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KEATS ISLAND RURAL LAND USE BYLAW PART 1 WORKING DRAFT – February 2002 - Community Responses

BACKGROUND TO COMMUNITY RESPONSE TABLE

The review of the current Official Community Plan (OCP) for Keats Island (Bylaw 107) commenced in June 2000. An information mailer was sent out to all Keats Island residents and property owners that included a workbook/questionnaire as well as more detailed information about the review process. Two orientation and visioning community forums were held – one in North Vancouver, and one at Barnabas (Corkum Farm) on Keats. A “Keats Island Community Profile” report was also provided as a reference document for Keats Island. In the spring of 2001 the local trustees and staff met with the Keats Island Advisory Planning Group (APG) to design the second phase of the community consultation process. A second island-wide mailer, including the First Working Draft of the RLUB– Part 1 and a response form, was sent to all Keats Island residents and property owners. A second round of community information meetings were held in July.

The community responses form and questionnaire (feb2002communityresponsetable.doc) and the staff comments (STAFFCOMMENTSquestionnaire.doc) have been prepared. All information and documents relating the Keats Island RLUB review process are available for viewing and downloading at www.keatsisland.net and www.islandstrust.bc.ca, or upon request.

COMMENTS

All June 6, 2001 “Community Response Forms and Questionnaires” have been assembled into the following table. Each Response Form and Questionnaire received has been given a number (1 through 68).

All responses under each section of the table correspond, word for word, to the input written by the respondent for the corresponding Response Form and Questionnaire. For example, under the “GENERAL COMMENTS OR SUGGESTIONS” section, “comment number 1” corresponds to “respondent number 1”. Under each of the “GENERAL COMMENTS OR SUGGESTIONS” and “**QUESTIONS**” sections of the table, the response labeled number 1 is the response given by “respondent number 1”, to the question on the left-hand side of the table, all the way through the table. “Comment number 2” corresponds to “respondent number 2”, and so forth.

Where certain numbers are blank under the various sections of the table, this indicates that the respondent did not respond to the question, or left that section blank.

GENERAL COMMENTS OR SUGGESTIONS:

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1. Found questionnaire unclear or misleading: referred to "Schedule 1 (not yet drafted)", "private" was omitted from question regarding wharves, moorage, ramps when it was included in bylaw.
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2. Tax assessment and services are not in line—we pay taxes but do not get the services. Taxes should be reduced to reflect the services provided. Our taxes need to follow the same lead as ICBC with its lowering insurance rates to reflect appropriate risk, Keats versus Vancouver. Water and fire protection are very important and should be provided as public services. Many homes are full-time homes, not recreation properties and should not to be assessed as a luxury.
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- 3.
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4. We like Keats Island as it is. We do not want any large scale development; we do not want BC Ferries to provide service to Plumper Cove—that brings undesirable persons who cause trouble; we do not want an expansion of roads. We wish to maintain the quiet rural environment as it is now; we want the Coast Guard or Federal government to declare that Plumper Cove be designated as “no pump out” place for sewage from boats.
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5. 66 ft road aways [sic] waste too much small island land—33 ft are much more sensible. I think all these "not yet drafted" statements cause much concern and wondering. Will we have to ask the government for permission just to go to the bathroom? This is an enormous amount of information and ideas to grasp and understand—is all this really necessary or could it be made simpler? Why should Keats island be used as a test subject? Maybe all the islands should be put to the same test at the same time (Keats islanders should hire a lawyer to advise them on this). It is quite possible this could cause Keats island properties to be devalued, especially properties with subdivision potential.
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- 6.
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7. Boats mooring in Plumper Cove should have holding tanks by law. New community facilities (playgrounds, community halls, wharves, public moorage) should be funded by those who use it. Dogwood Princess drop off at Plumper Cove is a bad idea. The wharf at Eastbourne should be operated, maintained and funded by the residents of Eastbourne—every body else on the island builds and maintain their own wharves. Another public wharf at Plumper Cove should not be considered—there is already enough boat traffic in the bay which contributes to the high pollution levels. Also, taxes are high enough already—we don't want to pay for another wharf. On reading this draft one becomes quite confused—on one hand there is this great desire to keep the "rural" and "camping" aspect of the island intact and then there are proposals for government funded facilities—are we living in the "city" or the "country"?
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- 8.
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- 9.
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10. I value getting exercise on the island—hence I would favour acquiring legal access to trails. A lockable tennis court (with high, wire walls) would be a great addition and could be used for an outdoor gathering place. Could a donation of a 10 acre property that abuts Eastbourne provide land in exchange for some concession or consideration. The access at Maple Beach is very steep and needs a walkway with concrete stops along the cliff side and a railing. ["No" on form table circled:] Why don't we have more room to expand on our yeses?
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11. The spirit and content of the Keats Is. RLUB is to be commended and we agree that the island should stay, in the most part, the same as it has been. The addition of a town hall/community centre and small corner store would only enhance the total community spirit: to allow the community to come together for important meetings, social gatherings, etc. in a public area rather than private property or off-island as we have to do now. The store would enhance our stay on the island as small necessities could be purchased and again could become a meeting area for friends and family.
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- 12.

13. Please! We came to Keats 40 years ago and loved it for all these years because it lacks development (commercial) and is a very strong communal environment. Its remoteness and natural beauty is of a strong presence here—that is why we stay and others have come. Don't start to allow change over our present zoning, because this will begin to turn us away. We don't want to become commercially sufficient like Galiano, and other Gulf islands, we like it as it is. With the exception of making it easier to get supplies delivered to the island by providing a barge/boat ramp and a protected marina to place our buoys year round we presently cannot agree with any zoning relaxation at this time.

14. Keats Island is not a bedroom community nor should it be viewed as a potential bedroom community. The island qualifies as a remote recreational parcel of land and, as such, has attracted the majority of its current population. Any action of self motivated individuals of minority groups to alter the profile of Keats Island in any way including its accessibility and its development for commercial use (shops etc.) must be rigorously scrutinized and subjected to a majority consensus, over and above the regulatory requirements imposed by all levels of governments such as environmental impact assessment etc.

15. Thanks a lot. I appreciate clear policies being in place for Keats Island. I think that this is a good first draft plan. I'm very excited about it. I'm happy to see incentive for voluntary stewardship encouraged the protection of the island's natural environment. I like the idea of a Rural Comprehensive Zone policy 56-59. And keeping our roads unpaved. I think it's a fair plan, both with regards to preserving and protecting our natural environment, while at the same time supporting sustainable community efforts and goals, e.g. supporting a playing field, community hall, water system, barge ramp, government wharf at Eastbourne, reducing cross-island traffic, supporting alternate sources of transportation e.g. ATV's and golf carts (as well as low flush toilets). I like the common sense, well thought-out vision in this plan. It's comprehensive and supportive of community consultation before any changes are made. However, some policies are redundant and unclear. Policy 131 is already stated in policy 32. P. 36-39 seems redundant. P. 19, 48, 51, 60, 68, 104, 113, 115 were unclear. Background information would be helpful (especially for the general public). Be more specific. A small definition of terms would also be helpful.

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19. The "Keats Island Community Goals" in Section B sum up my feelings about stewardship of this island quite succinctly! Goal #1 is my top desire. Community halls and corner stores simply set dangerous precedents for growth and the "big town problems" that go with them. Keats truly is a unique jewel so close to the city and urbanization of Bowen... Let's all work together to keep it that way!

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21.

22. We feel that Keats Island should retain its natural beauty, where possible. The residents of Keats would be served more beneficially by creating public gathering venues such as public marina, general store and community hall and very much needed first aid post.

23. A lot of thought has been put into this working draft and we applaud it. As senior citizens our needs are far different than young families, and we like to see them happy and enjoy this beautiful place as we have for so many years.

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26. P24: I maintain my property as a refuge for wildlife, especially deer. Dogs from neighbours or from the public using West Beach routinely chase these deer into the upland woods or into the water. As I understand the Wildlife Act I can shoot these offending dogs. No mention of this is made in the Rural Land Use Bylaw. The Island Trust has put up a sign on the Eastbourne Dock showing the public where all the beaches are. People come to these beaches and let their dogs run off over the island chasing deer and other wildlife—yet there is not one sign warning that these dogs could be shot or destroyed for running the wildlife. Also these [beaches] have no public washrooms. Many visitors stay all day between ferry sailings. Inevitably many are caught short and show much disrespect by defecating on my property.

27. We wish to commend everyone involved in producing the 1st draft. It revealed a great deal of thought and care in dealing with the basic wishes of the entire Keats Island community. Our feeling is that we wish you to hold fast to the 6 goals listed in Section B p.9. As to individuals concerned with the words "may" and "should" creating a feeling of uncertainty, we trust your judgement in altering the wording or not doing so in the 2nd draft.

28. Can we prevent owners from clear-cutting forested land? Likewise, can we prevent commercial agriculture, specifically the raising of animals. Cattle would be bad, but rabbits aren't a good idea either!

29. The Eastbourne Com. Assn. urged its members to read this and respond, but if the current bylaws are not being enforced and we can't even get the RCMP over to the island once a year to ticket all the vehicles without current license plates/insurance, parking illegally on the wharf at Keats Landing, cutting trees in half on waterfront park property for panoramic views, etc., etc., what's the point? The Islands Trust is a waste of tax dollars—next time you tell us what they have done for the islands, particularly in the last couple of years for Keats Island as problems came to light as regards to the wharf divestiture. When you hear "Leave it as is"—it means "we want to do as we please," which doesn't equal "peace and quiet" and "rural beauty." Keep dreaming, unless you can put some (teeth) into what you want to bring about.

30.

31. I am a cottager on D.L. 696 I love the island. I applaud the efforts being made to protect its natural beauty and ambience. Thank you. If I may, I do think persons purchasing property should be clearly informed as to access and egress [?], which is limited and difficult. I do not think Keats Landing should be the major port. Many difficulties would/could be saved if Eastbourne had proper and reliable docking facilities and ramp, as the majority of the population, it seems to me, is [?] Eastbourne.

32. We need a steady ample supply of potable water. We need a water pipeline from Sunshine Coast or Vancouver. A general store would be welcomed. Somewhere for people to obtain groceries without the Gibsons or Vancouver. We don't need commercial tourist accommodations! A hall or gathering place for islanders would be okay, but why on earth would we need a recreational playing field? We have a beautiful natural outdoors all around us! A playing field must be mowed, watered, maintained—yuck! and is the farthest thing from nature. The existing ECA water levy should be required to be paid by landowners, not just a voluntary payment system. If they use water, they should pay for the privilege.

