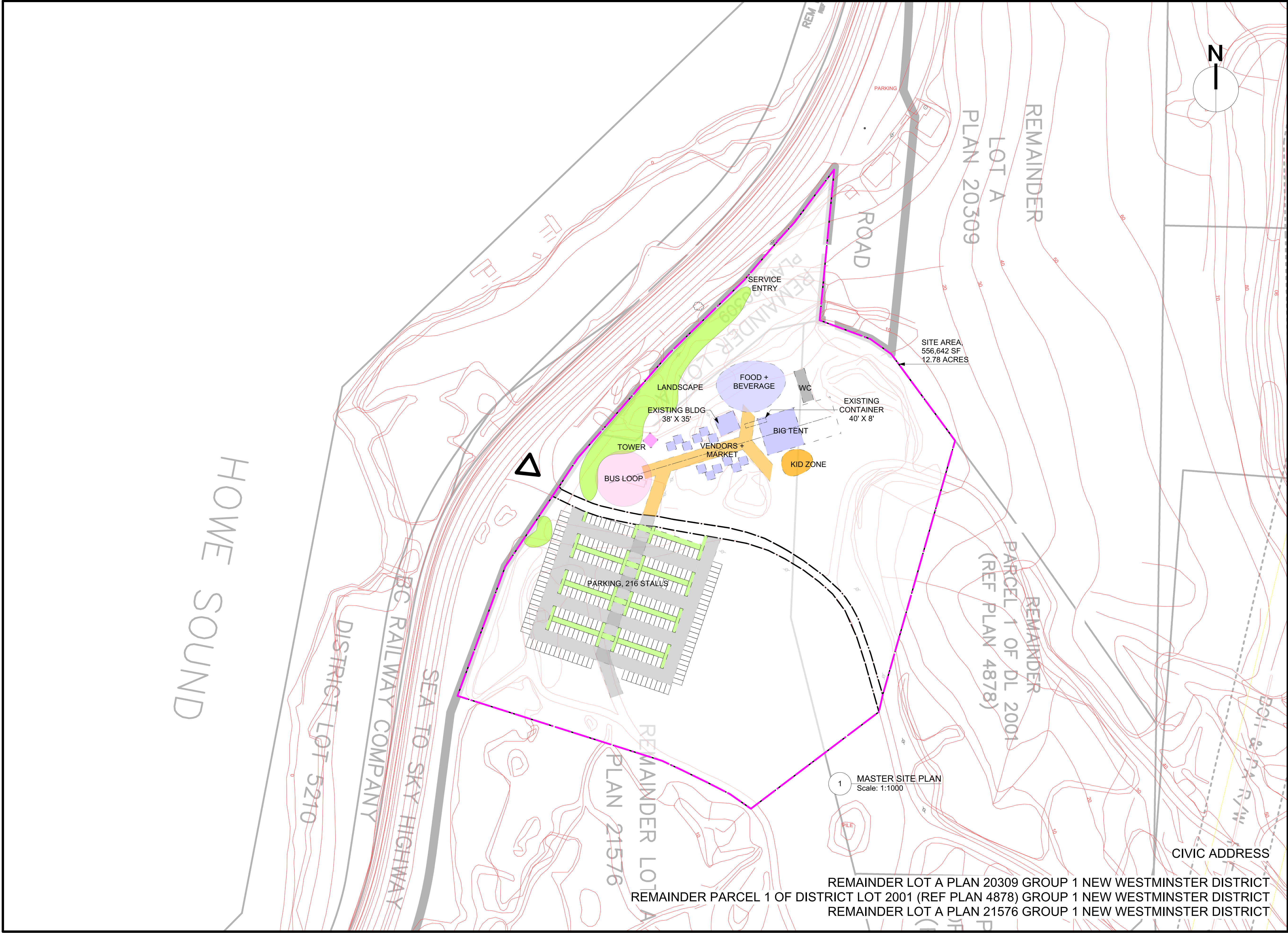
MASTER SITE PLAN
BRITANNIA MARKET

DRAWN:
PLOT DATE:

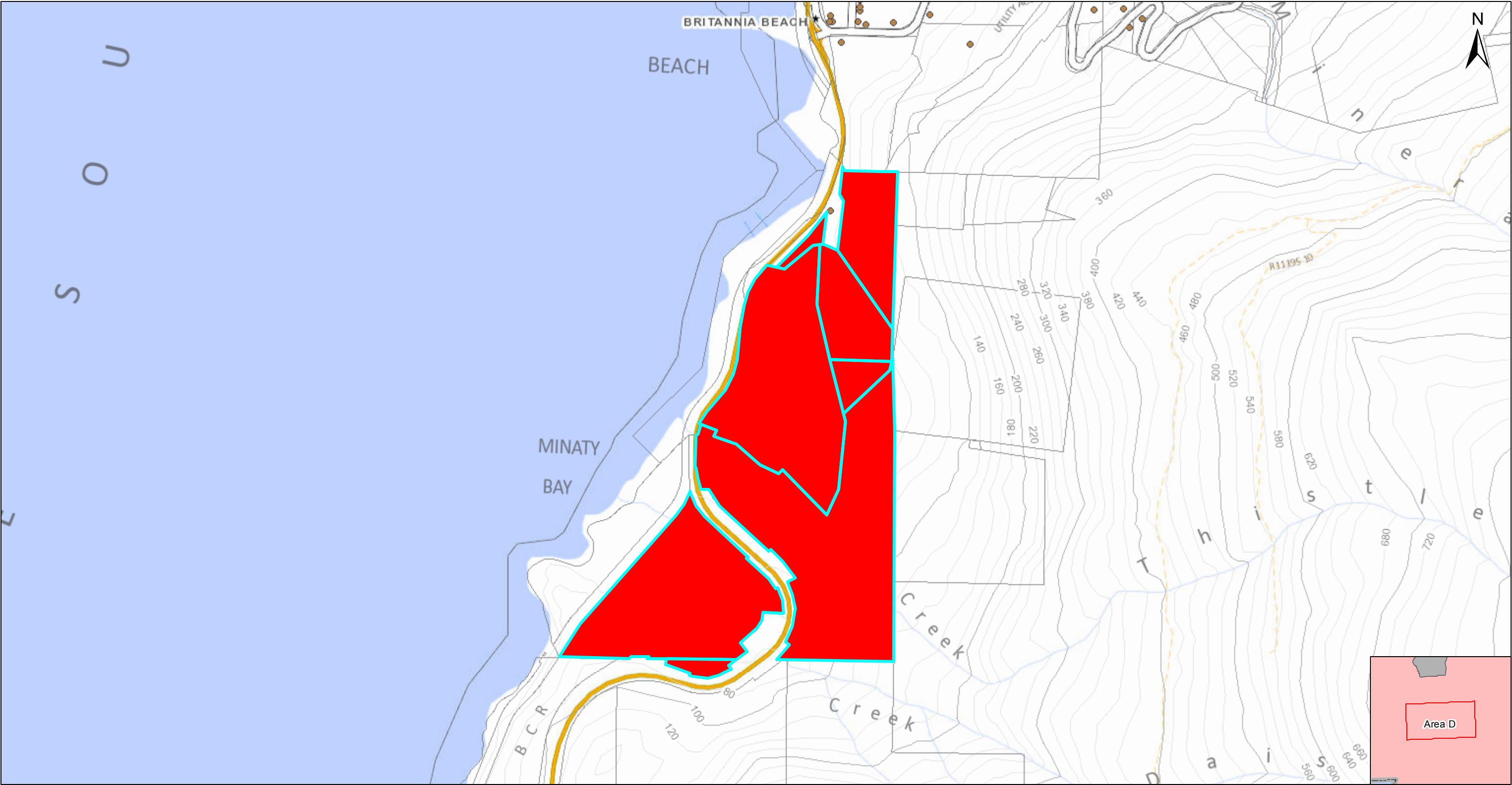
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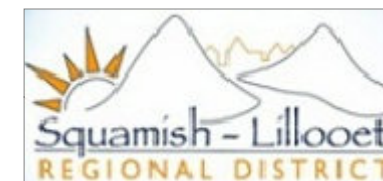


APPENDIX 3: Property plan for film staging uses - TUP 57



- | | | |
|--|--|---|
|  SLRD Boundaries |  Street Addresses |  Ungulate Winter Range |
|  Municipal Boundaries |  Major |  Wildlife Habitat Area |
|  Parcel Fabric |  Minor | |

0 0.1 0.2 0.3
Kilometers
Scale:10,000
Date: 3/22/2018



February 5, 2018

To Whom It May Concern;

The board of Tourism Squamish are supportive of the concept presented to us by Tiacheng Developments (John Jervis and Long Cheng) on January 9th, 2018. The proposed Britannia Artesian Market on their Britannia Beach property, subject to approval by all appropriate agencies, endeavors to add a vibrant destination to the southern Squamish gateway of our community.

In general, we support the development of family friendly tourism amenities and this project offers to beautify a brown field site while offering an attractive and accessible activity for Sea to Sky visitors.

We are excited about the prospect of the market and look forward to working with Tiacheng Developments to refine the concept and maximize the economic benefits for the local Squamish tourism businesses.

Sincerely,



Kirby Brown
Chair, Tourism Squamish

**APPENDIX 5: TUP 58 -
Application information submitted
by applicant**



170 – 18799 Airport Way, Pitt Meadows, BC Canada V3Y 2B4 PH 604 239 0760 TF 855 759 4354
skyhelicopters.ca info@skyhelicopters.ca

February 8, 2018

Squamish-Lillooet Regional District
Box 219
1350 Aster Street
Pemberton, BC V0N 2 L0
604 894 6371

RECEIVED
FEB 16 2018
SQUAMISH-LILLOOET
REGIONAL DISTRICT

Attention: Regional District Planning Department

Please find enclosed a Temporary Use Permit Application Form and Fee from SKY Helicopters Inc.
Included:

1. Temporary Use Permit Application + CHEQUE
2. Signed Letter of Authorization
3. Site Plan (2 copies)
4. Development Description
5. Flight Path Maps

Please contact:

George Lacny
Dir. Sales & Marketing
604 239 0760 ext 2
george@skyhelicopters.ca

Sincerely,

A handwritten signature in black ink, appearing to be "George Lacny".

George Lacny
SKY Helicopters Inc.

DEVELOPMENT APPLICATION FORM / TEMPORARY USE PERMIT

SKY Helicopters Inc.

Description of Proposed Land Use:

BACKGROUND:

SKY Helicopters is Vancouver's premier helicopter experience provider. SKY Helicopters stands out by creating an experience that always places the client first. Established in 2011, SKY Helicopters is a certified Transport Canada approved air carrier whose commercial pilots have extensive mountain training.

SKY Helicopters is proud of our corporate partnerships with Red Bull, Helly Hansen and Zeal Optics; companies that share our spirit of adventure!

