



Your File #: 7739
eDAS File #: 2010-05875
Date: Jan/23/2012

Nature Trust of British Columbia, Attn: Christopher Sahlin; c/o Attn: Christopher Sahlin, Rodger, GerryAnne, Carl, Christopher, and Sigrid Sahlin, PO Box 97, Bellingham, Washington 98227 USA

Attention: Rodger, GerryAnne, Carl, Christopher, and Sigrid Sahlin

Re: Proposed Subdivision of PID 015-935-876, DL 1375, New Westminster Group 1, Savary Island Road

Your proposal for a 4 lot Conventional subdivision has received preliminary layout approval, subject to the following condition(s):

- 1. The applicant shall comply with the following road requirements in accordance with Section 75 of the Land Title Act and as noted on the attached 'Schedule A':
a) A 70 meter wide road dedication shall be provided to allow for public access to Duck Bay.
b) A parking area large enough to accommodate three vehicles shall be provided on the north side of Vancouver Boulevard. A barrier to traffic shall be place on the south side of Vancouver Boulevard to ensure the vehicles do not park on the dunes.
c) Vancouver Boulevard shall be maintained on the existing alignment. A 20 meter wide road right-of-way for Vancouver Boulevard shall be shown on the plan and the improvements to the S-curve right-of-way as shown on the preliminary plan shall be included. Where Vancouver Boulevard runs parallel to the dunes (near the east property line of the proposed Lot 2) the south edge of the right-of-way shall be placed at the back side of the dunes with a 3.0 meter offset from the south edge of the existing road.
d) Vancouver Boulevard shall be widened to accommodate two-way traffic. The Powell River Regional District requires that a development permit be

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Powell River, British Columbia V8A 2B8
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obtained for any road improvements and that a qualified professional be hired to evaluate the environmental impact of the existing road alignment and to recommend road construction standards. The final design and standards proposed must be accepted by the Designated Highways Official prior to construction.

2. Additionally, as Vancouver Boulevard is being maintained in the existing alignment, the applicant shall comply with the following requirements with respect to Savary Island Road;
 - a) The intersection of the proposed Savary Island Road with Vancouver Boulevard shall be redesigned to a 90 degree angle. The intersection may need to move west to avoid the existing wells. Use of Savary Island Road can be restricted to emergency vehicles, bicycles and pedestrians as proposed.
 - b) The location of the old growth cedars on the proposed Lot 3 shall be confirmed by survey and the road alignment adjusted to avoid this area.
 - c) The road design drawings, including the proposed road cross-section and any intended barriers to limit vehicular traffic to emergency vehicles only, must be submitted for acceptance by the Ministry prior to construction.
 - d) Record drawings of the road must be provided to the Ministry prior to the final subdivision plans being submitted. As noted in above, the Powell River Regional District requires a development permit for the road construction.
3. The trails highlighted on the attached 'Schedule B' shall be protected by a 6.0 meter wide statutory right-of-way pursuant to Section 218 of the Land Title Act. At the foreshore, the right-of-way shall be expanded to create an area 20.0 meters wide.

The Powell River Regional District requires that a development permit be completed for the trail system and may require that additional trails to those identified on the map be included as part of the trail system. Any additional trails identified during the development permit process must also be covered by a statutory right-of-way. A copy of the development permit shall be submitted to this office.

The Minister of Transportation and Infrastructure and the Powell River Regional District shall be included as parties and all documents and plans necessary to implement the statutory rights-of-way must accompany the final subdivision plans.

4. A covenant pursuant to Section 219 of the Land Title Act shall be registered on the property to implement the setback requirements from the top of slope and natural boundary identified by Golder. A Reference Plan must be prepared showing the north and south setback areas and a copy of the Reference Plan must be included in the covenant document. The covenant shall contain the following restrictions:
 - a) No buildings or structures shall be constructed within the covenant areas.
 - b) Removal of existing vegetation from the covenant areas is prohibited.