33. Staff have done an excellent job in preparing this document. This is my first involvement as I was unable to participate last year. I particularly support the following items: P40, P54, P96, P106, P135, OBJ11, OBJ12, OBJ13. I have concerns, questions, comments on the following points. P25—large, luxury dwellings with multiple bathrooms, many appliances impede water conservation. P82—guidelines are a great idea, would like to see consultation on these when the time comes; P101/P150—Keats Lndg. has had problems with ATV, motorbike violations, like to see this raised; P117—the communal marina at Keats Lndg. should be encouraged/protected, it furthers the RLUBs communal docks policy and it is a highly valued recreational node—tanning, fishing for kids, swimming—crucial part of social fabric; OBJ7—what are the concerns re foreshore use?; OBJ16—what break-ins, vandalism have been taking place?; How is "guest cottage" defined?; P88—I disagree, I have seen short-term (i.e. 4 wks) rentals take place and have no negative impact, there needs to be protections against commercialization, true, but as with urban secondary suites, short-term rentals can make cottage ownership more affordable/accessible to those who might otherwise not be able to afford it. I have seen this benefit seniors on Keats. There needs to be room in regulations to allow for personal cost recovery thru rental—i.e. taxes, insurance, hydro AND modest income generation to fulfil affordability/accessibility goals. This would understandably be difficult to regulate, but I ask you to attempt this and redraft this item. Few people want to rent a cottage for as long as 2 months. The two month figure is simply unrealistic...may as well prohibit rentals. Policy suggestion: Prohibit advertising...thus only word-of-mouth remains as medium. Set a minimum rental period of 1-2 weeks. (I would appreciate you noting my comments re: P88—short-term rental as a written submission, credited to my name. I did not see this issue stated in the Assessment Table and I would like to give it a higher profile. –Eric Westberg)

34.

35.

36. P26 and P133 are most important to us, John and Debbie McKearney. This is in regards to water quality and quantity. We support and endorse a local tax base program for water and/or make water the responsibility of the SCRD. Thank you. –John McKearney, 889-0656

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40. We (little Keats Island) are fortunate to have our own Trustee who is so hard-working and concien [?] unbiased. Keep up the good work!

41.

42. Thank you for the excellent leadership in maintaining the natural beauty of Keats Island. –Rosemary Simituk, Pebble Beach

43.

44.

45. I believe we should have a barging ramp at Eastbourne. Some residents near the wharf do not want it, but I think the nuisance value would be low. It would provide an alternative to the Keats Landing ramp where access is across the church land. It would also make it less costly to ship material from Horseshoe Bay. If I understand recent correspondence, the Eastbourne wharf water lot has not yet been reduced in size. I hope the larger lot allowance does remain to facilitate increased wharf activity in the future. It is likely more residents will want to live on Keats full time. Some input is needed to address access to Keats from Horseshoe Bay. There is not enough parking at Horseshoe Bay. This is a difficult subject due to West Vancouver Municipality needs to preserve quality of life in Horseshoe Bay, but it is at the expense of Keats residents. Perhaps one on-street parking permit could be provided for each Keats lot owner?

46. The island should have no commercial endeavors whatsoever. Keats Island has been and should remain recreational. If it is expected Keats to be like the mainland with all the amenities, then I suggest that those homeowners stay on the mainland.

47. This shows thorough and responsible work on behalf of the entire community. You are all to be commended for your service.

48. My overall impression is that this draft is heading in a direction coinciding with my personal views on preserving Keats Island in as close to its natural state as possible.

49. Let's keep Eastbourne as natural as possible with trails for walking and reaching existing beaches. Would be nice if there were less vehicles. Watching out for children and people when driving in any vehicles is important!

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52. I think you've done an excellent job—very thorough! Congratulations. I am eagerly awaiting the day that Hydro gets its lines underground. We have a terrible battered pole with "umpteen" support wires and multi higher wires right in our ocean view! (DL696 leaseholder)

53. Our family is 3rd generation Eastbourne and we agree with the goal of preserving the unique rural and "rustic" character of Keats. However, with regard to Eastbourne water we strongly favour a tax-based system, owned and operated as a public utility. "Rustic" and drinking water don't mix—water safety must be the paramount concern. In our "boil water advisory" community, we already have difficulty getting and keeping volunteer directors in the ECA—due to the "Walkerton" troubles. Under the new "Drinking Water Protection Act" the penalties for "purveyors of water" are draconian. As volunteer members of the ECA, we supply 220 lots with drinking water—a mid-sized system with no expert management. We have no liability "shield" such as that enjoyed by improvement board or SCR D directors. Further, a tax-based system would provide cost-sharing equity and professional supply management and water-safety monitoring. We must convince the SCR D that we need a variance of their engineering standard, which is inappropriate for a unique self-contained island village. We have a very limited local water supply that can never be adequate to fill a "mainland standard" system. We want a small utility based on storage and conservation principles but legally structured as a municipal utility. This should be possible if our community and the Islands Trust work together to convince the SCR D that "smaller is better". A success like this in Eastbourne could set an example for other small island communities—something to be proud of! –Peter and Patricia Richards. P.S. Great job on the "working draft"!

54. I have been coming to Keats Island for 47 years, I spent every summer of my youth here at my parents' cabin and I now live here. I would like to see Keats Island stay as a rural community close to Vancouver; we have no need for commercial ventures on the island as all is available in Gibsons. As a resident however, I would like to see more permanent (protected) moorage facilities for year round use.

55. As a conclusion to my response to the Keats Island Land Bylaw I would like to say I feel Keats Island is a residential area in a unique natural setting with no cars or traffic. I would like the island to stay in this condition. Therefore, I oppose any development or changes that would alter the state of the island. In the last 15 years I have seen a huge change on Keats (especially Eastbourne). This is due to development. I believe if we want to keep the tranquility and natural beauty of Keats we must control the development. In fact I feel the development has reached as far as it should go if we want to keep Keats in the state it is in. And I oppose any commercial use of property on Keats. I appreciate the work and concern Island Trust has dedicated to Keats Island. Thank you. –Neil Turkington

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58. May I commend Saxby and Benson for the great labour and thought put into this document and their sensitivity to the desires of the inhabitants of Keats Island both Eastbourne and the Baptist area. It is a credit to them for their desire to develop a functional land use and preservation of the forested areas. –HGW

59. Please accept our congratulations and thanks for an excellent survey. The issues which make Keats what it is have been clearly identified and the issues have been presented in the context of the entire island culture. We believe that there are three issues which are central to the maintenance of the island's integrity: 1) restriction on all changes which would increase vehicle traffic on the island, 2) all precautions which would insure the quality of water and septic drainage for all residents of the island, 3) greenways and access for all residents to enjoy the beauty and tranquillity we presently enjoy on the island. I have followed the evolution of Bowen Island over the last 10-15 years and believe that the quality of life has deteriorated with the relatively short-termed thinking which formed the basis for their development. Thank you again. –Douglas and Joanne Leatherdale

60.

61. On the whole, I think it is a good plan which tries to achieve what the community wants for the island, by balancing incentives for voluntary stewardship with regulations aimed at maintaining the status quo (achieving the community goals). I like having clear and consistent guidelines to help deal with any proposals or expansions or changes in existing uses. And I like having island-wide community consultation and transparent public processes prior to changes being considered. Weighing out the costs and benefits, level of support, etc. Please place priority on preserving and protecting the island's character and environment OVER making concessions for demands for increased intensity of uses, or an increase in services which could change the island (i.e. commercial activity, tax-based services). No changes should occur unless the community as a whole supports the change, and no part of the island should bear unwanted negative impacts from development pressures/demands/activities occurring elsewhere on the island (water services, parking, moorage, etc.). Eastbourne's problems should be solved within Eastbourne.

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64.

65. Really appreciate the effort being put into this complex process. What a challenge to try to maintain the special ambience that Keats offers. To lose this would be tragic. In the midst of meeting "regulations" undoubtedly some cottagers will be financially under the gun and may need a time line that allows for movement towards compliance. I think particularly about the septic situation. I am aware of "do it yourself" fields when a lot of labour has been involved but they do not comply. What then? This will be a big issue and involve a large financial outlay for some cottagers. Thank you for researching alternate solutions to expensive septic fields—I hope government will find an acceptable alternative. I have some confusion over Public Use areas—not sure what that would involve and how use would be monitored. –G. Heel

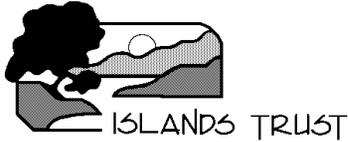
66. A bond should be required of anyone who tries to bring a vehicle onto the island to cover the costs of removal if it is abandoned on the island.

67. Excellent job done by the Islands Trust and community volunteers. Please keep up the good work in aiming for preservation of the island—it was very encouraging to read the "Keats Island Community Goals". I wholeheartedly agree with every one of them. Keats is so unique. Most places we go we can find stores and community centres and playing fields and good roads and lots of conveniences. I am not against any of these things—I just don't want any of them on Keats. I don't want places to meet people in an organized way. I come to Keats for the trees, beaches and quiet. Let's not have any commercialization and could we make reducing the number of motor vehicles a major priority? A land taxi service (could be not-for-profit or co-op) could be very helpful in providing an alternative to bringing cars and trucks to Keats. Thank you!

68. [summarized] Complement Gillian on the "Keats Island Profile"—information is well assembled. I would like to point out that Plumper Cove is barely mentioned—on pages 11 and 12 information could be added about Plumper Cove [see submission for details and complete "Plumper Cove Story" by Malcolm D. Meek]. Preamble: while many of the following responses are negative, our reasons are as follows. We are the descendants of one of the five original families who settled in Plumper Cove in the 1930s and 1940s. The first generation of families came to settle in order to provide a safe, natural summer experience away from the city for their children. These were independent people who cleared land and paths, dug wells, built house and floats etc. They helped each other and did not expect the government to provide any services. That is why they chose to buy land on Keats. The third generation feels exactly the same way, and expect to be fully responsible for their transportation, garbage removal, fire safety, etc. It is our contention that people who choose to live or spend time on Keats must come with the knowledge that they need to be responsible for such things otherwise they would choose to go elsewhere. Comments regarding policies: in general the policies are well thought out but the method in which the policies were obtained resulted in a number of them which are at cross purpose to one another. We have chosen a few that should be considered for change. P26—(b) should be chosen because of tax problems. P39—(b) should be chosen because one cannot envision the future. P45—A very definite yes, especially in Plumper Cove. P47—Yes, for obvious reasons. P48—The main part of DL1468 is part of the Provincial Marine Park; the part of DL 1468 under the control of the Community Plan is Plumper Cove. P50—Yes. P52—We do not know what this means. P100—We agree with this; with no cars, the type of road could be changed. P102—Totally agree. P112—(g) should be dropped; the Local Trust Committee should not be involved in this sort of enterprise. P133—(b) should be the proper approach. P155—This should be made clear to all hunters. —Malcolm and Barbara Meek

SEVERAL OF THE POLICIES REQUIRE FURTHER COMMUNITY FEEDBACK OR CLARIFICATION. A MEANS TO GET FURTHER COMMUNITY FEEDBACK ON THESE ISSUES IS FOR YOU TO FILL OUT THE FOLLOWING TABLE REQUESTING YOUR OPINIONS ON SOME OF THESE OPTIONS.