SKY Helicopters is rated 5 stars by TripAdvisor, the world's largest travel site and since 2015, has been recognized annually with the Certificate of Excellence which is awarded to tour operators that consistently achieve outstanding traveller reviews on TripAdvisor.

A member of the Westlund Group of Companies, SKY Helicopters houses its fleet of 6 helicopters at SKY Hangar Terminal based at Pitt Meadows Regional Airport YPK.

PURPOSE:

SKY Helicopters recognizes the international demand for world class helicopter experiences within the British Columbia tourism sector; specifically, in the Sea-to-Sky corridor which is recognized around the world for its stunning beauty. Our interest is to develop short length, affordable helicopter tours to the back country to the east of the Taicheng property. Our research through the various international Tourism Trade industry members, Destination BC and Destination Canada shows that this type of immersive tourism activity is highly sought after.

INFRASTRUCTURE:

The on-site infrastructure would include two (2) helipads x 75 ft (23 m) of a crushed gravel/stone aggregate.

The office/guest lounge is a temporary structure to provide office/guest lounge space (approx 12' X 40'). It would be designed and wrapped to blend well with the local environment, with architectural elements on the front, public facing side(s). The office/guest lounge would include a public washroom for staff and customers.

PLEASE NOTE:

The proposed placement of the office/guest lounge structure would coincide with a current Temporary use permit being submitted by Taicheng Development Corporation for their "Artisan Village". The location of the SKY Helicopters office/guest lounge on the property for this TUP has been super-imposed on the Taicheng site map for your reference.

Failing Taicheng's TUP approval or in the case of an extended delay in their approval process, SKY Helicopters would like to proceed with our TUP independently.

Transport Canada will be issuing a SFOC (Special Flight Operating Certificate) for this type of flight activity.

SKY Helicopters Inc.

Squamish Lillooet Regional District Temporary Use Application

FLIGHT PATHS: RED – Primary Back Country YELLOW – Alternate Lower Cloud Level Flight

Property: Lot A PL: VAP21567 DL: 1583 Group 1, EXC PT DEDICATED ROAD ON BCP28651 & DL20001 & 703
Address: 27154 Sea-To-Sky highway 99, Britannia Beach, BC, V0N1J0

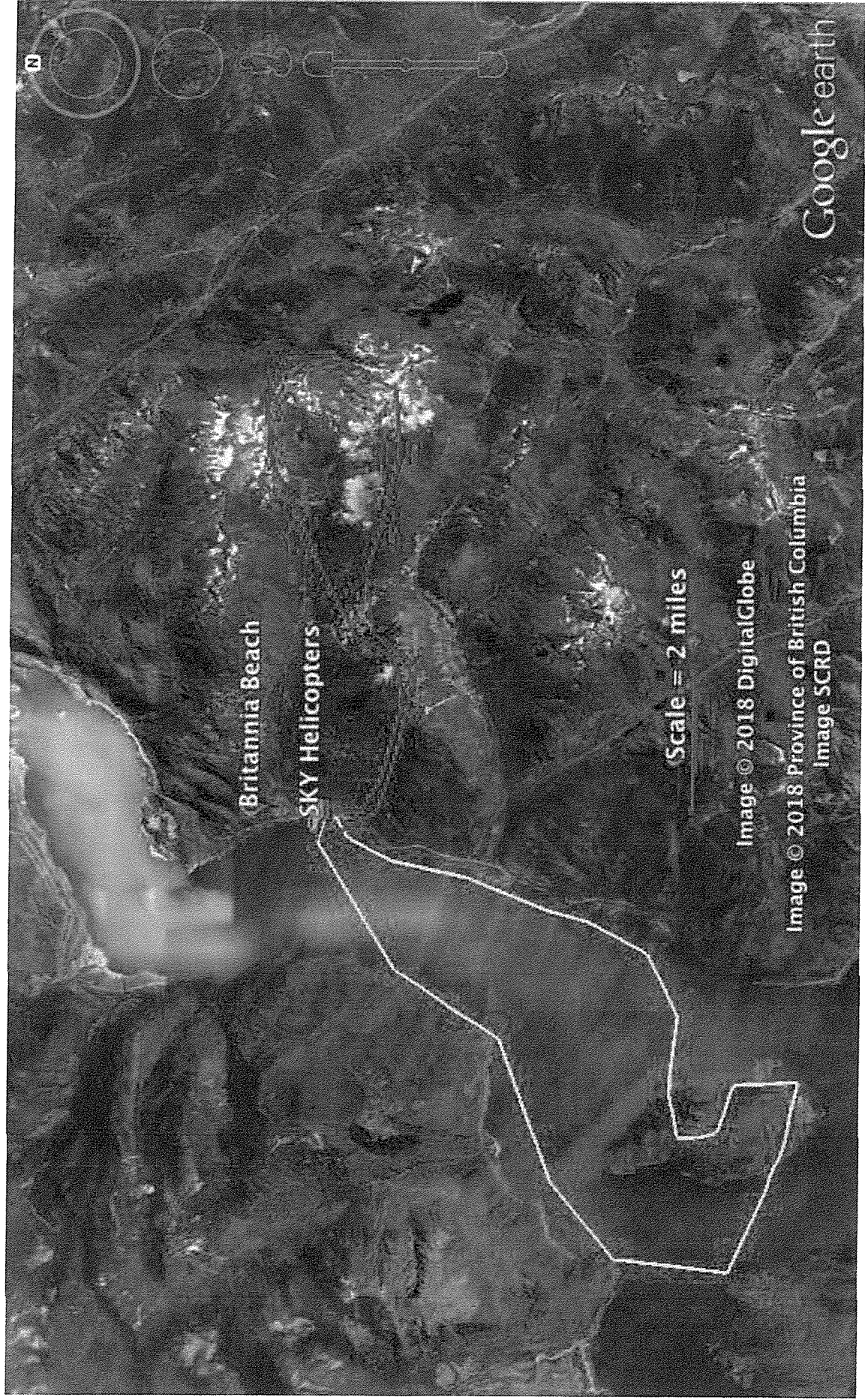


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Image © 2018 Province of British Columbia
Image SCRD

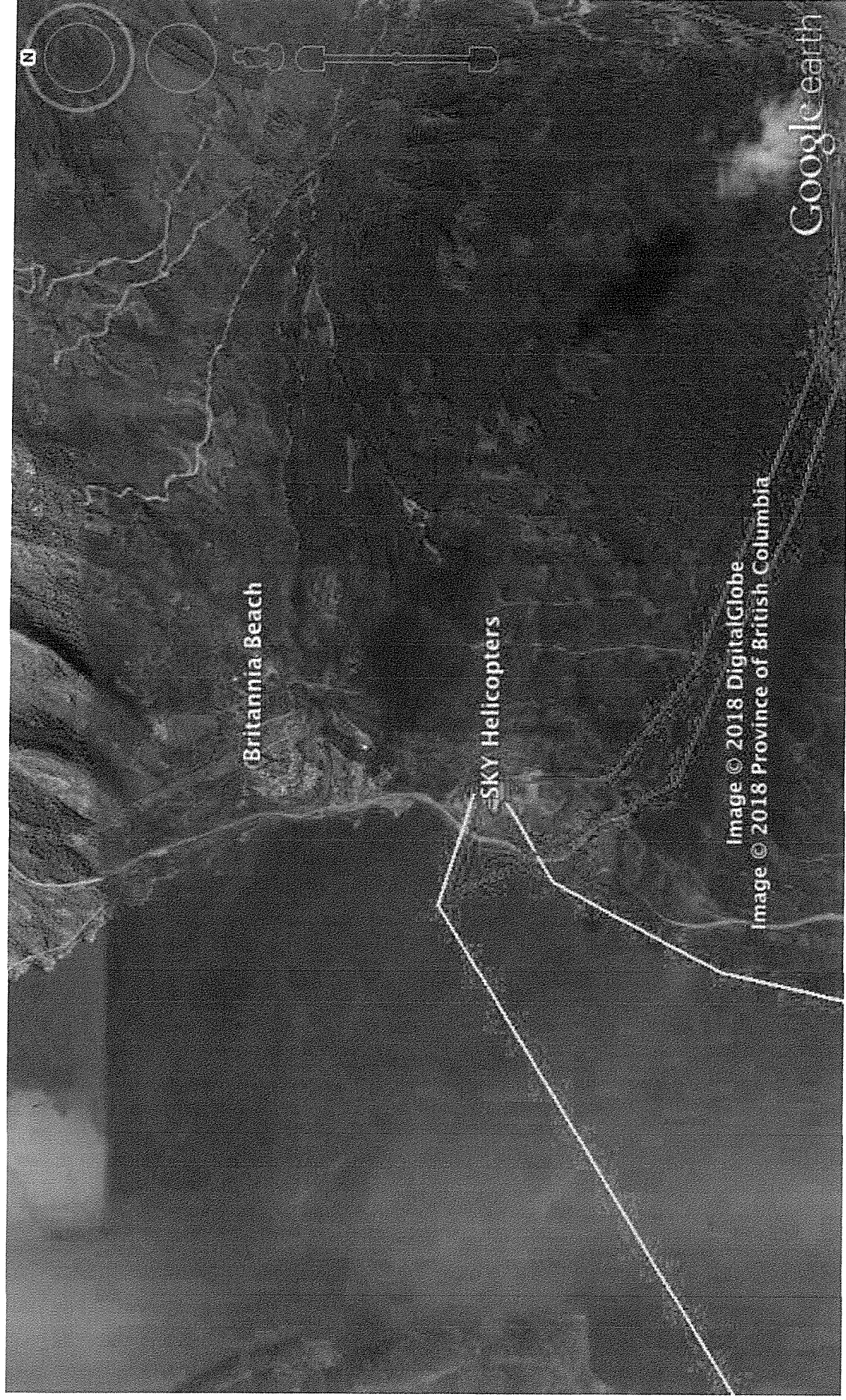
SKY Helicopters Inc.

Squamish Lillooet Regional District Temporary Use Application

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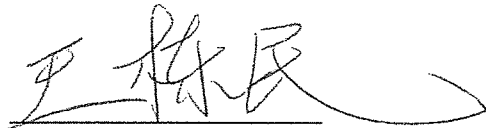
Address: 27154 Sea-To-Sky highway 99, Britannia Beach, BC, V0N1J0



Letter of Authorisation

To whom it may concern,

Sky Helicopters Inc. would like to submit a temporary use permit (TUP) application to conduct helicopter tourism activities on the property owned by Taicheng Development Corporation located at Britannia beach south, As the owner of the land described in this application, Taicheng Development Corporation authorize Sky helicopter to act as applicant in regard to this TUP application and grant Sky Helicopter Inc permission to conduct helicopter tourism activities on the property in accordance to Transport Canada regulations and guidelines and partnership details between the two parties.