The Minister of Transportation and Infrastructure shall be included as a party to the covenant and the document must accompany the final subdivision plans.

5. A covenant pursuant to Section 219 of the Land Title Act shall be registered on the property to restrict land use and density as follows:
 - a) The land shall be used for residential, home occupation and conservation purposes only.
 - b) Construction of buildings on the property is limited to a maximum density of one single family dwelling per 2 hectares.

The Minister of Transportation and Infrastructure and the Powell River Regional District shall be included as parties to the covenant and the document must accompany the final plans.

6. The property is affected by the Recovery Strategy for the Contorted-Pod Evening-Primrose prepared by Parks Canada. The applicant shall work with Parks Canada and the Ministry of Environment to implement the recover strategy and ensure compliance with the Species at Risk Act. Written confirmation from these agencies that this issue has been addressed to their satisfaction must accompany the final plans.
7. Provincial records indicate that development associated with this application may be in conflict with archaeological sites protected under the Heritage Conservation Act. It should be noted that there are sites identified as Borden Numbers DISe-11, DISe-12, DISe-40, DISe-46, DISe-47 and DISe-48 on or near the proposed development. The Archaeology Branch has indicated that the archaeological impact assessment completed by Golder & Associates Ltd. in 1999 focused on the shoreline and that additional review of the property will be required as road and trail construction is proposed.

Therefore, the Provincial Approving Officer requires that as a condition of PLA, the applicant hire a qualified archaeologist to determine the need for an updated archaeological impact assessment of the subject property. The purpose of the archaeological impact assessment would be to accurately identify the location(s) of the known archaeological site(s), to record any additional sites that may be present, and to recommend any action that may be needed to manage archaeological values in conflict with future development. This might include the placement of covenants to ensure that such sites are not disturbed without proper authorization from the Archaeology Branch.

If the archaeologist determines that an archaeological impact assessment is not required, the archaeologist must forward a written statement to this office and copy to the Archaeology Branch containing the reasons for eliminating this requirement.

If an archaeological impact assessment is required, you should be aware that applications for Heritage Conservation Act permits take in the order of 6 weeks to process. This includes allowance for a 30 day comment period from local First Nation(s). Processing time can be shortened accordingly if, at the time of application, supporting letter(s) are received from local First Nations.

Information on archaeological consultants may be obtained by calling the B.C. Association of Professional Archaeologists at 250 656-4972 or by checking their

web site (<http://www.bcapca.bc.ca>). Archaeological consultants are also listed in the Yellow Pages.

8. Final plans to be prepared by a BCLS and shall be identified with this file number **2010-05875** directly below signature block for approving officer.
9. All relevant documentation, covenants, final plans, fees, TX55 form and written confirmations shall be submitted in one package to this office.

The approval granted is only for the general layout of the subdivision and is valid for one year from the date of this letter. However, if at any time there is a change in legislation or regulations this preliminary layout approval is subject to review and may be cancelled.

Submission of Final Plans (Mylar and 5 prints) to be accompanied by a current Tax Certificate (FIN 55), together with a plan examination fee of \$50.00 plus \$100.00 per lot created by the plan (for a Total of \$450.00). If paying by cheque, make payable to the Minister of Finance.

If you have any questions please feel free to call Clint Monson at (604) 485-3610.

Please quote file number 2010-05875 when contacting this office.