PLEASE TURN PAGE OVER FOR TABLE.....



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KEATS ISLAND RURAL LAND USE BYLAW
 WORKING DRAFT RESPONSE FORM – JUNE 6, 2001

QUESTIONS	Draft	Yes/no	COMMENTS
What are three priority areas on Keats for parkland acquisition?	OBJ2 P15		<ol style="list-style-type: none"> 1. Cotton Point, Home Island foreshore, Lookout Peak. 2. Salmon Rock, Lookout Peak, Cotton Point. 3. 4. Don't know. 5. There are two large parks on Keats. More large parks would seem unnecessary in comparison to the small land area. Government acquisition of parkland on this small island = large expenses and little benefit to majority of BC taxpayers. Agree with some parkland dedication in the event of large subdivisions. 6. We already have enough parkland! 7. Pebble beach, Tom Johnston Property—wood beach, Cotton Point 8. 9. Salmon Rock, Pebble Beach, view point like Bridgeman's Bluff or Highest Peak 10. Cotton Point, mossy bluff above Eastbourne, area for baseball/soccer field/tennis court. 11. Pebble Beach area, Salmon Rock area. 12. Salmon Rock, Hard To Come By, Pebble Beach. 13. Plumper Cove, 400 acre area for Eastbourne residents, community hall area for all to use. 14. 15. Eastbourne playing field/community hall site, Bridgeman's Bluff, Highest Peak. 16. Horseroad, Plumper Cove, Salmon Rock. 17. No. 18. Salmon Rock area. 19. Eastbourne—to limit further growth, Cotton Point, beach access areas (varied). 20. Beaches, foreshore, beach access. 21. Beaches, foreshore, beach access. 22. 23. Don't know. 24. Central location; covered table and stage with power outlets for musicians; playground area for children, baseball diamond for adults. 25. Pebble Beach and acreage, Silvergale Road park are, Salmon Rock area.

			<p>26. Don't quite understand this question.</p> <p>27. Pebble Beach, Sandy Beach, Hard To Come By Cove.</p> <p>28. Eastbourne/10 acres—recreational park; secure and maintain beach access.</p> <p>29. Pebble Beach; assured access to Salmon Rock; access to "Lookout" and trails to Plumper Cove.</p> <p>30. No—present trail system is adequate and present quiet natural ambience should be protected.</p> <p>31.</p> <p>32.</p> <p>33. Yes. My concern is more with recreation than conservation. 1) Highest points of land on island—summits, viewpoints. 2) Pebble Beach. 3) Barnabas waterfront vicinity.</p> <p>34. Yes, 30 acre parcel, park area above Eastbourne dock.</p> <p>35. Yes, increase parkland and beach access for park use.</p> <p>36.</p> <p>37. Yes. Hiking trails accessible waterfront lookout areas.</p> <p>38. Yes, hiking trails, lookout areas, more areas open around waterfront.</p> <p>39. Nil.</p> <p>40. Yes.</p> <p>41. Yes.</p> <p>42. "The Bluff" at Eastbourne, Highest Peak, (access to) a coastal path from Andy's Beach to Salmon Rock.</p> <p>43. Yes. Island beauty, habitat, species.</p> <p>44. Cotton Point, Llama Farm (outdoor rec/playing field).</p> <p>45. No acquisition of further parkland. What we have is adequate.</p> <p>46. None. Keats is a recreational community. Why is a park needed?</p> <p>47. Yes. Eastbourne, in region of llama farm.</p> <p>48.</p> <p>49. Trails are important to get to beaches (West Beach), lower trail. Because of cars, trucks, it's very rough walking. People should walk not drive or go by boat. Exercise!</p> <p>50.</p> <p>51. Yes. DL695, DL1469, DL876.</p> <p>52. Yes.</p> <p>53. Yes. Andy's Beach (lower portion of the Stien property—for beach access).</p> <p>54. Along beaches, middle of island.</p> <p>55. Yes. All beach areas, un-used road allowance, undeveloped public land.</p> <p>56. Eastbourne. I do not feel I have the knowledge to answer that completely.</p> <p>57. Yes, any 10-acre lots that come up for sale should be purchased for parkland.</p> <p>58. Yes, please leave that to Kim.</p> <p>59. Yes, waterfront access, more greenways and trails, unique ecosystem preservation.</p> <p>60.</p> <p>61. Eastbourne playing field/community hall site, Bridgeman's Bluff, Highest Peak, Hard To Come By Cove.</p> <p>62. Yes, DL 1469, 876, 1829.</p>
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			<p>63. Yes.</p> <p>64. Stay where it is.</p> <p>65. Salmon Rock area, Highest Peak, Sandy Beach.</p> <p>66.</p> <p>67.</p> <p>68. Eastbourne already has some parkland. The properties at the Baptist Camp have the use of the camp itself as does Plumper Cove have access to the Marine Park. Melody Point has the use of the undeveloped land behind them. We do not see the need for more parkland.</p>
Would you like to see an outdoor recreation playing field established near Eastbourne?	P9	<p>1. yes</p> <p>3. yes</p> <p>7. yes</p> <p>8. no</p> <p>9. yes</p> <p>10. yes</p> <p>11.</p> <p>12. NC [?]</p> <p>13. yes</p> <p>14.</p> <p>15. yes</p> <p>16. yes</p> <p>17. yes</p> <p>18. no</p> <p>19. no</p> <p>20. no</p> <p>21. no</p> <p>22. yes</p> <p>23. yes</p> <p>24. yes</p> <p>25. no</p>	<p>1. Located not to disturb neighbouring owners.</p> <p>2. Not a priority.</p> <p>3. Possibly at Eastbourne if the SCR and the community will support it.</p> <p>4. Don't know.</p> <p>5. No comment.</p> <p>6. If Eastbourne wants it fine—but they can pay for it.</p> <p>7. 10 acre park.</p> <p>8. Further land clearing and tree cutting will adversely affect ecosystem— drainage, animal habits, etc.—usage and cost would not justify.</p> <p>9. Within walking distance for ball kicking, catching, gathering spot, kites, hot dogs after fishing derby, etc.</p> <p>10. Yes, to get more exercise and more of a sense of community.</p> <p>11. No, enough opportunities in town for majority of islanders. Need to enjoy natural environment.</p> <p>12.</p> <p>13. Located in the 400 acre subdivision.</p> <p>14. NO.</p> <p>15. On D.L. 1594 or 1595 subject to policy 16.</p> <p>16. On Horseshoe area.</p> <p>17. Needed.</p> <p>18. No, get that in the city.</p> <p>19. Formation of playing field has a negative impact on the "natural environment" as it obviously entails the clearing of land. A playing field is too "man-made" in the kind of natural environment we are trying to protect; belongs in a subdivision where some greenery is needed not on a forested island. Concerns re: excessive noise and littering— who wants a potentially noisy playing field next to their cabin?</p> <p>20.</p> <p>21.</p> <p>22. Soccer, baseball.</p> <p>23. Keep kids happy.</p> <p>24.</p> <p>25. How about "natural" recreation activities? Too much noise and issue with liability.</p>

	26.	26. If public owned, yes. Away from densely [?] area.
	27.	27.
	28. yes	28. Perhaps in the 10-acre area. No room in Eastbourne.
	29. yes	29. At park designated—surrounded by 10 acre properties.
	30. no	30. Too urban in concept.
	31.	31. No comment since it does not affect us.
	32. yes	32. Good idea in concept but doesn't affect me.
	33. yes	33. 1 or 2 acre on 30 acre parcel.
	34. yes	34.
	35.	35. No strong opinion—my family and I would not likely use it.
	36. yes	36.
	37. yes	37. Away from the beach areas.
	38. no	38.
	39.	39.
	40. yes	40.
	41. yes	41. Non-competitive area to run.
	42. yes	42. Yes! For baseball, badminton, volleyball.
	43. no	43. Not necessary.
	44. yes	44. Llama Farm for playing field/outdoor recreation.
	45. no	45.
	46. no	46.
	47. yes	47.
	48. no	48. No—field-type recreation belongs in an urban area. People should orient themselves to island activities.
	49. no	49. Stay in town for this.
	50. yes	50. Soccer, badminton.
	51. yes	51. Field games of all kinds only. No courts.
	52. n/a	52.
	53. yes	53. On a nearby 10-acre.
	54. no	54. We have no need for playing fields. We have beaches and ocean.
	55. no	55. We want all undeveloped land left in its natural state.
	56. no	56. No thanks, fine just the way it is.
	57. no	57. Not enough flat land available.
	58.	58. No objection.
	59. yes	59. Landowners at Eastbourne should decide and maintain this development.
	60. no	60. No, as it would be of no benefit—too far away.
	61. yes	61. On a portion of one of the 10 acres on DL 1594 or 1595, subject to P16.
	62. no	62. Will interfere with goal 3.
	63. no	63. Noise factor and cost.
	64. no	64. Not necessary.
	65. yes	65. At what cost? I.e. no tax increase?
	66.	66.
	67. no	67. Far preferable to use the beaches and trails for recreation—playing fields belong in cities.