Dongmin (Alex) Wang

Executive assistant

Taicheng Development Corporation

Tel: 604 896 2339

Fax: 604 896 2336



March 13, 2018
04-17-0272

Mr. Long Cheng
Taicheng Development Corporation
Suite 710, 100 Park Royal South
West Vancouver, B.C.
V7T 1A2

VIA E-MAIL: trotkcheng@hotmail.com

Dear Long:

**Re: South Britannia Market – Traffic Analysis for Temporary Use Permit (TUP)
High Level Transportation Assessment Letter (DRAFT)**

As requested, Bunt & Associates Engineering Ltd. has conducted a high level transportation assessment for Taicheng Development's proposed Britannia Market and auxiliary parking use at the South Britannia site located approximately 12km south of the District of Squamish municipality.

This study reviews existing site conditions and provides future vehicle forecast estimates, as well as a discussion of parking needs for the proposed site.

We trust this will assist with the development's TUP application. Please do not hesitate to contact me should you have any questions.

Yours truly,
Bunt & Associates

A handwritten signature in black ink, appearing to read "Daniel Fung", written in a cursive style.

Daniel Fung, M.Sc., P.Eng.
Associate

A handwritten signature in black ink, appearing to read "Daniel Bragagnini", written in a cursive style.

Daniel Bragagnini, EIT
Transportation Analyst

1. INTRODUCTION

Taicheng Development Corporation is proposing temporary land uses at the South Britannia site, which is planned to include the following elements:

- **Open Market:** uses will include an open air farmer and artisan market, highway rest stop with children's play zone, food trucks, information kiosks, helicopter tours, and adventure sports promotion with booking services and a pickup centre.
- **Auxiliary Parking / Passenger Bus Loop:** the parking lot is expected to serve market visitors and tourists destined for northerly sites such as the Britannia Mining Museum, Murrin Provincial Park, Shannon Falls and the Stawamus Chief Provincial Park in Squamish.
- **Film Production and Staging Lot:** auxiliary lot for production parking and circus operations.

The current plan and intent of the site design is to function as a market area mainly catering to traffic already travelling along Highway 99 as well as a rest and information stop. In addition, the auxiliary parking lot and passenger bus route is expected to provide an attractive solution to the high parking demand at destinations to the north. It is anticipated the parking lot would be operated in collaboration with the Britannia Mining Museum, as well as other venues potentially.

This letter is structured as follows:

- Section 2 presents the existing (pre-development) site conditions;
- Section 3 summarizes the estimated future vehicle forecasts;
- Section 4 presents the findings of a parking review; and
- Section 5 presents the conclusions.

1.1 Site Location and Context

The South Britannia site is located approximately 12km south of the District of Squamish municipality and 50km north of the Vancouver Region along Highway 99. As highlighted in **Exhibit 1.1**, it is situated just south of the Historic Britannia Beach town near the Britannia Mine Museum.

The South Britannia development site comprises approximately 186 acres of land adjacent to Howe Sound. Highway 99 (Sea to Sky Highway) provides access to the site and is the only link between Vancouver, Squamish, and Whistler and all of the communities in between. Upgrades to the Sea to Sky Highway were completed for the 2010 Winter Olympics and have increased safety and accessibility both to the site and between the various communities along the Sea to Sky corridor.

Highway 99 has a posted speed limit of 60km/h in the vicinity of the site and up to 90km/h south of the site and north of Britannia Beach. There is a traffic signal located to the north at the intersection of Highway 99/Copper Drive, which functions as the main access to North Britannia and the Mine Museum. The patron vehicle access point is anticipated to be via an existing unsignalized

intersection off Highway 99. Use of an existing (gated) service entry is also planned on the north side of the property.

1.2 Proposed Land Uses

The proposal calls for a variety of land uses at the South Britannia site, which, based on latest plans, are anticipated to include the following:

- Artisan Farmers' market (likely operating on Friday and Sunday afternoons);
- Modular based vendors and kiosks (potentially open 7 days a week);
- Sales offices (such as the Sky Helicopter lounge and other ticket sales);
- First Nations art and culture shop;
- Food trucks;
- Information display stands (for wayfinding and local businesses/ activities advertising);
- Central gathering area;
- Sports demo area;
- Highway signage with view tower;
- Kids play zone;
- Enclosed dog run area and water fountain;
- Auxiliary parking use and passenger bus loop; and
- Helicopter tours

Table 1.1 summarizes a range of the anticipated minimum and maximum areas for each land use for the South Britannia site. Areas will become further defined as the project design progresses.

Table 1.1: Proposed Land Use Area Breakdown

LAND USE DESCRIPTION	SIZE RANGE	ESTIMATED AREA (SQ FT)	
		MINIMUM	MAXIMUM
Artisan / Farmer Market Zone, Vendors, Kiosks, and Sales Offices	25 – 150 vendors	3,000	16,000 (for special event)
Food Trucks	1 – 6 trucks	1,000	6,000
Information Display Stands	N/A	2,400	4,800
Central Gathering Area	N/A	5,600	12,000
Sports Demo Area	N/A	-	5,000
View Tower	N/A	-	5,000
Kids Play Zone	N/A	1,000	3,000
Dog Run Area	N/A	1,200	1,500
Sky Helicopter Tours	6-10 departures per day	-	-
Site Office (Taicheng Management)	N/A	-	300

Note #1: The artisan/farmer market is anticipated to include 75 vendors as a high end estimate, but could potentially be expanded to 150 vendors using pop-up tents on a special event market day (though this would occur more infrequently and expected to only happen once or twice a month).

Note #2: Based on correspondence with the helicopter tour company, 6 departures per day are expected during the winter months and up to 10 departures during the summer months. General operation hours are expected to be from 10AM to sunset.

When the Market first opens, it is expected to operate at the lower end of the size range provided in Table 1.1 and will not operate at maximum capacity. Film production uses are not expected to generate trips during the peak periods along Highway 99, as loading and unloading for filming tends to happen either in the early morning hours or in the late evening (during off-peak hours) and can be moderated / scheduled by the Production Manager.

Moreover, the current plans call for an auxiliary parking lot with a passenger bus loop that would help serve popular tourist destinations further to the north of the site, like the Britannia Mining Museum, Murrin Provincial Park, Shannon Falls and the Stawamus Chief Provincial Park in Squamish, where parking lots are known to often be over-capacity during peak periods.

A park and ride presents an ideal solution for parking issues at tourist destinations along the Howe Sound corridor and would provide a vital connection and much needed alternative transportation mode. Any available parking in the area, coupled with adequate signage and promotion, has a high potential to remove vehicles off Highway 99.

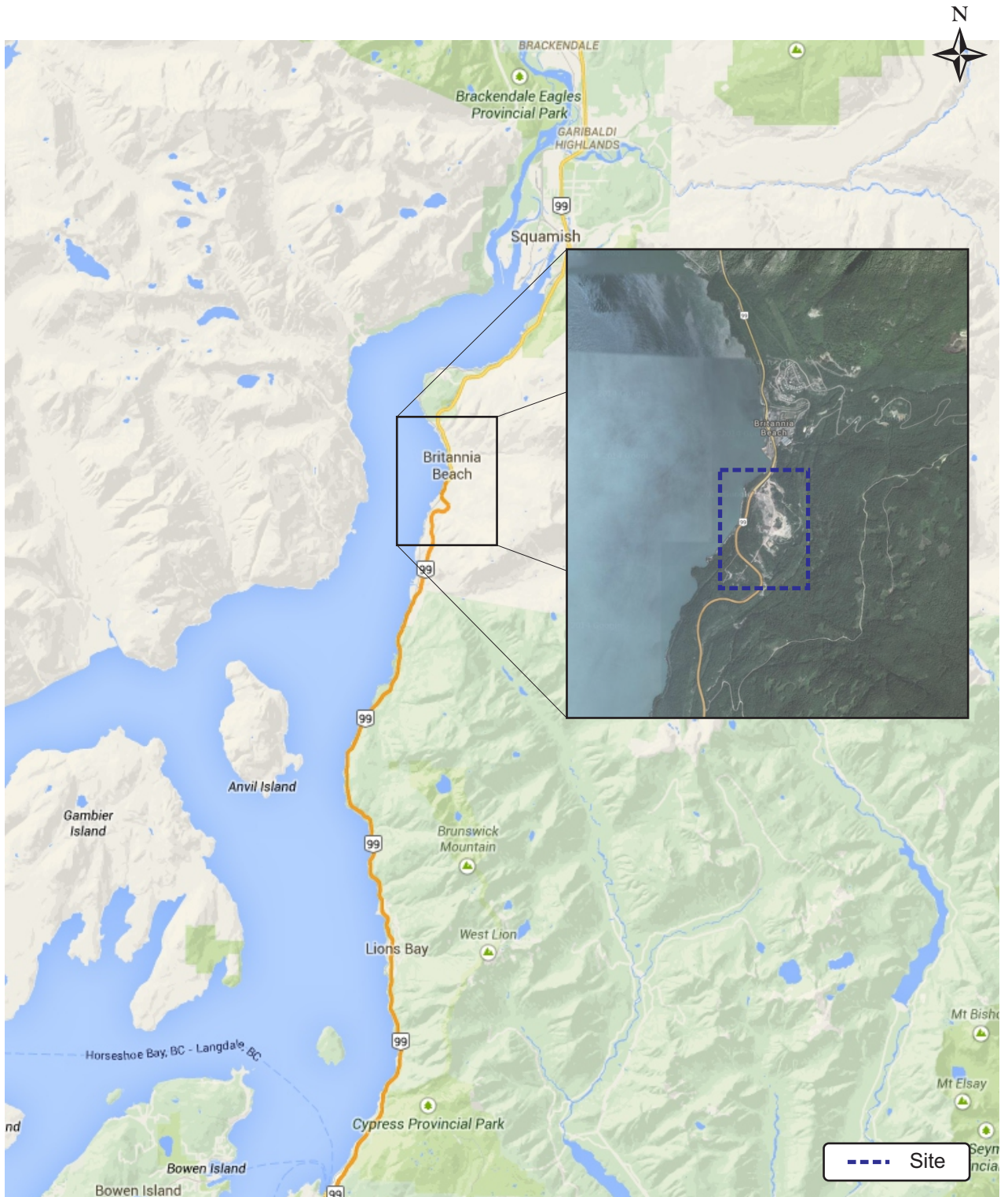


Exhibit 1.1 Site Location

2. EXISTING SITE CONDITIONS

This section details the existing site and reviews the surrounding transportation networks covering streets and transit. Bunt's available data for Highway 99 volumes is also discussed.

2.1 Roadway System

Highway 99

Also known as the Sea to Sky Highway, Highway 99 is the major north-south corridor connecting the US Border to the Howe Sound Area through Greater Vancouver, Britannia, Squamish, Whistler and Pemberton. It runs north up to Cache Creek and connects to Highway 97.