Yours truly,



Clint Monson
Area Manager / Development Technician

Attachments

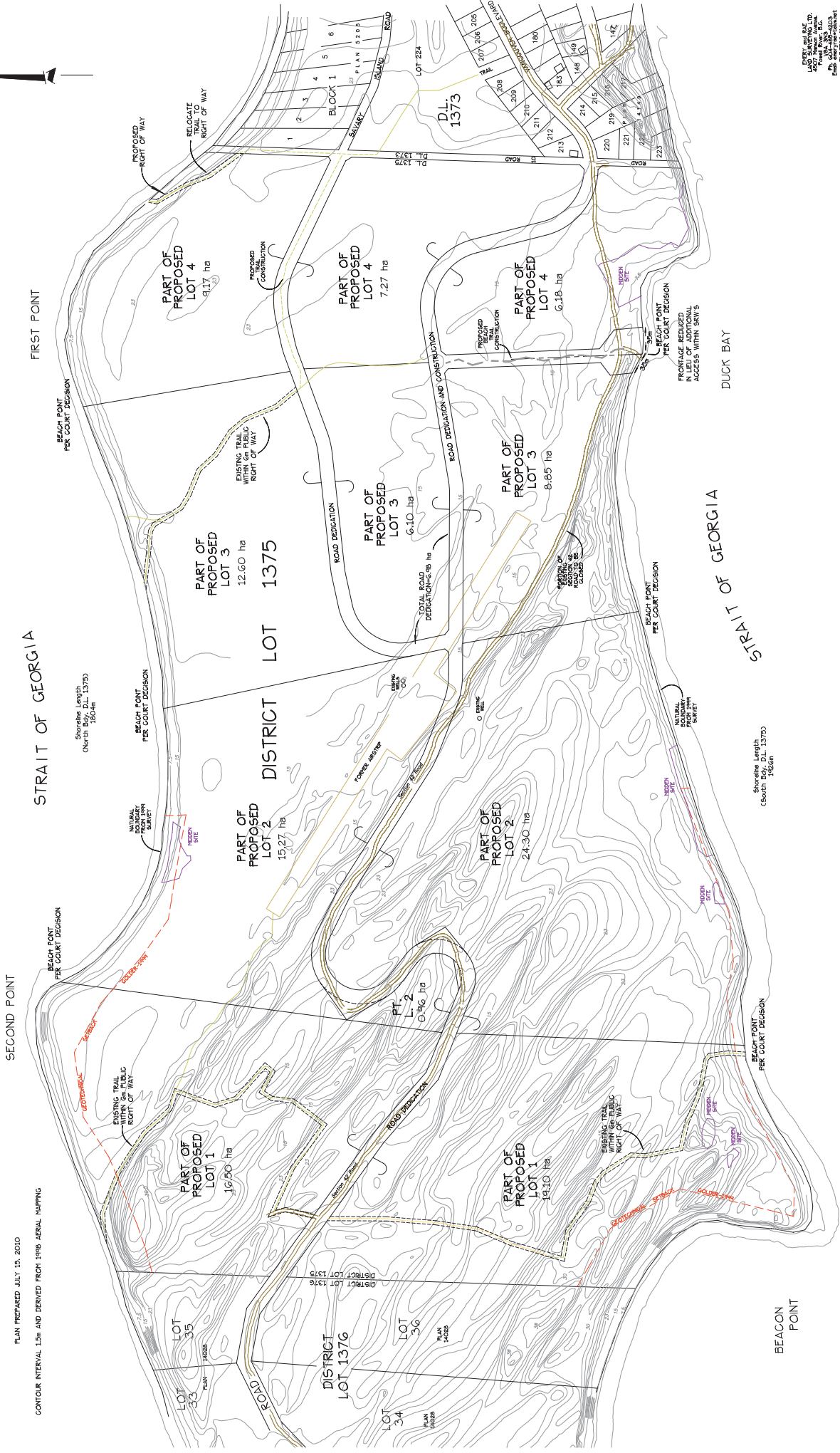
- Schedule A
- Schedule B

PLAN OF PROPOSED SUBDIVISION OF DISTRICT LOT 1375 GROUP 1 N.W.D.