		68.	68. If Eastbourne feels the need for a recreation playing field they should have it. However, it should be at their own expense—it should not be paid for from the public accounts.
Would you like to see a community hall-type facility established near Eastbourne?	OBJ 9	1. 2. yes 3. 4. 5. 6. 7. yes 8. no 9. yes 10. yes 11. yes 12. NC [?] 13. yes 14. 15. yes 16. yes 17. yes 18. no 19. no 20. no 21. no 22. yes 23. yes 24. yes 25. yes 26. 27. 28. yes 29. yes 30. yes 31. 32. 33. yes 34. yes 35. no 36.	1. Not a priority but not opposed if majority want one. Must not impact on neighbouring properties. 2. For meetings, exercise. 3. Fine, if the community will build and support it. 4. Don't know. 5. No comment. 6. If Eastbourne wants it fine—but they can pay for it. 7. 10 acre park. 8. Would create more traffic, cars on road—unjustified by number of users. 9. But not managed by a private interest group. 10. Large enough to play volley-ball, badminton. 11. 12. 13. For meetings, social events and other gatherings of a community nature. 14. NO. 15. I'd like the hall to be owned and operated by EGA, non-taxed based (obj 9c). 16. 17. Community is ready. 18. No. 19. Not needed as individuals open their homes and properties for events as needed. Most people come to Keats as a getaway from organized socialization. Sets a precedent for further development. 20. 21. 22. A community hall would be good for meetings and functions. 23. If the community wants it. 24. Give consideration to Keats Landing residents when choosing location. 25. Benefits social activities, fundraisers and meetings, eg. Robbie Burns night. 26. If owned by community—yes. Privately owned—no! 27. 28. Maybe more like a covered shelter with a small storage shed. 29. Sure, but for reality of vandalism. 30. Nothing too big. 31. No comment since it does not affect us. 32. 33. Yes, would be a resource for joint island wide events...strengthening community. 34. Donation of land (10 acres) or water lot areas (2). Would be combination fire hall, community hall. 35. 36. Not necessary—okay if modest in cost.

		<p>37. no 38. no 39. no 40. yes 41. no 42. yes 43. no 44. no 45. yes 46. no 47. yes 48. no 49. no 50. no 51. yes 52. n/a 53. yes 54. no 55. no 56. yes 57. yes 58. 59. yes 60. no 61. yes</p> <p>62. no 63. no 64. no 65. 66. 67. no 68.</p>	<p>37. No—fear of future development. 38. No—fear of future development. 39. 40. 41. Reduces private cottage setting and peace and quiet. 42. Same site as playing field. 43. Summer recreational retreat. Hall not necessary. 44. No need. 45. 46. 47. 48. Unjustified expense. There will be a fire shed in the near future which could be utilized. 49. No, this could draw outsiders! 50. 51. B option. 52. 53. Bus stop area is convenient. 54. There is no need for a community hall (perhaps a lean-to in present park). 55. We want all undeveloped land left in its natural state. 56. It's a good meeting place and shelter in an emergency i.e. tree fell on my house. 57. We need a communal meeting place. 58. OK 59. Landowners at Eastbourne should decide and maintain this development. 60. As it would be of no benefit, too far away. 61. Such a facility should be non tax-based, owned and operated by ECA, acquired through Density Transfer or Amenity Zoning—Obj9(c). 62. Should serve the entire island. 63. Is the cost warranted? 64. Confidential reasons! Don't want a "party", drinking island. 65. At what cost i.e. no tax increase? Only affects Eastbourne residents. 66. 67. Such a gathering place undermines the rural character of the island. 68. If Eastbourne feels the need for a community hall they should have it. However, it should be at their own expense—it should not be paid for from the public accounts.</p>
<p>Would you like to see a small corner-type store established in Eastbourne?</p>	<p>OBJ 9 and P83</p>	<p>1. 2. 3. 4. 5. 6.</p>	<p>1. Not a priority but not opposed to it if majority want one. Mustn't impact on neighbouring properties. 2. Eventually—but not to be an eyesore. 3. Should be need-based—particularly the needs of full-time residents. 4. Don't know. 5. If someone wants to open up a store anywhere on the island, there should be no problem with that. 6. If Eastbourne wants it, fine—but they can pay for it.</p>

	7. yes	7. Small.
	8. no	8. Would erode non-commerciality of island, create more traffic, noise.
	9. yes	9. To supply relief from carting heavy goods, flour, milk, laundry soap, etc. Would help in the drive down to docks to cart such goods as we now must drive down on grocery day.
	10. yes	10. Promotes a sense of community—a place to gather and hang out, provide coffee or equivalent and muffins.
	11. yes	11.
	12. NC	12.
	[?]	
	13. no	13. No, definitely not. Once you allow commercial development you've opened the door to others. Leave it alone. We like it without any commercial zoning.
	14.	14. NO.
	15. no, not yet	15. I don't believe that a store would be economically viable. I'm against the corner location. It's a dusty, out-of-the-way corner. I could see a corner store working in Eastbourne, if there was a year-round government wharf established and a store situated right there.
	16. no	16.
	17. yes	17. Needed.
	18. no	18. No, market not large enough, prices will/must be high, business turnover.
	19. no	19. A commercial enterprise such as a store detracts from the rusticity of the island and the self-sufficiency of its inhabitants. A store, though on the surface seems a convenience, has the potential to create many problems such as littering, loitering, crime.
	20. no	20.
	21. no	21.
	22. yes	22. The community needs a general store.
	23. no	23. It's been tried on the other side and fails.
	24.	24. May not be financially viable due to small population.
	25. yes	25. A good neutral, social meeting center.
	26. no	26. No, no, no!
	27. no	27. No, want to keep the whole island non-commercial. See Goal 1.
	28. no	28. NO!!
	29. yes	29. Sure—summer or by-order.
	30. yes	30. Yes! Yes! Yes! We've waited years for this!! General store type but no alcohol sales.
	31.	31. No comment since it does not affect us. However, we are opposed to retail/commercial development.
	32.	32.
	33. yes	33. Yes! Lack of any store on island is an issue for me and others in Keats Landing who do not own a boat and do not have easy access to Gibsons. This could be accessed by bike, thus no traffic impact. New Brighton store is good model. Community social node also. THIS IS LIKELY MY #1 CONCERN IN THE RLUB.
	34. no	34. No—not necessary (yet).
	35. no	35.
	36. yes	36. Like on Gambier.
	37. no	37. Fear of future development.

		<p>38. no 39. no 40. yes 41. no 42. yes 43. no 44. no 45. yes 46. no 47. yes 48. no 49. 50. no 51. yes 52. yes 53. yes 54. no 55. no 56. yes 57. no 58. 59. 60. no 61. no</p> <p>62. no 63. yes 64. yes 65. 66. 67. no 68.</p>	<p>38. Fear of future development. 39. NO!!! 40. 41. 42. Yes! A <u>little</u> store with cafe and library. 43. Not required—islanders are self sufficient. 44. No need. 45. 46. No commerce whatsoever. 47. If garbage can be controlled. 48. No, independence and self sufficiency are vital qualities for island residents. 49. Stores have been tried and number of years ago, but failed. 50. 51. As long as environmental impact is small. 52. For groceries and necessary hardware bits and pieces. 53. Bus stop area. 54. No, the population base is too small and no services to remove garbage. 55. Definitely not!!! 56. Possible I suppose but isn't one store a monopoly? 57. 58. Why not? 59. Landowners at Eastbourne should decide and maintain this development. 60. No benefit. 61. I agree with OBJ9(c) and P83, P84, P85. I like the non-commercial aspect of Keats. We do not have the population base to support a store and establishing one now would accelerate the increase in full-time population prematurely and artificially. 62. Should serve the entire island. 63. 64. Summer time only, create a "friendly environment." 65. Neutral. 66. 67. Not interested in seeing this type of commercial development on Keats. 68. If Eastbourne feels the need—yes.</p>
Should proposals for future marine orientated uses such as additional public wharf sites or public mooring facilities, new public barge ramps or boat launches, or changes in uses at existing facilities be subject to redesignation	P39, and P120	<p>1. yes 2. yes 3. yes 4. 5.</p>	<p>1. "Private" also needs to be addressed here as it is in bylaw. There should be hearings when public facilities are implemented. Private facilities should not obstruct public access to foreshore or cause environmental hazards. 2. Public—yes. Private individuals to be allowed to have moorage, docks, as long as they meet safety guidelines and not restrict public access where applicable. 3. It must be an open and specific process with a clear understanding of the community goals and the environmental limits regarding meeting these needs. Others can not be victimized to achieve this. 4. No—we need to avoid over regulation. 5. If someone wants to create public moorage and ramps, let them do it. Don't discourage</p>

<p>and rezoning, including a public hearing? If yes, specify:</p>	<p>6. 7. yes 8. yes 9. yes 10. 11. yes 12. NC [?] 13. yes 14. yes 15. yes 16. yes 17. yes 18. no 19. yes 20. 21. 22. 23. yes 24. 25. yes 26. yes 27. no 28. yes 29. ? 30. yes 31. yes 32. 33. yes 34. yes</p>	<p>them with all this government red tape.</p> <p>6. A public wharf at Keats Camp is fine. Eastbourne should pay for their own. Others should not be considered without a hearing.</p> <p>7.</p> <p>8. Thorough enviro-impact studies should be made public before such a hearing.</p> <p>9. We want community input and consulting—want to know facts not rumours.</p> <p>10.</p> <p>11. Public needs input.</p> <p>12.</p> <p>13. We need this type of improvement. Eastbourne needs a barge/boat ramp. A public marina for islanders' boats is needed. Too many mooring areas are vulnerable to rough water. Not enough area for moorings. Yes, to a public hearing on all of this.</p> <p>14. YES. Any such plans should also be the subject of a thorough environmental impact assessment analysis.</p> <p>15. A full community process and public hearing should precede any changes in public facilities (or usage).</p> <p>16. Open Baptist Wharf to public uses.</p> <p>17.</p> <p>18. No.</p> <p>19. Any changes affecting the public need to be open to the public for discussion. This will avoid any feelings of distrust and suspicion that "special interest groups" are trying secretly to affect changes to further their own interests that would end up affecting us all.</p> <p>20. Any proposals should be subject to a public hearing.</p> <p>21. Any proposal should be subject to a public hearing—I don't want to see any changes.</p> <p>22.</p> <p>23. Just to keep us in the know.</p> <p>24. Hearings should be minimal so as not to unnecessarily delay any reasonable request.</p> <p>25. Current public wharf facilities too limited for an island whose population is growing. Prefer Eastbourne to limit across island traffic. Also would like launching ramp at Eastbourne for both kayakers and boats.</p> <p>26. Let's have everything out in the open.</p> <p>27. Keats Landing's existing facilities are already eroded enough and should not be rezoned—Camp boats, Dogwood Princess, cottagers' boats.</p> <p>28. Full public process/review needed prior to any changes, additions for anything greater than private "personal" use, docks, wharfs.</p> <p>29. I would assume this has to happen.</p> <p>30. Public input critical.</p> <p>31. The ramp at Keats Landing has caused many problems and we deplore its use for commercial/construction vehicles. It was intended as a private boat launch.</p> <p>32.</p> <p>33. I support P39(b) and P120(b). I do not want vehicular access to Plumper Cove Park.</p> <p>34. Public hearing on island.</p>
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Should the existing residential density of two dwellings per lot be	P53	<p>1. 2.</p>	<p>1. All private properties should be permitted a small guest cottage not to exceed a specific size such as 100 sq. ft. 2. Limit size of 2nd dwelling. Lot must be a minimum size for a 2nd. 2.5 acres enough for 2</p>