The recently upgraded Highway 99, a legacy of the 2010 Olympics, is a lifeline for all communities along the Sea to Sky Corridor. At Britannia Beach, Highway 99 provides for the safe and efficient movement of longer distance highway traffic while also supporting good access to development.

The existing highway consists of a combination of one and two lanes per direction. Posted speeds range from 60km to 100km, with lower speed limits designated in urban areas such as Squamish and near signalized intersections.

2.2 Transit Service

Currently, public transit services along the Highway 99 corridor are limited. Translink (officially known as South Coast British Columbia Transportation Authority) is the corporation responsible for the regional transportation network in Greater Vancouver. They provide transit services that extend north up to the community of Lions Bay (Routes 259 and C12) approximately 20km south of Britannia Beach. BC Transit, the transit authority responsible for transportation services outside of the Greater Vancouver area provides public transit services in Squamish, Whistler and Pemberton.

No regional transit connections are presently provided between Lions Bay and Squamish / Whistler. However, BC Transit's *Sea to Sky Transit Future Plan* (published in 2015) includes recommendations which call for the introduction of an interregional transit service between Squamish and Metro Vancouver by 2020.

Private coach bus companies offer transportation services along the corridor. Greyhound, Pacific Coach Lines (PCL), Squamish Shuttle (Squamish Connector), and Whistler Shuttle provide connections from the Vancouver International Airport through Downtown Vancouver, Squamish and Whistler. Some of these services do stop on request at specific locations along the Highway 99 corridor, including the existing Britannia Beach access and North Britannia (at Copper Drive).

2.3 Highway 99 Traffic Volume Counts

Bunt had previously collected traffic volume data in 2011 as part of the South Britannia Master Plan Transportation Impact Analysis in order to gain an understanding of the existing traffic volumes in

vicinity of the site. Counts were conducted on Thursday, September 29th, Saturday, October 1st and Thursday, October 27th, 2011 (from 7:00 to 9:00AM and 3:00 to 6:00 PM on weekdays and 11:00AM to 2:00PM on weekends). The traffic survey included tube counts (over weeks at a time) at Highway 99 for directional volumes. Note, based on the tube counts, it was found that Sunday had a higher peak hour than Saturday. **Table 2.1** below summarizes the peak traffic volumes for each peak period.

Table 2.1: Existing Highway 99 Volumes (Based on 2011 Counts)

DIRECTION	2011 (VEHICLES PER HOUR)		
	WEEKDAY AM	WEEKDAY PM	SUNDAY
Northbound	520	980	300
Southbound	480	460	1,570

Note the above noted counts are the most recent counts from Bunt and form the basis for this assessment. Further detail on assumptions regarding background traffic is provided in the following section.

3. ESTIMATED FUTURE TRAFFIC FORECASTS

The following section details the vehicle trip rates used for the trip generation forecast estimates, as well as assumptions taken with regards to pass-by trips. A summary of the net impact on directional traffic volumes on Highway 99 is also presented.

3.1 Background Traffic

The background traffic volume is calculated using a growth rate of 1.8% per year (compounded) for Highway 99 imposed on the 2011 traffic volumes noted above with no highway traffic capacity constraints. The growth rate was based on previous Highway 99 forecast studies prepared by Apex Engineering as part of the 2004-era work for the Sea to Sky Improvement Project. The traffic forecast estimates for the year 2018 are shown in **Table 3.1** below.

Table 3.1: Projected Highway 99 Volumes

DIRECTION	YEAR 2018 (VEHICLES PER HOUR)		
	WEEKDAY AM	WEEKDAY PM	SUNDAY
Northbound	590	1110	340
Southbound	540	520	1,780

3.2 Estimated Trip Generation

Table 3.2 summarizes the trip generation rates assumed, which are based on trip rates for similar land use types in the ITE Trip Generation Manual (10th edition). The weekday AM peak hour was not analyzed since the traffic volumes on Highway 99 are lower during that time period than in the Friday and Sunday afternoon peak periods. In addition, any resulting morning trip generation would be small in comparison to the afternoon peak periods.

Opus International Consultants' *2031 District Wide Multi-Modal Transportation Study* (September, 2011), which was prepared for the District of Squamish and is based on Ministry of Transportation permanent count station data, indicates that traffic characteristics on the corridor are largely influenced by recreational traffic travelling between Metro Vancouver and Whistler as the weekend approaches. Moreover, the study states that "Sunday and Friday hourly patterns support the idea that Highway 99 experiences heavy recreational traffic on weekends".

Of note, Sunday trip rates for all uses have been assumed to be the same as the weekday PM trip rates, with no reductions applied. As discussed in previous sections, the filming use is not expected to generate trips during the peak periods and loading/unloading would likely occur during off-peak periods along the highway; as such, this use has been excluded from the analysis. The view tower is part of signage along the highway and is not expected to generate any substantial amount of trips. In any case, it is anticipated that several of the view tower patrons would already be at the site for the market and other uses that are expected to generate more trips.

Table 3.2: ITE Vehicle Trip Rates

LAND USE	SOURCE	VARIABLE	WEEKDAY PM & SUNDAY PEAK HOUR		
			IN	OUT	TOTAL
Commercial: Farmers' Market, Vendors/ Kiosks, Sales Offices	ITE (826) – Specialty Retail Centre	Per 1000 sq. ft. of GLA	44%	56%	2.71
Food Services: Food Carts	ITE (926) – Food Cart Pod	Per food cart	55%	45%	3.08
Recreational: Sports Demo Area	ITE (460) – Arena	Per 1000 sq. ft. of GFA	36%	64%	0.47
Recreational: Kids Play Zone	ITE (436) – Trampoline Park	Per 1000 sq. ft. of GFA	48%	52%	1.50
Recreational: Helicopter Tours	Tour Operator	Per departure	50%	50%	4.00
Office: Taicheng Office	ITE (712) – Small Office Building	Per 1000 sq. ft. of GFA	32%	68%	2.45

Note #1: Area provided in plans for the commercial component is assumed to be GLA and includes some circulation space.

Note #2: ITE (826) rates were used for the PM peak hour (from 9th Edition Trip Generation Manual). However, as the AM peak hour of adjacent street traffic rate is not available for ITE (826), the ratio of the PM Average Rate for ITE (826) to the PM Average Rate for ITE (820) was applied to the ITE (820) AM rate to determine an approximate ITE (826) AM rate.

Note #3: PM peak hour directional distributions for ITE (926) are not available. As such, the PM directional distributions for ITE (930) – Fast Casual Restaurant were used.

Note #4: Approximately 1 helicopter departure per hour is anticipated from 10AM to sunset. Each helicopter is anticipated to have 4 passengers, arriving in 2 vehicles on average, according to the tour operator. As such, two vehicles have been assumed to arrive and depart during the peak hours for this land use.

Based on discussions with the project's development manager, the farmers' market will predominantly entail the sale of high end goods and souvenirs (primarily targeting vendors with goods such as jewellery and pottery) and is expected to generate fewer trips than a conventional farmers' market.

3.2.1 ITE Pass-by Rates

Primary trips have a destination that is the primary purpose of the trip. Pass-by trips represent an intermediate stop along the way from an origin to a primary destination. ITE pass-by standards have been applied to the commercial, food cart, and recreational uses of the site (with exception to the helicopter tours). For the commercial component, ITE (820) – Shopping Centre pass-by rates were applied at a rate of 34% for the Weekday PM and Sunday peak hours. For the food service component, ITE (934) – Fast Food Restaurant pass-by rates of 50% were applied for the Weekday PM and Sunday peak hours.

Given the likely heavier recreational traffic along Highway 99 travelling between Metro Vancouver and destinations to the north (as the weekend approaches), it is expected that there would also be some pass-by for the recreational uses of the site. The ITE commercial pass-by rates of 34% were also applied to the recreational land uses (with exception to the helicopter tours) for both the Weekday PM and Sunday peak hours.

As the project's site design is still progressing, low end and high end trip generation forecasts have been estimated and are presented as a range in the tables below. **Table 3.3a** below shows the estimated trip generation forecasts if the site were to develop with the minimum land use sizes listed in the preceding Table 1.1. **Table 3.3b** presents the estimated trip generation with maximum anticipated land use sizes. It should be noted that values below already take into account pass-by trip reductions.

Table 3.3a: Site-Generated Vehicle Trips (with minimum anticipated land use sizes)

LAND USE	MIN SIZE	WEEKDAY PM & SUNDAY PEAK HOURS		
		IN	OUT	TOT.
Commercial: Farmers' Market, Vendors/ Kiosks, Sales Offices	3,000 sq ft	2	3	5
Food Services: Food Carts	1 food cart	1	1	2
Recreational: Sports Demo Area	5,000 sq ft	1	1	2
Recreational: Kids Play Zone	1,000 sq ft	0	1	1
Recreational: Helicopter Tours	1 departure per hour	2	2	4
Office: Taicheng Management	300 sq ft	0	1	1
TOTAL		6	9	15

Table 3.3b: Site-Generated Vehicle Trips (with maximum anticipated land use sizes)

LAND USE	MAX SIZE	WEEKDAY PM & SUNDAY PEAK HOURS		
		IN	OUT	TOT.
Commercial: Farmers' Market, Vendors/ Kiosks, Sales Offices	16,000 sq ft	13	16	29
Food Services: Food Carts	6 food carts	5	4	9
Recreational: Sports Demo Area	5,000 sq ft	1	1	2
Recreational: Kids Play Zone	3,000 sq ft	1	2	3
Recreational: Helicopter Tours	1 departure per hour	2	2	4
Office: Taicheng Management	300 sq ft	0	1	1
TOTAL		22	26	48

Based on this assessment, the proposed South Britannia Market is expected to generate between 15 and 48 trips in the weekday PM and Sunday peak hours, assuming standard ITE pass-by.

3.2.2 Pass-by Sensitivity Analysis

As per latest plans, some of the modular based vendors and kiosks are planning to provide sports equipment/gear rentals, as well as adventure sports sales and booking for other destinations. It is very possible that the heavy recreational traffic already traveling between Metro Vancouver and destinations further to the north could be stopping by the site as pass-by traffic in greater numbers, whether to pick up food, rent sports equipment, or shop for souvenirs; as such, standard ITE commercial pass-by rates may not directly apply to the planned uses at the site. Nonetheless, it would be difficult to quantify the actual rate of pass-by without a study or survey at a nearby site with similar land uses (potentially like the Sea to Sky Gondola) to determine whether the study site is the primary destination of the patrons or if it is a stop enroute to another destination. Even with a survey, it would still be challenging to accurately quantify pass-by as the uses of the study site may not entirely represent the unique uses that are planned for the South Britannia Market site.