SCALE 1:2500
0 50 100 200
ALL DISTANCES ARE IN METRES

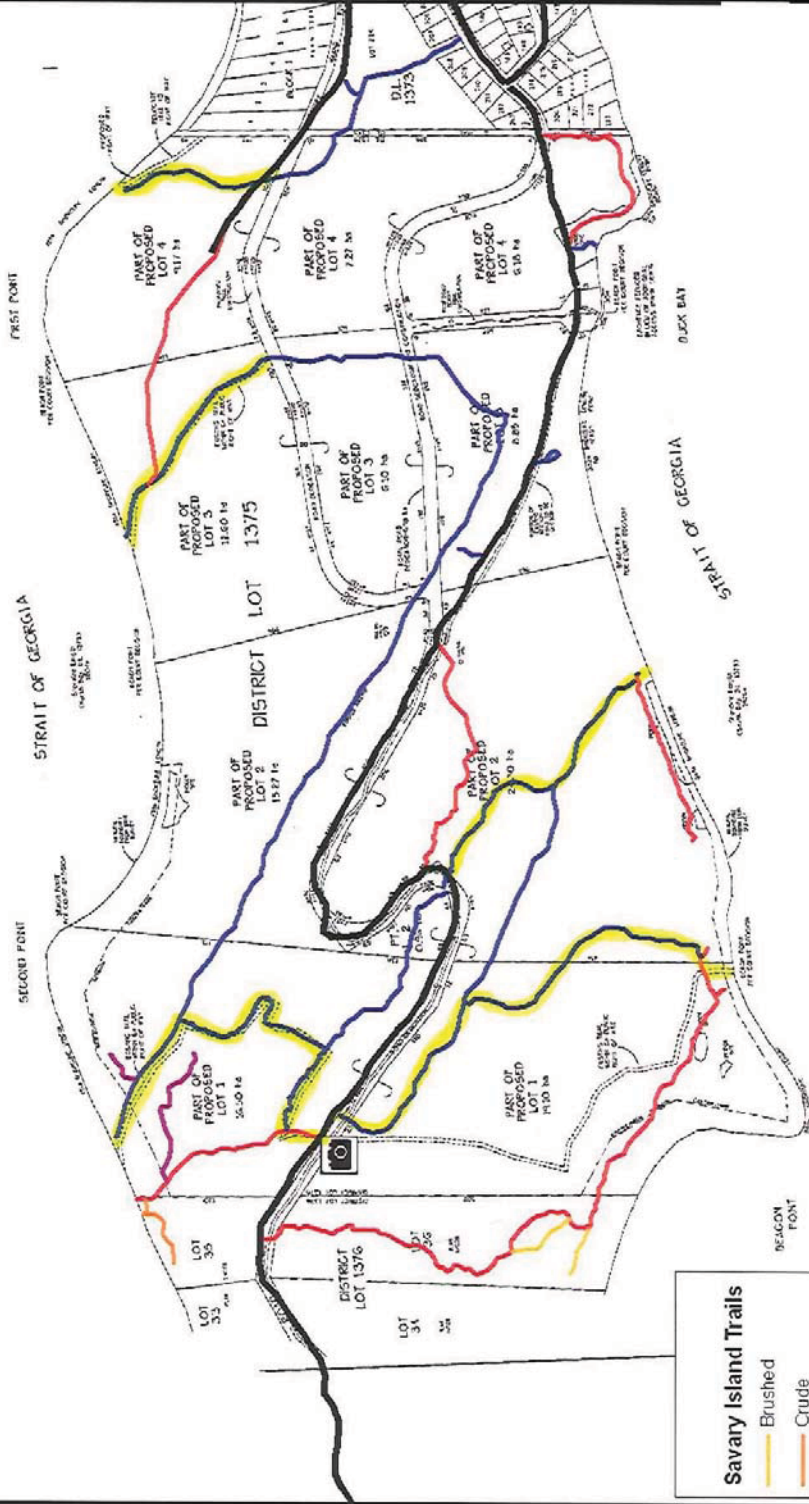
PLAN PREPARED JULY 15, 2010

CONTOUR INTERVAL 1.5m AND DERIVED FROM 1988 AERIAL MAPPING



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E-MAIL: INFO@EVERY-SAE.COM

Savary Island Trail Map



Savary Island Trails

- Brushed
- Crude
- Very crude
- Good
- Very good
- Public Road
- Photographs

1:10,000



July 22, 2010