<p>changed such that lots under 2.5 acres would be limited to one dwelling per lot; and lots larger than 2.5 acres but under 10 acres be limited to one dwelling and one guest cottage of limited size? Alternate suggestion?</p>	<p>3. yes 4. no 5. 6. 7. yes 8. yes 9. no 10. no 11. no 12. yes 13. 14. 15. yes 16. no 17. no 18. 19. yes 20. no 21. no 22. no 23. yes 24. 25. yes 26. 27. 28. 29. 30. no 31. yes 32. 33. no 34. no 35. 36. no 37. yes</p>	<p>3. dwellings. 4. Must be grandfathered. 5. No, the present rule is adequate. 6. This sounds reasonable but on a lot of 50 acres. I think if it is all in the same family they should be able to build up to 5 cottages. 7. The existing density should be kept in place—we haven't the water supply to increase the density. 8. 9. Just leave current rules for now. 10. No, that would not be fair to people who acquired the property under existing density. 11. We don't want higher density. 12. 13. No! Leave it alone. Let it remain as it presently is zoned. No zoning changes is a must if the majority of islanders like our existing situation. Any change will disrupt what we like and will begin to develop Keats to something we came to avoid. 14. 15. Guest cottages should be no larger than 500 square feet. 16. 17. 18. 2 1/2 acres per single family dwelling (plus guest house) is more than adequate. Any lower density is pure selfishness. 19. 20. 21. 22. 23. 24. Lot size requirements are at present too onerous to promote any meaningful increase in the population. 25. 26. What's wrong with it the way it is now? 27. 28. That's not what P52 says—I agree with P51 and P52 as is. 29. ["under 2.5 acres" underlined; "larger than" crossed out; note to this:] "should be 2.5 acres and up". Isn't this controlled anyway by septic field area and topography. 30. No changes to existing density for small lots. Extended families depend on it. 31. 32. 33. What is the definition of a guest cottage? I like conservation incentive in option below. 34. No, keep as is. 2 buildings per lot, no matter what size. 35. No change. 36. 37.</p>
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	38. yes	38.
	39. no	39.
	40. yes	40.
	41. yes	41.
	42. yes	42.
	43. no	43. Leave as is.
	44. no	44.
	45. no	45.
	46. yes	46.
	47. no	47. No—crowding is not a problem now. These rules are too restrictive.
	48.	48. Overall accommodation should be the governing factor i.e. one 5-bedroom facility or two of 2- and 3-bdrms makes no difference.
	49. yes	49. A guest cottage if you have extra family members in summer.
	50.	50.
	51. no	51. Present density seems reasonable.
	52.	52.
	53. yes	53. Yes (modified). Lots under 2.5 acres should also be permitted to have a guest cottage (but <u>not</u> 2 dwellings as at present).
	54.	54. Building density should remain at today's levels as we have limited amounts of sewage removal.
	55. yes	55. Regarding Policy P53 we believe the natural condition that makes Keats Island a desirable location would be compromised if two dwellings per lot were allowed. Also if additional residents were added to the already heavily developed island for its size there would be a higher demand for water and sewage. This would lead to further development to add an infrastructure to support the increased population. The additional development would further change the natural state of the island. We disagree with any changes that would compromise the natural state of Keats. Therefore we want one dwelling per lot.
	56. no	56. It's fine. You have to be reasonable—you stay with my mother-in-law, see what ya think.
	57. no	57.
	58.	58. No objection to change.
	59. no	59. This is the "foot in the door" to eventual increase in density. Build the one building large enough for guests.
	60. yes	60. A sleep shack/bunkhouse would be ok but not two dwellings on 2.5 acres or less.
	61. yes	61. Suggest 500 sq. ft. for guest cottage, no larger.
	62. yes	62. What is a guest cottage i.e. sq. ft.?
	63. yes	63.
	64.	64. Non-applicable. No opinion from me.
	65. yes	65.
	66.	66.
	67. yes	67.
	68.	68. Do not change the density. It should be left at one cottage per 10 acres plus one guest cottage of limited size. P53 (b), (c), (d) should be withdrawn as should P54. More dwellings on the island bring more problems such as the decline of the rural nature of

			Keats Island. Other problems include water, transportation, garbage and an increase in the number of vehicles.
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<p>Should the existing density on residential lots 10 acres or larger be allowed to be increased to a maximum of 2 dwellings and two guest cottages if a conservation covenant is placed on the land protecting a natural area of at least 5 acres, or if a public trail corridor and greenway buffer are dedicated by the owner? Alternate suggestion?</p>	<p>P53</p>	<p>1. yes 2. 3. yes 4. yes 5. 6. 7. yes 8. no 9. no 10. yes 11. yes 12. yes 13. 14. 15. 16. no 17. yes 18. 19. yes 20. no 21. no 22. yes 23. yes 24. yes 25. no 26. 27. 28. yes 29. 30. yes 31. yes 32. 33. yes</p>	<p>1. 2. Be appraised individually considering all factors. 3. 4. 5. A legal subdivision should be only cause for covenants, corridors and buffer zones. A large family on a large piece of land should not have to give up their privacy just so a member of the family could build another cottage. 6. The existing density should be kept in place—we haven't the water supply to increase the density. But there should also be more government intervention. 7. Yes. 8. Policies should be directed to maintaining low population density to preserve natural habitat and minimize impact on environment. 9. Owners can get tax relief currently by conservation. 10. I like the idea. 11. 12. 13. No! Definitely not. 10 acre minimum with one dwelling and one guest cottage. This proposal is a get rich scheme where the owners who bought 10 acres knew of the zoning when they bought. Leave it alone. No more subdividing. If you do allow it, you're facilitating the beginning of change and we don't want change! 14. 15. Natural Area Tax Incentives, conservation covenants and trail corridors etc. are extremely <u>valuable</u> to our fragile island ecosystems. 16. 17. 18. 2 1/2 acres per single family dwelling (plus guest house) is more than adequate. Any lower density is pure selfishness. 19. 20. 21. 22. Yes. 23. 24. 25. Too much density for too little infrastructure. 26. What's wrong with way it is now? 27. 28. 29. Fine—depends on water? 30. Yes, 10 acre and lots can sustain an increase in density to "2 + 2". 31. 32. 33.</p>
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	34. yes	34.
	35.	35. No increase.
	36.	36.
	37. yes	37.
	38. yes	38.
	39. no	39.
	40. yes	40.
	41. yes	41.
	42. yes	42. I like the idea of a public trail corridor.
	43. no	43. Will lead to rental properties.
	44. no	44.
	45. yes	45.
	46. no	46. Upgrade and improve water system before any further development.
	47. yes	47.
	48. yes	48.
	49.	49.
	50.	50.
	51. yes	51.
	52. yes	52.
	53. yes	53. Yes (qualified). Only if we don't end up with 4 dwellings de facto, on each 10-acre property. Therefore tight definition of "guest cottage" required.
	54.	54. Building density should remain at today's levels as we have limited amounts of sewage removal.
	55. no	55. Keats Island is too small to accommodate any further development. There is no infrastructure for further development and any further development will ruin the natural state of the island.
	56.	56. No comment.
	57. yes	57. Public trail corridors on 10-acre lots would be good.
	58.	58. Sure, why not.
	59. no	59. This is the "foot in the door" to eventual increase in density.
	60. no	60. Potential for too many dwellings.
	61. yes	61. Makes sense, especially to preserve character of island and minimize water/septic concerns.
	62. yes	62.
	63. no	63. Too much development will be the result. Also insufficient water reserves.
	64.	64.
	65. yes	65.
	66.	66.
	67. yes	67.
	68. no	68. This brings more government intervention than we presently have.

Should a Rural Comprehensive Designation, as described in P56 through P60 be considered? Alternate suggestion?	P56, 57, 58, 59, 60	1. yes 2. yes 3. yes 4. 5. yes 6. 7. 8. 9. 10. yes 11. yes 12. yes 13. yes 14. 15. yes 16. yes 17. yes 18. yes 19. yes 20. yes 21. yes 22. no 23. yes 24. 25. yes 26. no 27. yes 28. 29. yes 30. yes 31. 32. 33. yes 34. 35. 36. 37. 38. 39. yes 40. yes	1. 2. 3. 4. Don't know. 5. 6. Increasing the density of the island brings on more problems. 7. 8. 9. Can't decide. 10. 11. 12. 13. However, all beaches to be public with access provided. No clustering of small lots permitted (i.e. Eastbourne type or Church Camp style) and 2.5 acre minimum. Meetings are required to fully understand your designation. 14. 15. I think it's a great concept! 16. 17. 18. 19. 20. It should be <u>considered</u> . 21. 22. 23. 24. 25. 26. 27. 28. Don't know. 29. 30. 31. 32. 33. This is a very useful planning tool for Keats. 34. 35. Do not understand. 36. 37. Don't know. 38. Not sure. 39. 40.
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		<p>41. yes 42. 43. no 44. 45. yes 46. no 47. yes 48. yes 49. 50. 51. yes 52. yes 53. yes 54. yes 55. yes 56. 57. yes 58. 59. yes 60. yes 61. yes 62. yes 63. yes 64. 65. yes 66. 67. 68. no</p>	<p>41. 42. 43. Consideration. 44. 45. 46. No more development until water issues are resolved. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58.P56—OK. P57 unsure still. P58—OK. P59—yes, wise. P60—yes. 59. Agree to all points. 60. 61. Good idea to minimize impacts. 62. 63. 64.? Don't know. 65. 66. 67. 68. This brings more government intervention that we presently have. Plus it would tend to increase density.</p>
Should home occupations (small scale home-based business enterprises) be allowed as a secondary use?	P68, P69	<p>1. yes 2. yes 3. yes 4. yes 5. yes 6. yes 7. yes 8. no 9. yes 10. yes 11. yes</p>	<p>1. Providing no environmental impact or disruption to neighbouring properties. 2. 3. Some home base enterprise are healthy and meet island needs—difficult to draw a clear and effective line. 4. 5. It would be impossible to think of all the small home based businesses that could be done from Keats. 6. Only if they do not impact on the environment. 7. Limited—no farms or noxious [?]. 8. This island is too small to develop/sustain any more businesses without negative impact. 9. Good for diversity. Gives people opportunity to interact in a positive way. Adds to character. Allows people to contribute to their community. 10. It would encourage long-term occupation (year-round), adds to the character of the place. 11. Contained within the home, not outside where it would impact other residents.</p>