Given the difficulty in quantifying the amount of recreational traffic, a sensitivity scenario was conducted in which the ITE pass-by rates were doubled. **Table 3.4a** and **3.4b** below shows the estimated trip generation forecasts with the higher pass-by rates applied.

Table 3.4a: Site-Generated Vehicle Trips (with minimum anticipated land use sizes and increased pass-by rate)

LAND USE	MIN SIZE	WEEKDAY PM & SUNDAY PEAK HOURS		
		IN	OUT	TOT.
Commercial: Farmers' Market, Vendors/ Kiosks, Sales Offices	3,000 sq ft	1	2	3
Food Services: Food Carts	1 food cart	0	0	0
Recreational: Sports Demo Area	5,000 sq ft	0	1	1
Recreational: Kids Play Zone	1,000 sq ft	0	0	0
Recreational: Helicopter Tours	1 departure per hour	2	2	4
Office: Taicheng Management	300 sq ft	0	1	1
TOTAL		3	6	9

Table 3.4b: Site-Generated Vehicle Trips (with maximum anticipated land use sizes and increased pass-by rate)

LAND USE	MAX SIZE	WEEKDAY PM & SUNDAY PEAK HOURS		
		IN	OUT	TOT.
Commercial: Farmers' Market, Vendors/ Kiosks, Sales Offices	16,000 sq ft	6	8	14
Food Services: Food Carts	6 food carts	0	0	0
Recreational: Sports Demo Area	5,000 sq ft	0	1	1
Recreational: Kids Play Zone	3,000 sq ft	1	1	2
Recreational: Helicopter Tours	1 departure per hour	2	2	4
Office: Taicheng Management	300 sq ft	0	1	1
TOTAL		9	11	21

Based on this assessment with higher pass-by assumed, the proposed development is expected to generate between 9 and 21 trips in the weekday PM and Sunday peak hours.

3.2.3 Auxiliary Parking Lot and Bus Service

The planned auxiliary parking lot and bus service (for destinations further north) at the site would also play a role in pulling northbound traffic off Highway 99. At this point, it would be difficult to quantify the amount of vehicles that would be parking at the site and using the bus service without a survey of parking demand at destinations to the north of the site. In addition, pass-by traffic that

has already been accounted for in this analysis could entail market patrons that then use the bus service to continue on northwards.

Current plans are for a bus service (with capacity for approximately 30 passengers) to depart every 45 minutes during the peak periods on the highway. As discussed previously, with implementation of this bus service and adequate promotion, there is a high potential to pull vehicles headed to northern tourist destinations off the highway. **Nonetheless, as presented in the following section, the net impact of the site traffic on Highway 99 during peak hours is minimal, regardless of whether or not the impacts of the bus service are considered.**

3.3 Net Traffic Impact

The impact of the estimated net site traffic is shown in **Tables 3.5a** and **3.6b**. The impact may vary since a range in the amount of pass-by traffic was considered (as discussed in Section 3.2.2). The percent change presented below corresponds to the analysis using standard ITE pass-by rates; as such, the impact may be even lower than what is shown below.

Table 3.5a: Low End Estimate of Net Change in Traffic Volumes on Highway 99

DIRECTION	WEEKDAY PM PEAK HOUR VOLUMES			SUNDAY PEAK HOUR VOLUMES		
	YEAR 2018 (VEH/HR)	NET NEW (VEH/HR)	PERCENT CHANGE	YEAR 2018 (VEH/HR)	NET NEW (VEH/HR)	PERCENT CHANGE
North-bound & South-bound	1,630	9 to 14	<1%	2,120	9 to 14	<1%

Table 3.5b: High End Estimate of Net Change in Traffic Volumes on Highway 99

DIRECTION	WEEKDAY PM PEAK HOUR VOLUMES			SUNDAY PEAK HOUR VOLUMES		
	YEAR 2018 (VEH/HR)	NET NEW (VEH/HR)	PERCENT CHANGE	YEAR 2018 (VEH/HR)	NET NEW (VEH/HR)	PERCENT CHANGE
North-bound & South-bound	1,630	21 to 48	~3%	2,120	21 to 48	~2%

As the table shows, the net increase of traffic volume on Highway 99 is expected to be 3% at the very most during the weekday PM peak hour, assuming all of site's land uses were to develop with the maximum possible areas. **It is expected that fewer southbound vehicles would stop at the site (particularly during the Sunday peak period), as recreational traffic would likely be intending to return directly to Metro Vancouver from northern destinations after the weekend. Moreover, the site programming is more attractive to northbound visitors than southbound travelers.**

3.4 Comparison with South Britannia Master Plan

Phase 1 of the South Britannia Master Plan Transportation Impact Analysis included development of 16 single family homes, 418 multi-family residential units, 5,382 square feet of commercial space, 17,222 square feet of institutional space, and 5,000 square feet of space for a municipal building. This initial phase was originally planned for completion in 2025. These uses combined were expected to generate approximately 236 trips in the weekday PM peak hour and 188 trips in the Sunday peak hour.

According to the South Britannia Master Plan Transportation Impact Assessment dated April 29, 2016, the existing unsignalized access to the site would be appropriate for Phase 1. In other words, any upgrades would not be required until after that point. The currently planned farmers' market and other land uses of the site will result in significantly fewer trips when compared to Phase 1 of the South Britannia Master Plan.

4. PARKING REVIEW

4.1 Vehicle Parking Bylaw Review

At this stage of the planning process, a detailed parking allocation and analysis has not been undertaken. Bunt has however conducted a review of the existing SLRD Zoning Bylaw parking supply requirements to identify the District's existing regulatory parking supply requirements for the proposed South Britannia Market.

The Squamish-Lillooet Regional District Electoral Area D Zoning Bylaw No.1350 (consolidated November 2016) specifies off-street parking rates for different land uses. **Table 4.1** summarizes the rates and corresponding spaces required for the proposed development.

Table 4.1a: Bylaw Parking Supply Requirement (with minimum anticipated land use sizes)

LAND USE	MIN SIZE	BYLAW RATE	SPACES REQUIRED
Commercial: Farmers' Market, Vendors/ Kiosks, Sales Offices	3,000 sq ft	3 spaces per 100m ² of GFA	8
Food Services: Food Carts	1,000 sq ft	6 spaces per 100m ² of GFA	6
Recreational: Sports Demo Area	5,000 sq ft	3 spaces per 100m ² of GFA	14
Recreational: Kids Play Zone	1,000 sq ft	3 spaces per 100m ² of GFA	3
Office: Taicheng Management	300 sq ft	1 space per 50m ² of GFA	1
Recreational: Dog Run Area	1,200 sq ft	3 spaces per 100m ² of GFA	3
		TOTAL	35

Note #1: Recreational use rates are not provided in Zoning Bylaw. Commercial rates were used in lieu.

Note #2: Areas for the helicopter tour land use were not provided and there is not a similar land use provided in the Bylaw. However, it is expected that only a very small number of stalls would be needed for this use.

Table 4.1b: Bylaw Parking Supply Requirement (with maximum anticipated land use sizes)

LAND USE	MIN SIZE	BYLAW RATE	SPACES REQUIRED
Commercial: Farmers' Market, Vendors/ Kiosks, Sales Offices	16,000 sq ft	3 spaces per 100m ² of GFA	45
Food Services: Food Carts	6,000 sq ft	6 spaces per 100m ² of GFA	33
Recreational: Sports Demo Area	5,000 sq ft	3 spaces per 100m ² of GFA ¹	14
Recreational: Kids Play Zone	3,000 sq ft	3 spaces per 100m ² of GFA ¹	8
Office: Taicheng Management	300 sq ft	1 space per 50m ² of GFA	1
Recreational: Dog Run Area	1,500 sq ft	3 spaces per 100m ² of GFA ¹	4
			105

Note #1: Recreational use rates are not provided in Zoning Bylaw. Commercial rates were used in lieu.

Note #2: Areas for the helicopter tour land use were not provided and there is not a similar land use provided in the Bylaw. However, it is expected that only a very small number of stalls would be needed for this use.

Based on the Bylaw, a total of between 35 and 105 stalls would be required, depending on whether the site develops with the minimum or maximum land use areas.

4.2 ITE Parking Generation Review

A high level parking generation review was undertaken by Bunt in order to provide a comparison against the Bylaw rates. It should be noted that these rates are for informational purposes only and are provided as a point of reference. ITE rates were not available for several of the unique planned land uses of the site, and as such, the most similar land uses were selected as part of the analysis. For the recreational component, an average of rates for similar land uses was taken and applied.

Table 4.2 summarizes the ITE rates and corresponding spaces calculated as a point of reference.

Table 4.2a: ITE Parking Space Calculation (with minimum anticipated land use sizes)

LAND USE	MIN SIZE	SOURCE	ITE RATE	SPACES
Commercial: Farmers' Market, Vendors/ Kiosks, Sales Offices	3,000 sq ft	ITE 820 – Shopping Centre	2.94 spaces per 1000ft ² of GFA	9
Food Services: Food Carts	1,000 sq ft	ITE 934 – Fast Food Restaurant	9.98 spaces per 1000ft ² of GFA	10
Recreational: Sports Demo Area	5,000 sq ft	Average of: ITE 435 – Multi-purpose Rec. Facility, ITE 464 – Roller Skate Rink, ITE 465 – Ice Skate Rink	6.79 spaces per 1000ft ² of GFA	34
Recreational: Kids Play Zone	1,000 sq ft	Average of: ITE 435 – Multi-purpose Rec. Facility, ITE 464 – Roller Skate Rink, ITE 465 – Ice Skate Rink	6.79 spaces per 1000ft ² of GFA	7
Office: Taicheng Management	300 sq ft	ITE 701 – Office Building	2.83 spaces per 1000ft ² of GFA	1
Recreational: Dog Run Area	1,200 sq ft	ITE 411 – City Park	15.0 spaces per acre	1
				62

Note #1: Areas for the helicopter tour land use were not provided. However, it is expected that only a very small number of stalls would be needed for this use.

Table 4.2b: ITE Parking Space Calculation (with maximum anticipated land use sizes)

LAND USE	MAX SIZE	SOURCE	BYLAW RATE	SPACES
Commercial: Farmers' Market, Vendors/ Kiosks, Sales Offices	16,000 sq ft	ITE 820 – Shopping Centre	2.94 spaces per 1000ft ² of GFA	48
Food Services: Food Carts	6,000 sq ft	ITE 934 – Fast Food Restaurant	9.98 spaces per 1000ft ² of GFA	60
Recreational: Sports Demo Area	5,000 sq ft	Average of: ITE 435 – Multi-purpose Rec. Facility, ITE 464 – Roller Skate Rink, ITE 465 – Ice Skate Rink	6.79 spaces per 1000ft ² of GFA	34
Recreational: Kids Play Zone	3,000 sq ft	Average of: ITE 435 – Multi-purpose Rec. Facility, ITE 464 – Roller Skate Rink, ITE 465 – Ice Skate Rink	6.79 spaces per 1000ft ² of GFA	21
Office: Taicheng Management	300 sq ft	ITE 701 – Office Building	2.83 spaces per 1000ft ² of GFA	1
Recreational: Dog Run Area	1,500 sq ft	ITE 411 – City Park	15.0 spaces per acre	1
				165

Note #1: Areas for the helicopter tour land use were not provided. However, it is expected that only a very small number of stalls would be needed for this use.