	12.	12.
	13. no	13. No. This would begin to break down the unique character of the island and start further commercialization thereby destroying what we now have.
	14. yes	14. YES. This is in keeping with generally accepted use of homes, traditionally, in BC.
	15. yes	15. On site use only, with a restriction of heavy machinery storage which are not for on site use. No commercial logging. Also, storage of supplies and heavy equipment in a quansit hut i.e. so as not to disrupt the ambience of the neighbourhood.
	16. yes	16.
	17.	17. Only as described.
	18. yes	18.
	19. yes	19. Yes, with reservations. Concern: how is "small scale" defined? Is a business like the Pederson's "small scale" and how would it be regulated?
	20. no	20.
	21. no	21.
	22. yes	22. Bed and breakfast, nurseries.
	23.	23.
	24. yes	24.
	25. yes	25.
	26. no	26.
	27. no	27. No, encourages commercial development.
	28. yes	28. Should also regulate noise, lighting, hours of operation, vehicular traffic, air pollution, groundwater pollution, equipment parking/storage.
	29. yes	29. Can't see any harm.
	30. yes	30. Particularly service enterprises which could benefit islanders or provide services to islanders. Depends on type of impact the enterprise would have on island.
	31. no	31. Keats should be preserved as a natural oasis, removed from city life and its commerce.
	32.	32.
	33. yes	33. OK as an outright use, provided noise, FSR, hours of operation (re: noise) addressed, unique cases should require variance approval. Possible concern is saw noise...home craft value added wood products, etc.
	34. yes	34. 1 room as office space and/or shop.
	35. no	35.
	36.	36. Will home-owners with home occupations pay a different tax rate?
	37. yes	37.
	38. yes	38.
	39. no	39.
	40. yes	40.
	41. yes	41. Small scale. Non obtrusive.
	42. yes	42. As long as it's reasonably quiet and unobtrusive.
	43. no	43. Recreational island only—not commercial.
	44. yes	44.
	45. yes	45.
	46. no	46. No! No commerce.

	47. yes	47. If they create <u>no noise</u> .
	48.	48. <u>Service businesses</u> are necessary, limited by ability to house and store equipment and materials.
	49.	49. If kept within the home and not disturb neighbours.
	50.	50. No, if it disrupts the community.
	51. yes	51. Low-impact, non-industrial.
	52. yes	52. If they can be done with minimum impact on the community and environment.
	53. yes	53. Regulate per P69, especially no construction materials etc.
	54.	54. Nothing where there is storage of materials or manufacturing of any kind.
	55. no	55. Home based business enterprises are not desired. Keats is a residential area. Businesses are not welcomed in residential areas as they compromise the community.
	56. yes	56. As long as there is no impact on the immediate environment i.e. computer business or other indoor activity.
	57. yes	57.
	58. no	58. Not needed, not good enough ferry service for business.
	59. yes	59.
	60. no	60. Keats Island should be kept with cottages only.
	61. yes	61. Please do not allow commercial saw milling, only on-site, short-term. Please restrict storage of heavy machinery, storage of building materials which are not for use on site.
	62. yes	62.
	63. yes	63.
	64. no	64. Would cause more development.
	65. no	65. Changes the unique ambience of Keats.
	66.	66.
	67. yes	67. These don't create a negative impact on the island.
	68. yes	68. If this does not bring on commercial type buildings and signs, and does not encourage automobile and truck traffic.

Should Commercial Visitor Accommodation uses be allowed?	P91	1. yes 2. yes 3. yes 4. yes 5. yes 6. yes 7. yes 8. no 9. yes 10. 11. yes 12. no 13. no. 14. no. 15. no 16. yes 17. yes 18. yes 19. no 20. no 21. no 22. no 23. yes 24. yes 25. yes 26. no 27. no 28. yes 29. yes 30. no 31. no 32. 33. yes 34. no 35. no 36. no 37. no 38. no	1. B&B type are ok because owners are present and monitor for fire and concerns. No, if rental is unsupervised. 2. With owner present only. 3. Small scale B&B. A hearing is a must. 4. 5. Too much red tape discourages people from even considering it. 6. B&Bs, but no hotels. 7. Limited. 8. 9. B&Bs would allow for accommodation needs while still having a supervised setting. 10. They need to comply with B&B provincial guidelines, don't they? 11. Low-profile bed and breakfast style of business. 12. No. 13. No. Commercial activity is not desirable for our unique situation. 14. NO. 15. Keats Island is not a commercial island. The marine park and camps offer ample visitor accommodation. 16. 17. B&B only and if water issues resolved. 18. B&B style accommodation only. 19. The water and sewage system at this point can't adequately and perhaps not even safely sustain rentals. 20. 21. 22. 23. Bed and breakfast. 24. 25. This shouldn't be limited as impact is nee [?]. 26. 27. No, encourages commercially development. 28. But regulation should only apply to "regular" commercial usage, not occasional renting out of cabins. 29. If owner lives on the island. 30. Resources are too limited to provide commercial lodging. 31. No commercial development. Family cottages only. 32. 33. Yes, but perhaps an island-wide bed unit cap is needed (i.e. Whistler). 34. Infrastructure cannot handle at this time. 35. 36. It will increase traffic on the island—visitors already come to Plumper Cove and the camps. 37. 38.
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	39. no	39. No, no, no.
	40. yes	40.
	41. no	41. Destroys present atmosphere.
	42. yes	42. If that means B & Bs, yes.
	43. no	43. Recreational island only, not commercial.
	44. no	44.
	45. no	45.
	46. no	46. Rentals.
	47. yes	47. E.g. B & B or inn.
	48. yes	48. B & B ops only.
	49. no	49.
	50. no	50.
	51. yes	51. If limited to 4 rooms rented at once per dwelling.
	52. no	52.
	53. yes	53. Small scale only, per P91. Should pay 2 or 3x water user rates etc.
	54. no	54.
	55. no	55. Keats Island is a residential community and a commercial business is not desired. This will change the environment of the island.
	56.	56. No hotel, only 1 or 2 B&Bs maybe.
	57. no	57.
	58. no	58. No need.
	59. yes	59.
	60. no	60. Keats Island should be kept with cottages only.
	61. no	61. I agree with P86 thru P92—Keats is a non-commercial island. We have enough visitor accommodation with Camps and Marine Park.
	62. yes	62. For visitors to friends on Keats.
	63.	63. Minimal—B&Bs but no hotels/lodges.
	64. ?	64. ?
	65. no	65. Not consistent with Keats' ambience.
	66.	66.
	67. no	67. Keats is too small for this.
	68. yes	68. Provided it is restricted to a few places.

<p>Should there be parking restrictions associated with use of the existing public wharves? If yes, Specify: Eastbourne: Keats Landing:</p>	<p>P99</p>	<ol style="list-style-type: none"> 1. 2. yes 3. yes 4. yes 5. yes 6. yes 7. 8. yes 9. 10. yes 11. yes 12. yes 13. no 14. yes 15. yes 16. no 17. yes 18. no, no 19. yes 20. yes 21. yes 22. no 23. 24. yes 25. yes 26. yes 27. yes 	<ol style="list-style-type: none"> 1. Parking restrictions should be determined by the communities affected e.g. Eastbourne, etc. 2. Limit time and seasons. 3. Provide limited designated parking area. No parking outside of that, particularly on the dock. 4. Cars should not be parked on the wharves. 5. No one person should be allowed to monopolize such limited space. 6. At the top of the hill in Keats Camp only. 7. 8. 9. Should be the same as all of the other wharves in the Trust area. Any attention on this matter—the same with moorage—must be consistent and enforced the same on all islands. It is frustrating to get hassled over parking when there seems to be no solution or give and take. Making a rule only makes bad feelings when they are then broken. 10. Can a parking lot be established at a remove from Eastbourne dock. People with a handicapped sticker should have short-term parking (while shopping) on the dock. 11. Parking on wharf should only be temporary. 12. 13. No. Eastbourne—this doesn't appear to be a problem as of this time. Maybe in some future year this should be revisited. 14. Eastbourne—YES. Keats Landing—YES. 15. A designated site in Eastbourne but not on or near the wharf. Not on or near the wharf in Keats Landing. Parking at the "Hydro shed" is a good location, already established. 16. 17. Parking area would have to be provided. 18. What are you proposing? Parking meters? Get real! 19. Yes for both areas. Parking regulations should work to limit the number of cars and trucks on the island. Those with vehicles should have to park on their own property—not road allowance or at the foot of docks.. 20. Overcrowding. 21. People should keep their own cars etc. parked at their own house. 22. No [next to Keats Landing]. 23. Don't have opinion. 24. Yes to both Eastbourne and Keats Landing. 25. Eastbourne: yes, no parking on wharf—too small. Keats Landing: yes, allowances for short term, loading, etc. 26. Yes to both. Too many times I have seen parked vehicles blocking access to the hoist at Keats Landing dock. 27. Any parking limited to emergency situations only. Parking already available near Hydro building. Should be used since distance from it to Keats wharf is no further than Langdale [?] and Horseshoe parking to the ferries.
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	28. yes	28. Don't know what.
	29. yes	29. There are—and no one controls it now.
	30. yes	30. Existing road allowances (cleared) do not give much room for parking without the feeling of a parking lot. Perhaps a designated area could be set aside within reasonable walk to wharves.
	31. yes	31. Keats Landing: There should be no vehicle parking on or near wharf. Land is hilly and parked cars are dangerous for children and adults (incl. Baptists Camp) if brakes fail etc.
	32.	32.
	33. yes	33. Keats Landing: yes—loading/unloading only. Seems to me we already have some regulations in place per the wharfinger or whatever, obviously not working. Is this an issue of regulation (new) or enforcement of existing regulations?
	34. yes	34. Eastbourne: Yes—no vehicle at or around dock or near on road side. Keats Landing: Yes—not on wharf; pick up, drop off only.
	35. yes	35. Yes to both.
	36.	36.
	37. yes	37.
	38. yes	38.
	39. no	39. No, there isn't a problem.
	40. yes	40. Keats Landing: Service vehicles and handicapped persons.
	41. yes	41. Less vehicles the better.
	42. yes	42. Yes—unloading privileges, not long term parking.
	43.	43. Yes [to Eastbourne]—lack of space.
	44. yes	44.
	45.	45. Yes [to Eastbourne]—street parking of licensed vehicles should be provided. Street areas could be cleared for this. ? [to Keats Landing].
	46. no	46.
	47. yes	47.
	48. yes	48. It is unfair to residents at the wharf heads to not regulate parking.
	49.	49. [To Eastbourne]—there isn't any property set aside for parking.
	50.	50.
	51. no	51. Due to limited access to Keats in general, we must be able to count on access to parking when necessary. More spaces needed.
	52.	52. Yes [to Keats Landing]—must be way back, off private property.
	53. yes	53. Critical need for parking near dock; many 10-acre and Eastbourners use. Enforce the regulations!
	54.	54. It appears there needs to be parking restrictions as common sense is lacking.
	55.	55. It should remain residential and not let it become an all day parking lot—respect the residents. There should be <u>15 min.</u> drop/pick up only. Both wharves and surrounding beaches are used by residents for recreational uses. It is not fair to the residents (who were attracted to the natural condition of the area) to have cars parked for more than 5 minutes. Also there is no need for it as there is parking up the road away from both wharves.
	56. yes	56. Because space is limited. Pedestrian traffic is around i.e. children, loose dogs. People

		<p>57. yes 58. yes 59. yes 60. yes 61. yes</p> <p>62. yes 63. 64. yes 65. 66. 67. yes 68. yes</p>	<p>park cars then wander off. It's a public (tax-payers') place, not a parking lot.</p> <p>57. 58. Regulations OK as is, except parking on wharf. 59. Public use should not be hindered by public parking for extended periods. 60. 61. Yes, to both wharves. No parking on or near wharves, except for loading and unloading and emergency use. Establish limited community-managed parking in suitable areas for long-term parking (i.e. Hydro shed at Keats Landing) and a designated site in Eastbourne. 62. Yes, to both wharves. For properly licensed vehicles. 63. Neutral. 64. Some people would be lazy and leave their cars for days on end. 65. Eastbourne—?. Keats Landing: no parking allowed. 66. 67. Yes to both wharves. Use of motor vehicles should be discouraged on the island. 68. Keats Landing parking should be restricted to the top of the hill in the area already provided. Eastbourne parking should be done at the private residences or in an area decided upon by the community. Cars and trucks should be discouraged and in their place ATVs and golf carts. Cars interfere with wildlife and the serenity and ambience of the island. Derelict cars and trucks should be removed at their owners' expense.</p>
<p>Should island speed limits be lowered as described in P.102? Alternate suggestion?</p>	P102	<p>1. no 2. 3. 4. yes 5. yes 6. yes 7. yes 8. yes 9. 10. yes 11. yes 12. yes 13. yes 14. yes 15. yes 16. yes 17. yes 18. 19. yes 20. yes 21. yes 22. yes 23. yes 24.</p>	<p>1. Should be self regulated—10 km too slow. 2. Too slow. 15 km in Eastbourne. 30 km along main road 3. Only if it is enforceable. 4. 5. But to 50 km on Keats main road. 30 km is too slow. 6. 7. But 30 km on Keats is too slow. 8. 9. Hard to drive fast on gravel anyway. 10. 11. 12. 13. 14. YES. 15. Yes. 16. 17. 18. Where's the radar trap? This would be unenforceable. 19. 20. 21. 22. Should be lowered to 20 km or less. 23. 24. Speed limits and signage adequate as is.</p>

	25. yes	25. Use of braking heavily or accelerating causes unnecessary wear and tear on roads.
	26. yes	26.
	27. yes	27.
	28. yes	28. Yes, but suggested speeds seem a bit too low.
	29. yes	29. Hopefully more people will have golf carts.
	30.	30. Speed limits should be low but is hard to enforce.
	31.	31.
	32.	32.
	33. yes	33.
	34. yes	34.
	35. yes	35.
	36. yes	36.
	37. yes	37.
	38. yes	38.
	39. no	39. There isn't a problem.
	40. yes	40.
	41. no	41. Not a huge problem.
	42.	42. Not necessary unless roads are hugely improved.
	43. yes	43. For safety of children.
	44. no	44.
	45. no	45. 30 km/hr is slow enough. No one will do 10 or 20 km/hr; even golf carts go faster.
	46. yes	46. But what about unlicensed vehicles?
	47. yes	47.
	48. yes	48.
	49. yes	49. Keep the speed limit down, particularly in the populated areas.
	50.	50.
	51. yes	51.
	52. yes	52.
	53. yes	53.
	54. yes	54.
	55. no	55. Post speed. Dirt bikes <u>are</u> vehicles! They need to observe speed limits as same with trucks.
	56.	56. Who gonna enforce that? Cops in the bushes with lasers? Please.
	57. yes	57. Absolutely.
	58.	58. No one will follow regulated speed limits anyway. OK as is.
	59. yes	59. There is too much pedestrian traffic to tolerate more.
	60. yes	60.
	61. yes	61. Good idea!
	62. yes	62.
	63. yes	63.
	64.	64. Keep/maintain the same.
	65. yes	65.
	66.	66.

		67. yes 68. yes	67. For all the reasons specified in your document. 68. Island speed limits should be lowered, especially for cars and trucks.
Should an additional Dogwood Princess ferry drop off at Plumper Cove Provincial Marine Park during the summer months be considered?	P112 (g)	1. no 2. no 3. yes 4. no 5. 6. no 7. 8. no 9. no 10. yes 11. yes 12. no 13. 14. 15. yes 16. no 17. yes 18. no 19. 20. no 21. no 22. yes 23. no 24. 25. yes 26. 27. 28. 29. 30. 31. 32. 33. 34. no 35. yes 36.	1. No, because Plumper Cove residents have expressed concerns. 2. No, the locals do not want it. 3. Summer (July/Aug) only—those without boats or taxi fees have no access. Typically there are lots of unused spots. Supervision necessary. 4. No! Definitely not. See general comments ("We do not want BC Ferries to provide service to Plumper Cove—that brings undesirable persons who cause trouble"). 5. This was tried before and caused much trouble at the park by teenagers. 6. See first page ("A public wharf at Keats Camp is fine. Eastbourne should pay for their own. Others should not be considered without a hearing."). 7. 8. Service is already slow and inconvenient. 9. No road access and it is a MARINE PARK. 10. 11. 12. No—this service, in the past, seemed to lead to an increase in vandalism. 13. No! Definitely not. Island vandalism rose sharply when this was previously done. Ask the BC Ferry people. They will confirm this. 14. 15. 16. 17. Only if it does not alter existing service. 18. No! 19. Don't have strong opinion. 20. 21. 22. 23. No, invites trouble. 24. Should be a Ferries Corp. decision. 25. 26. Don't care. 27. Unless steps taken to avoid vandalism by off-island visitors. 28. Don't know. 29. Don't know. 30. 31. Unsure. Ferry used to drop off at the marina? 32. 33. Perhaps. They had such with Dogwood I in mid-70s...cancelled due to encouragement of heavy partying. 34. No—too many transients and possible vandalization. 35. 36.

		<p>37. ? 38. ? 39. If needed. 40. No—under-age hell-raisers. 41. It created problems in the past. 42. On a trial basis. 43. This will attract party goers. 44. 45. ? 46. 47. 48. This used to be the case and there is a history of trouble from campers who feel the lack of law presence. 49. 50. 51. P112(g) Definitely disruptive. <u>No</u> Plumper Cove drop-off. 52. Good idea. 53. 54. 55. 56. It's a marine park. If you want to get there, buy a boat. 57. The Dogwood is crowded enough during the summer. 58. Do as demand comes about. 59. Due to supervision problems, some parks should be less accessible. 60. N/A. 61. It would increase problems with drinkers and troublemakers in the park. 62. 63. 64. When this happened before lots of hippies lived on the island. Encouraged unemployed young people. 65. Not necessary. 66. This was tried some years ago resulting in vandalism. 67. 68. A Dogwood Princess drop off should not be considered. This was tried before and was terminated because of vandalism and excessive noise caused by trouble makers who came not to camp but to party.</p>	<p>37. ? 38. ? 39. If needed. 40. No—under-age hell-raisers. 41. It created problems in the past. 42. On a trial basis. 43. This will attract party goers. 44. 45. ? 46. 47. 48. This used to be the case and there is a history of trouble from campers who feel the lack of law presence. 49. 50. 51. P112(g) Definitely disruptive. <u>No</u> Plumper Cove drop-off. 52. Good idea. 53. 54. 55. 56. It's a marine park. If you want to get there, buy a boat. 57. The Dogwood is crowded enough during the summer. 58. Do as demand comes about. 59. Due to supervision problems, some parks should be less accessible. 60. N/A. 61. It would increase problems with drinkers and troublemakers in the park. 62. 63. 64. When this happened before lots of hippies lived on the island. Encouraged unemployed young people. 65. Not necessary. 66. This was tried some years ago resulting in vandalism. 67. 68. A Dogwood Princess drop off should not be considered. This was tried before and was terminated because of vandalism and excessive noise caused by trouble makers who came not to camp but to party.</p>
<p>Should proposals for enhanced water taxi access to Eastbourne, Gibsons, Horseshoe Bay or Downtown Vancouver be supported? If yes, specify:</p>	P113	<p>1. no 2. no 3. yes 4. yes 5. yes 6. no 7. no</p>	<p>1. More public ferry service should be encouraged. 2. No, more Dogwood service at subsidized fare prices. 3. Ferry service limited and vulnerable—privatization? 4. 5. 6. Residents on the island should provide their own transportation. 7. Not needed—access is fine.</p>

	8. yes	8. Any of these would enhance Dogwood service.
	9.	9. Who knows?
	10. yes	10. Eastbourne to Gibsons once or twice a week. Downtown Vancouver for commuters.
	11. yes	11.
	12. no	12. No.
	13. yes	13. Enhanced is the key here. The Dogwood II doesn't allow enough to carry on small amounts of wood etc. More cargo space is required. Gibsons to Keats—more frequent (definitely).
	14. yes	14. Yes, on a pay per use basis.
	15. no	15. Not if it means Keats would become a commuter-bedroom community with increased cross-island traffic.
	16. no	16.
	17. yes	17.
	18. yes	18. Horseshoe Bay and downtown Vancouver.
	19. no	19. System seems fine as it is, why increase traffic, noise, pollution?
	20. no	20.
	21. no	21.
	22. yes	22. Commuter service is required.
	23. yes	23. Convenience.
	24.	24. Service at present adequate, superior to many other islands as is.
	25. yes	25. I would welcome a Monday a.m. service to H.S. Bay.
	26. no	26. If the service is economically viable it will enhance itself, no.
	27. yes	27.
	28. yes	28. Yes, but not subsidized.
	29. yes	29. Necessity will rule.
	30. yes	30. a) Water taxi to Gibsons from Eastbourne to obtain provisions. b) West Van (Ambleside or Dunderave) to Eastbourne would be helpful due to parking limitations in Horseshoe Bay.
	31.	31. Qualified yes—only if closely monitored and controlled.
	32.	32.
	33. yes	33. Yes—This would be a needed asset. However—seems this is an entrepreneur's right. Islands Trust has no business or mandate to get involved in this.
	34. yes	34. Better Dogwood connection to Eastbourne.
	35. no	35.
	36. yes	36. Yes for Eastbourne/Gibsons and Eastbourne/Horseshoe Bay not downtown Vancouver.
	37. no	37. May affect Dogwood.
	38. no	38. No, as it may affect Dogwood service.
	39. no	39. People can hire water taxis as needed.
	40. yes	40.
	41. yes	41. Flexibility, convenience.
	42. yes	42.
	43. no	43. Sufficient as is. Services now adequate.
	44. yes	44.
	45. yes	45.