Based on these rates, a total of between 62 and 165 stalls would be needed, depending on whether the site develops with the minimum or maximum land use areas.

5. CONCLUSIONS

5.1 Proposed Land Uses

- The proposed South Britannia Market site is located just south of the Historic Britannia Beach town near the Britannia Mine Museum (about 12km south of Squamish). The land uses will consist of an open market with modular based vendors, kiosks, kids' activities, and food trucks, along with an auxiliary parking lot and passenger bus loop expected to help serve destinations further to the north. A staging lot is also planned for film production uses.
- The patron vehicle access point is anticipated to be via an existing unsignalized intersection off Highway 99. Use of an existing (gated) service entry is also planned on the north side of the property.
- Film production uses are not expected to generate trips during the peak periods along Highway 99, as loading and unloading for filming tends to happen either in the early morning hours or in the late evening (during off-peak hours) and can be moderated/scheduled by the Production Manager.
- A park and ride presents an ideal solution for parking issues at tourist destinations along the Howe Sound corridor, where parking lots are known to often be over-capacity during peak periods. In addition, plans call for a bus service departing every 45 minutes during peak periods (with expected capacity of approximately 30 passengers), which would help provide a vital connection in the area and a much needed alternative transportation mode.
- Coupled with adequate signage and promotion, the auxiliary lot and bus service has a high potential to remove vehicles off Highway 99.

5.2 Existing Site Conditions

- Highway 99 runs adjacent to the site and consists of a combination of one and two lanes per direction. Posted speeds range from 60km to 100km, with lower speed limits designated in urban areas such as Squamish and near signalized intersections.
- No regional transit connections are presently provided between Lions Bay and Squamish / Whistler. However, BC Transit's *Sea to Sky Transit Future Plan* (published in 2015) includes recommendations which call for the introduction of an interregional transit service between Squamish and Metro Vancouver by 2020.
- Previous studies and Ministry of Transportation permanent count station data support the idea that traffic characteristics along the Sea to Sky corridor are largely influenced by recreational

traffic travelling between Metro Vancouver and Whistler, particularly on Friday and Sunday afternoons.

5.3 Estimated Future Traffic Forecasts

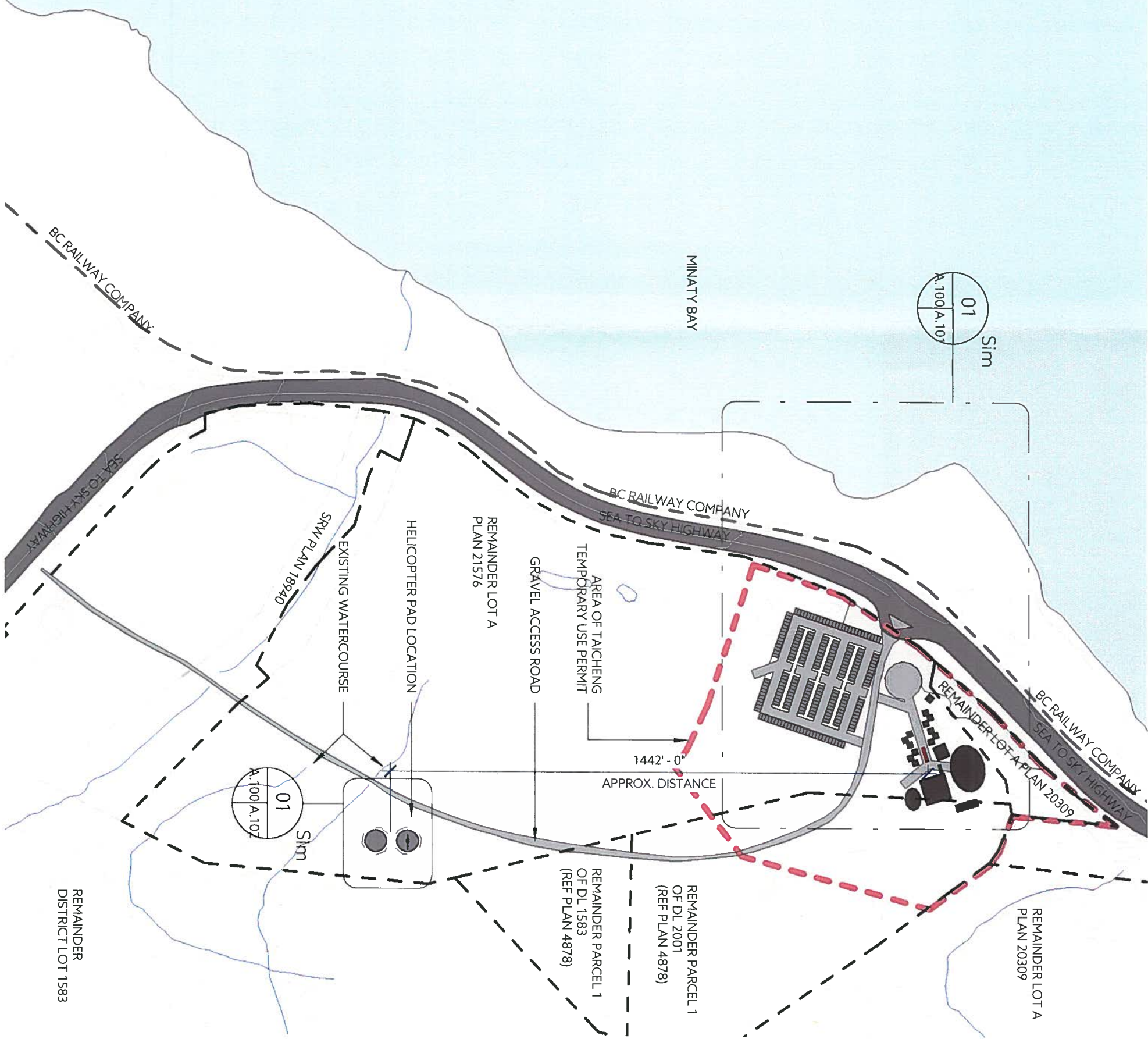
- Trip rates used are based on trip rates for similar land use types in the ITE Trip Generation Handbook (10th edition).
- Pass-by trips represent an intermediate stop along the way from an origin to a primary destination. In other words, pass-by would represent existing vehicles already travelling on Highway 99 (between Metro Vancouver and northern tourist destinations) that would stop by the site. Two analyses were carried out using standard ITE pass-by rates and a sensitivity scenario in which pass-by rates were doubled.
- Assuming standard ITE pass-by trip rates, approximately 15 to 48 trips are expected to be generated by the South Britannia Market Site during the weekday PM and Sunday peak hours, depending on whether the site develops with the minimum or maximum anticipated land use sizes (**the maximum size is expected to occur infrequently and only during special event market days once or twice a month**).
- Given heavy recreational traffic traveling on Highway 99 between Metro Vancouver and destinations further to the north, pass-by trip rates could be higher than the standard ITE rates. With higher pass-by rates applied, the site would be expected to generate approximately 9 to 21 trips during the weekday PM and Sunday peak hours, depending on whether the site develops with the minimum or maximum anticipated land use sizes.
- The net increase of volumes on Highway 99 is expected to be minimal and at most 1 to 3% in the weekday PM peak hour (assuming maximum land use area build out and a special event market day), depending on the amount of pass-by considered.
- It would be difficult to quantify the actual rate of pass-by without a study or survey at a nearby site with similar land uses (potentially like the Sea to Sky Gondola) to determine whether the study site is the primary destination of the patrons or if it is a stop enroute to another destination. Even with a survey, it would still be challenging to accurately quantify pass-by as the uses of the study site may not entirely represent the unique uses that are planned for the South Britannia Market site.
- Phase 1 of the South Britannia Master Plan was expected to generate approximately 236 trips in the weekday PM peak hour and 188 trips in the Sunday peak hour. In comparison, the currently planned farmers' market is expected to result in significantly fewer trips.

5.4 Parking Review

- Based on the Squamish-Lillooet Regional District Electoral Area D Zoning Bylaw No.1350 (consolidated November 2016), a total of between 35 and 105 stalls would be required, depending on whether the site develops with the minimum or maximum land use areas.
- A high level parking generation review was undertaken by Bunt using ITE parking generation rates in order to compare with the Bylaw rates. Based on these rates, a total of between 62 and 165 stalls would be needed, depending on whether the site develops with the minimum or maximum land use areas.

SKY - BRITANNIA
TEMPORARY USE PERMIT APPLICATION

SYNOPSIS
PID # 010-077-227
ADDRESS 27154, HIGHWAY 99
LEGAL DESCRIPTION LOT A, PLAN VAP21576, DISTRICT LOT 1583, GROUP 1, NEW WESTMINSTER LAND DISTRICT



RECEIVED

FEB 16 2018

SQUAMISH-LILLOOET
REGIONAL DISTRICT
BUILDING DEPARTMENT

SKY - BRITANNIA

Site Plan

scale: 1" = 300'-0"

07 FEB 2018

1724

A.100

Drawings are to be read in conjunction with each other, any discrepancies found on any drawings are to be reported to the architect before commencing work.
Contractors are responsible to ensure that all work is executed to the requirements of the latest edition of the B.C. Building Code.
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2018-02-07 2:37:35 PM

CROSS ARCHITECTURE INC



SKY - BRITANNIA

Britannia Market
Master Plan

scale: 1" = 80'-0"

07 FEB 2018

1724

A.101

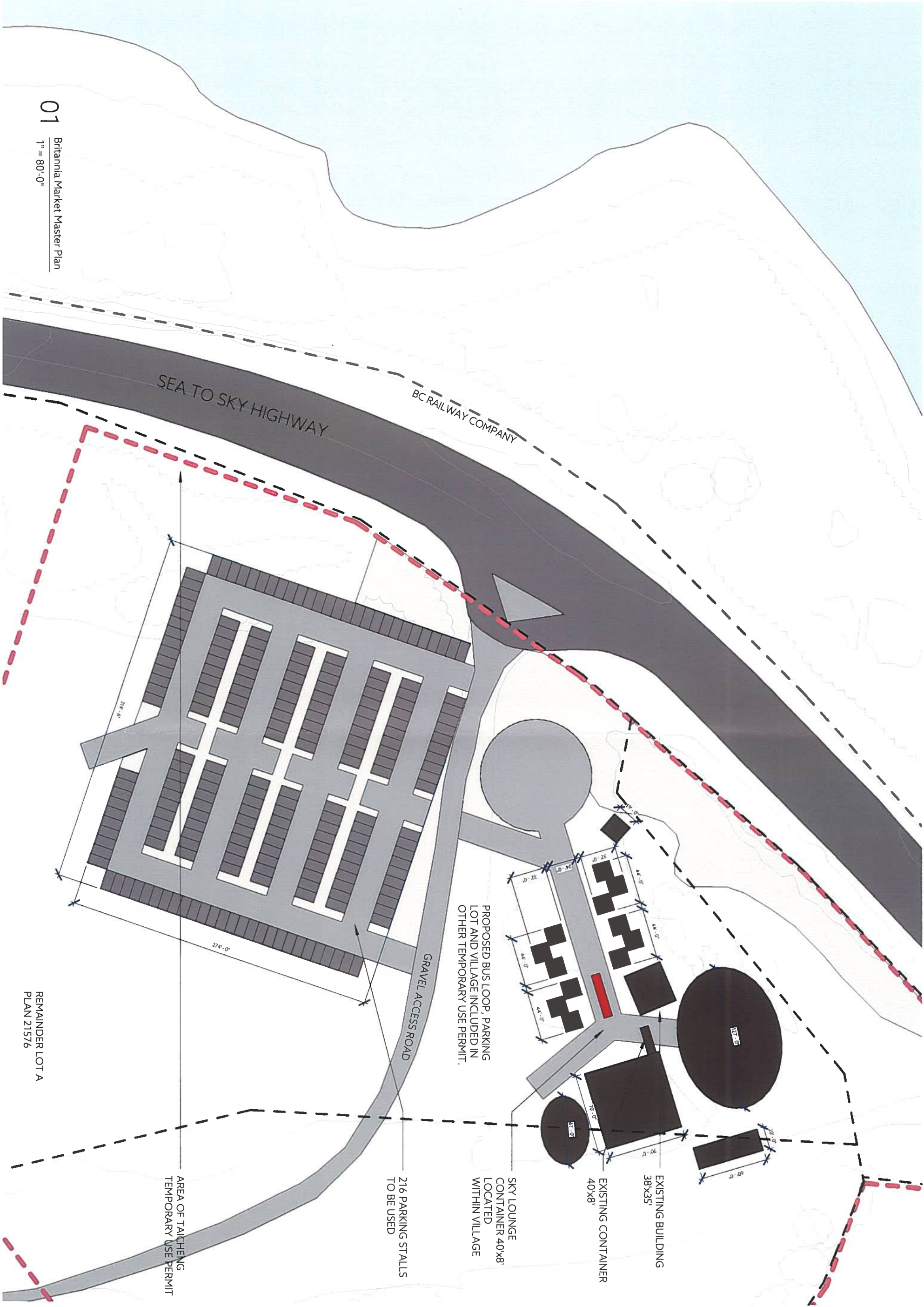
Drawings are to be read in conjunction with each other; any discrepancies found on any drawings are to be reported to the architect before commencing work.

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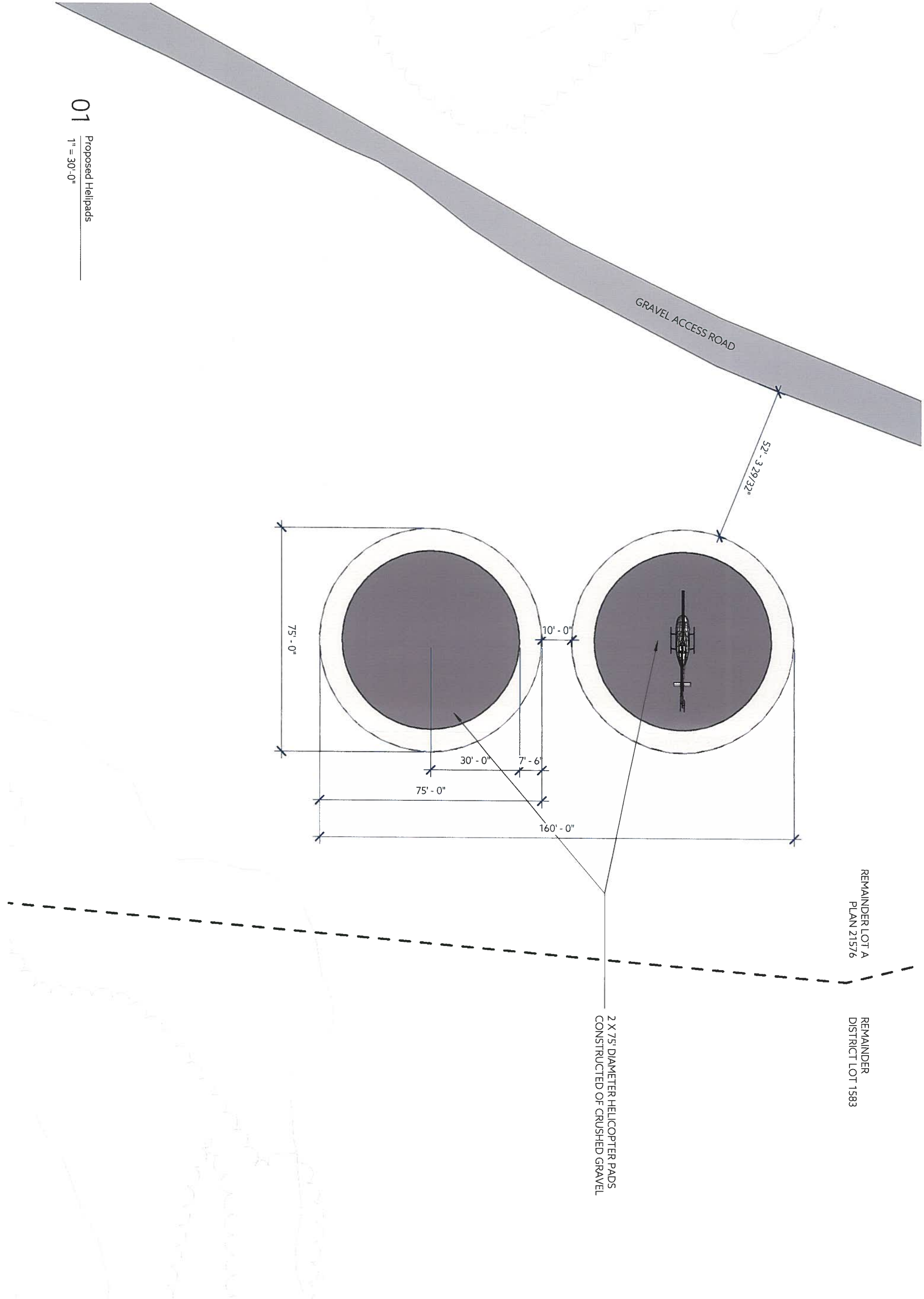
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CROSS ARCHITECTURE INC



REMAINDER LOT A
PLAN 21576



SKY - BRITANNIA

Proposed
Helipads

scale: 1" = 30'-0"

07 FEB 2018

1724

A.102

Drawings are to be read in conjunction with each other, any discrepancies found on any drawings are to be reported to the architect before commencing work.

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2018-02-07 2:37:37 PM

CROSS ARCHITECTURE INC



Field Acoustics Report

<u>Prepared for:</u>	<u>Prepared by:</u>
George Lacny Director, Sales & Marketing Sky Helicopters	Steve Klassen C.O.O
[604] 614-4768 CELL	[888] 850-8168 OFFICE [604] 245-6688 DIRECT
george@skyhelicopters.ca	[604] 850-8150 FAX sklassen@sapphiresound.ca

Sapphire Sound Inc. is pleased to provide this report as requested by SKY Helicopters Inc.

The scope of work was to record sound measurements in residential areas in populated areas of North Britannia Beach and Furry Creek on Tuesday, April 3rd, 2018.

For the purposes of these sound measurements, SKY Helicopters conducted flight paths representing the future helicopter tours from the property owned by Taicheng Development Corporation.

27154 Sea to Sky Highway
49.617988, -123.208204

The aircraft type used for measurement was a Bell 206 BIII Jetranger (4 passenger – 1 crew) turbine helicopter.

The helicopter lifted from the Taicheng property in a south easterly direction, returning to the landing area via an over-water flight path.

Sound measurements were conducted with a Class 1 sound level meter as defined by IEC 61672-1:2002 using StudioSixDigital tools recording SPL and LeQ over the entire flight period at multiple locations

Results on following page:

Measurement Location 1:

North Britannia Beach residential area

Shaughnessy Heights

49.626622, -123.20451

Time of day: 2:20:59pm (Completion)

Test duration period: 07:37

Lowest average noise level recorded: 66.6db (minimal highway traffic)

Loudest noise recorded: 81.3db (fast car departing traffic light @ highway)

Measurement Location 2:

Furry Creek residential area

49.57578, -123.22346

Time of day: 2:50:27pm (Completion)

Test duration period: 08:29

Lowest average noise level recorded: 55.4db (minimal highway traffic)

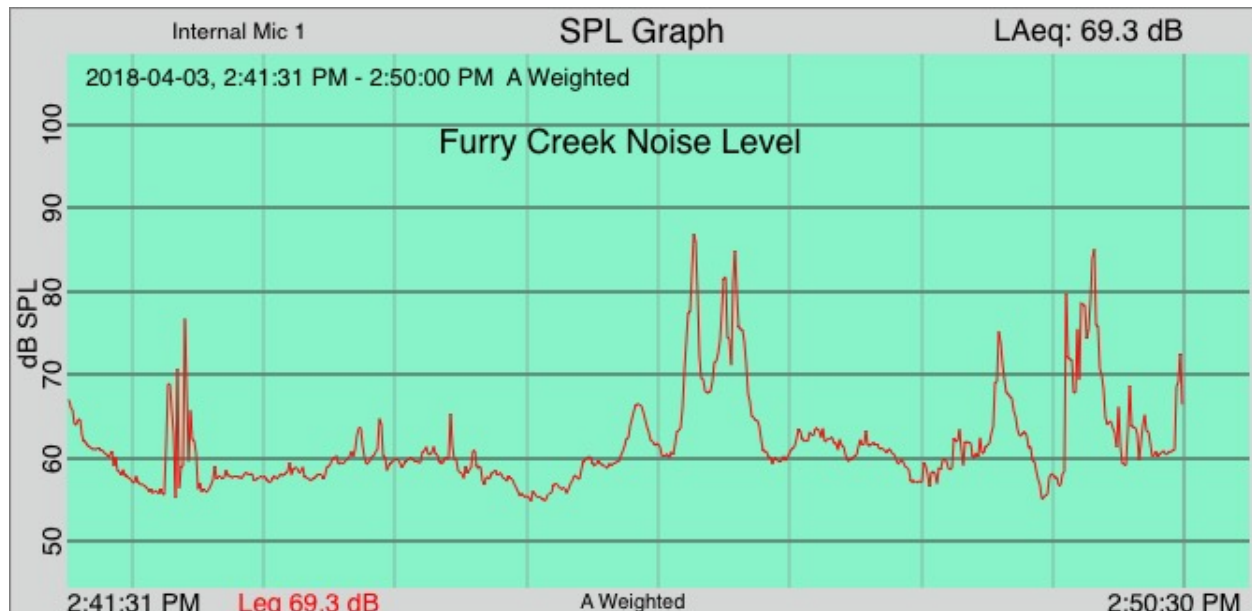
Loudest noise recorded: 87db (car passing by on test road)

Graphs / Charts

Location 1:



Location 2:



Conclusion:

Any of the spikes (increased audio levels) seen on the 2 charts are all a result highway or local traffic.

The Helicopter noise level contribution is nearly indistinguishable on the above graphs.

Our findings conclude that the take off and landing approaches of the helicopter were heard from these residential locations, however, they were substantially quieter than the average highway traffic that was observed during the test period.

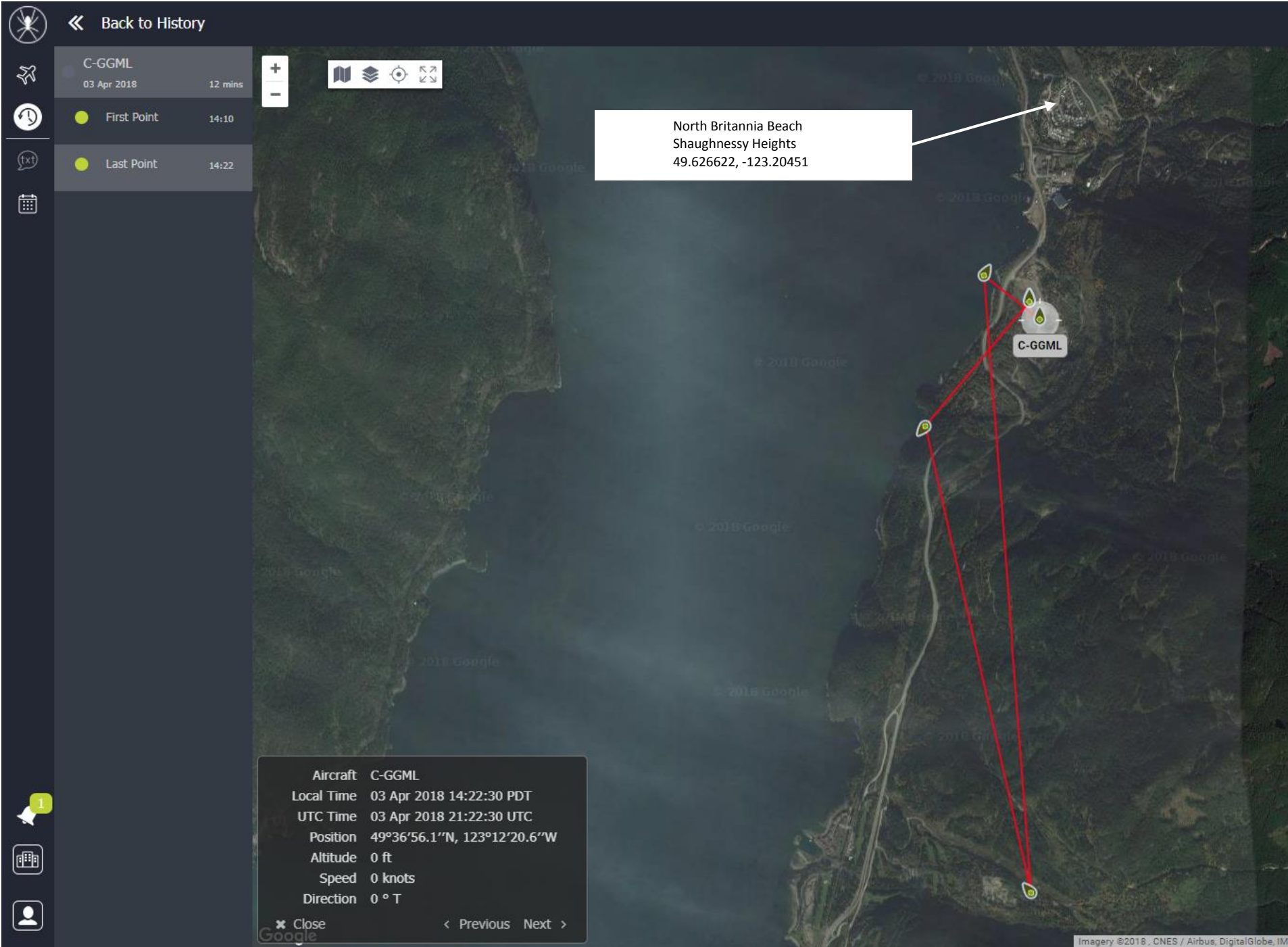
Against standard highway traffic noise (i.e non commercial vehicle traffic etc) the loudest increase in noise floor we recorded during the 2 measurement tests due to helicopter was approximately 3.3 decibels

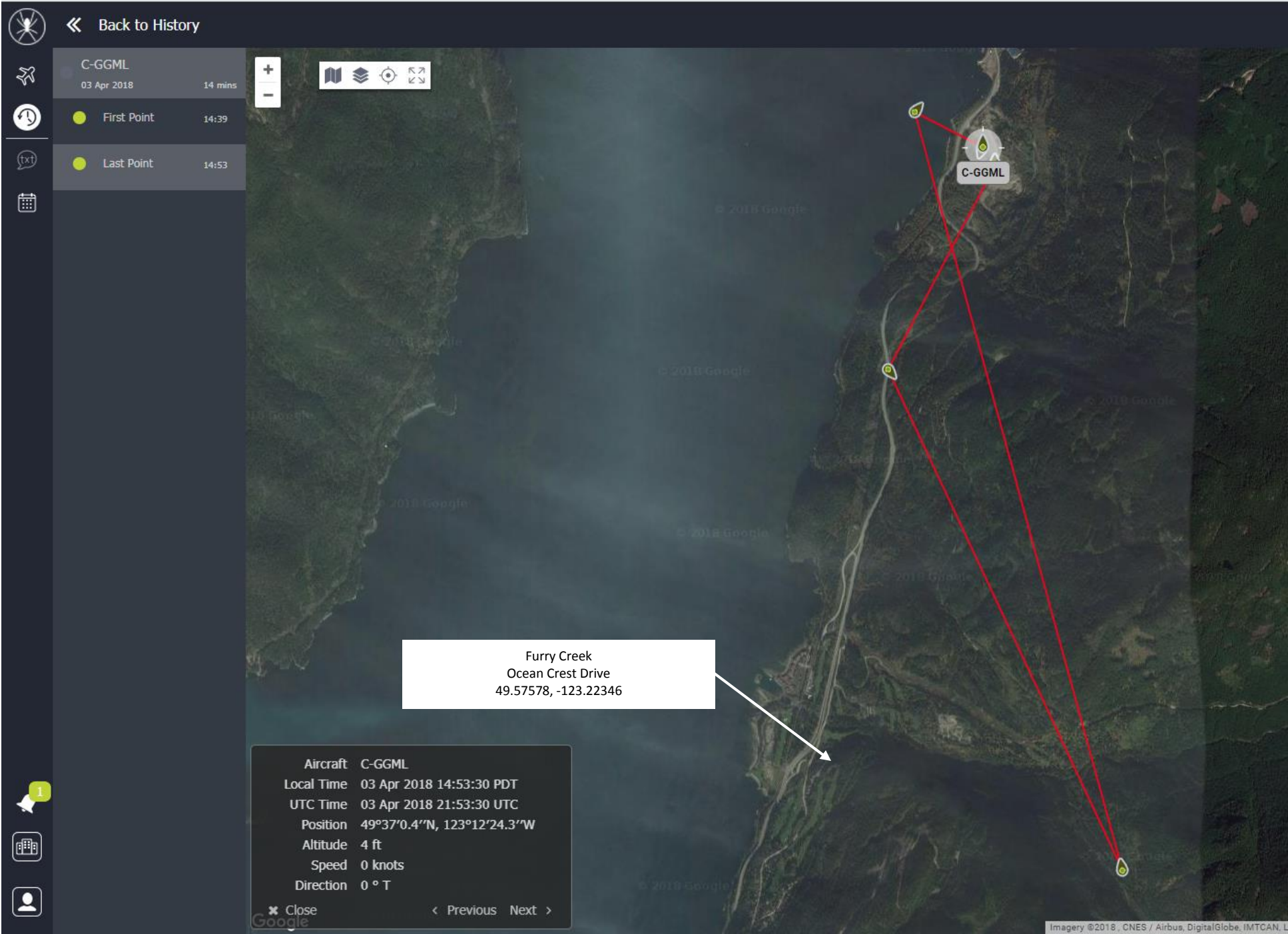
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sklassen@sapphiresound.ca
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**APPENDIX 8: Transport Canada
Authorization Letter - TUP 58**

From: "Bain, Tim" <tim.bain@tc.gc.ca>

Subject: RE: SFOC Application for SKY Helicopters Britannia Beach

Date: March 29, 2018 at 11:48:40 AM PDT

To: Allan Fraser <Allan@Skyhelicopters.ca>

Hi Allan,

Our aerodromes people have assessed the locations proposed for Sky Helicopters up at Britannia Beach at:

49°37'0.10"N
123°12'23.17"W

And

49°36'59.42"N
123°12'22.15"W

The 2 locations are located outside of the built up area of a city or town and therefore no authorization is required.

Should the area become more built up in the future, you may be required to apply for certification in accordance with Canadian Aviation Regulations - Part III - Subpart 5 - Heliports (CAR 305). If that time comes, A certified heliport must be constructed in accordance with the standards contained in Standard 325 - where the objective is for the heliport to be certified by the Minister of Transport. Here for your reference is Canadian Aviation Regulations - Part III – Standard 325 – Heliports - <http://www.tc.gc.ca/eng/civilaviation/regserv/cars/part3-standards-325-menu-1026.htm>

If you have any more questions on this, please feel free to contact me at any time.

Best Regards,
Tim



Tim Bain

Civil Aviation Inspector, Flight Operations
Transport Canada | Government of Canada

tim.bain@tc.gc.ca | Tel: 604-504-4653 | TTY: 1-888-675-6863

Inspecteur de la Sécurité de l'aviation Civile, Opérations aériennes
Transports Canada | Gouvernement du Canada

tim.bain@tc.gc.ca | Tél: | 604-504-4653 | ATS : 1-888-675-6863