	46. yes	46.
	47. yes	47.
	48. no	48. Let them make it on their own. Supply/demand competition.
	49. yes	49. It's the only way people with no boats can reach destinations.
	50.	50.
	51. yes	51. Yes for all of the above—Eastbourne, Gibsons, Horseshoe Bay, Downtown Vancouver.
	52. yes	52.
	53. yes	53. Excellent objective—reduces need for more boats, moorage, etc. and supports semi-retired half-timers (like me!).
	54. no	54.
	55. yes	55. We would love the convenience.
	56. no	56. Thanks, it's adequate now.
	57. yes	57.
	58.	58. Leave it to Beaver.
	59. yes	59. If there is a need and it is viable.
	60. no	60. Increased access to Keats would not benefit the island.
	61. no	61. Not if it would encourage Keats becoming a commuter-bedroom community or if it would increase cross-island traffic.
	62. yes	62.
	63. yes	63. Downtown Vancouver-Eastbourne.
	64.	64. Doesn't matter either way. No opinion.
	65. yes	65.
	66.	66.
	67. yes	67. Could help reduce vehicle traffic on the mainland and the Sunshine Coast—and reduce parking problems.
	68. no	68. It should not be supported by Islands Trust or the SCRCD as transportation is a private matter. It can be arranged by those involved.

<p>Should long term public moorage for private vessels be established? If yes, Specify:</p>	<p>P120</p>	<p>1. yes 2. yes 3. 4. no 5. yes 6. no 7. no 8. 9. yes 10. yes 11. no 12. no 13. yes 14. yes 15. no 16. yes 17. yes 18. 19. yes 20. no 21. no 22. yes 23. yes 24. 25. yes 26. no 27. no 28. no 29. yes 30. no 31. no 32. 33. yes 34. yes</p>	<p>1. Keats landing provides the only year round protected moorage and therefore this marina should be expanded. 2. Eastbourne. 3. Where? Who will pay the cost? In front of whose place? 4. No, definitely not at the marine park in Plumper Cove. 5. If all government conditions can be met reasonably. 6. One should look after their own boats. 7. Not needed—mooring buoys ok. 8. 9. Small scale public moorage. It is unrealistic that a marine based community will not have some moorage needs. Efforts are made to minimize this by excellent public transport much like the efforts to encourage alternate vehicles. But some is still needed to sustain a community. 10. However, don't want to have too many vehicles on island. 11. 12. No. 13. The Eastbourne, Laurel and West Beach areas are frequently too rough for mooring boats. A protected marina are would be desirable. 14. Yes, subject to extensive environmental studies and consultations. 15. Exception: privately arranged long-term public moorage; or community-based cooperative solutions established. 16. 17. 18. What's "long term"? 19. I support proposal P120C as it appears to promise the least impact on settled areas, though how will it affect the pristine nature of the park? 20. 21. 22. Yes. 23. Convenience. 24. Local governments has indicated absolutely no interest in funding additional moorage. 25. The island needs additional <u>safe</u> moorage, either at Eastbourne or Keats Landing. 26. No. 27. No, unless it is established at Eastbourne end of island. 28. No. 29. If possible. 30. 31. Not at Keats Landing—it is unnecessary. Keats Landing moorage should be for persons at DL696. No comments on Eastbourne. 32. 33. Yes to 120 section B in response to need. 34. Keats Landing during off-season for Eastbourne residents.</p>
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	35. yes	35.
	36.	36. Only if a location can be found that does not cause an adverse effect for nearby cottagers because of increased traffic.
	37. yes	37. Public hearings.
	38. yes	38. Public hearing.
	39. no	39.
	40. no	40.
	41. yes	41. Economical for residents only.
	42. no	42. Where could this be done without a breakwater?
	43. no	43. Marina not required.
	44. yes	44.
	45. yes	45. If there is a site that has enough protection from rough weather.
	46. no	46.
	47. yes	47.
	48. no	48. As above, self-sufficient, etc.
	49.	49.
	50. no	50.
	51. no	51. Long-term could equal live-aboard, which has a negative impact.
	52. n/a	52.
	53. yes	53. But with substantial fees applicable.
	54. yes	54. On the west side of the island for protection.
	55. no	55. I do not believe this would be fair to the residents of Plumper's Cove. One of the positive aspects if living in this area is that there is no car access, only boat access. This is what adds to the area's appeal. If a road was put through to Plumper's Cove, this would change it and not be fair to residents.
	56. yes	56. There is no sheltered moorage off Eastbourne so the dock gets crowded or you put a mooring down.
	57. no	57.
	58. no	58. Let boat owners fend for themselves.
	59. no	59. If this results in more vehicles on the island.
	60. no	60. Plumper's Cove has enough for land designated for camping etc.
	61. no	61. Not at the government wharves, not at Plumper Cove, not using tax dollars. Moorage should only be by private arrangement or co-operative community-based solution. We should not encourage anyone's dependency on private boats or cars when this would increase cross-island traffic and demand for parking. Private boats are a luxury not a necessity on Keats. 99% of the time (only exceptions are camps and on-island service providers and water access only properties).
	62. no	62.
	63.	63. Neutral
	64. no	64.
	65. no	65. Pollution, oil in water, noise.
	66.	66.
	67.	67.

		68. no	68. People bought on the island knowing what they were buying. Public moorage means government interference. Each family or group of families is responsible for their own moorage.
Should an additional public barge ramp site be established in Eastbourne? If yes, specify:	P125	1. yes 2. yes 3. 4. 5. yes 6. yes 7. no 8. no 9. yes 10. no 11. no 12. NC [?] 13. yes 14. no 15. yes 16. yes 17. yes 18. no 19. no 20. no 21. no 22. no 23. yes 24. yes 25. yes 26. no 27. yes 28. no 29. yes 30. no	1. Would reduce cross-island traffic, reduce barge costs from Vancouver. Needs to be strictly regulated. Possibly Maple Beach. 2. 3. Who will pay? Up to Eastbourne people. 4. Don't know. 5. Rough shoreline? Privately owned properties? 6. Users pay! 7. So long as Keats Landing is available. 8. Negative impact on foreshore, beach use, safety of dock/beach area. 9. To put relief on the Keats landing one but most uses are directed at Gibsons and Gibsons should be concerned about our \$ heading to Vancouver. 10. No, not unless it can be located where it doesn't impact swimming beaches. 11. ... 12. 13. Less disturbance to Keats Landing. Cut down traffic (heavy) on main road. Provide a very useful service to our area. Reduce the number of moorings in the area as we grow in population. 14. NO. 15. It would reduce cross-island traffic. 16. 17. This would eliminate the problems at Keats Landing. 18. 19. The beach around the dock would become polluted and dangerous for swimmers and all those that enjoy Maple Beach. Concerns re: increased barge traffic, larger road vehicles, and the noise, air and water pollution associated with a ramp. The pristine nature of the land and water around the dock would be irrevocably damaged. Damage to road leading up from dock due to increased vehicular weight and traffic. 20. 21. Definitely not. 22. 23. Convenience. 24. Additional barge ramp badly needed, a priority. 25. This would allow easy launch and removal of boats without crossing the island—perhaps reduce number of boats on unsafe floats. 26. No! 27. Would cut down cross island vehicular traffic. 28. 29. Yes—good for both sides of the island. 30.

	31. yes	31. To minimize traffic use of Keats Landing. Use of rounds by heavy construction vehicles through the island.
	32.	32.
	33. yes	33. Yes, excellent idea to reduce Keats Landing impacts.
	34. yes	34. Wreck Beach or Wake area.
	35. yes	35.
	36.	36. Only if a location can be found that does not cause an adverse effect for nearby cottagers because of increased traffic.
	37. no	37. There is a ramp at Keats Landing.
	38. no	38. There is already one at the Landing and it would spoil Eastbourne Beach.
	39. no	39.
	40. yes	40.
	41. no	41. Not necessary.
	42. yes	42. For future use, should Keats Landing not be available.
	43. no	43. Not a commercial island.
	44. yes	44.
	45. yes	45. So that we are not held to ransom by Keats Camp and can get deliveries from Horseshoe Bay.
	46. no	46.
	47. yes	47. Very much needed.
	48. no	48. It's not a suitable site. Also the Landing one is adequate for now and for limited future development.
	49. no	49.
	50. no	50.
	51. no	51. One is sufficient at this time.
	52. n/a	52.
	53. yes	53. Only if no environmental impact. Also would need to reduce slope on hill and pave about 100m (for traction).
	54. yes	54. At Wreck Beach.
	55.	55. Definitely not! One on the island is ample. We don't want beach ruined—not necessary. We don't want additional traffic, commercial uses, over-development. Don't want water spoilt or marine life affected. We strongly oppose any barge ramp site in Eastbourne. A barge ramp already exists in Keats Landing so it is not necessary. The beaches in Eastbourne are highly used by the residents for recreational and social reasons. The beaches are especially valuable to the children who use them for swimming, snorkeling, exploring tide pools, and as a gathering point. An addition of a barge ramp would not only be dangerous and destroy the natural environment, but would alter a lifestyle that has been enjoyed by many for generations. To many, the beaches at Keats are the reason they have resided here for so long. And for those who have recently moved to Keats, they bought here because of the natural state of the island, not with the hope it would be developed and altered.
	56. yes	56. Depends where a barge ramp is also a good Coast Guard hovercraft pick up in an emergency.

		<p>57. no 58. 59. yes 60. 61. yes 62. no 63. 64. no 65. yes 66. 67. no 68. yes</p>	<p>57. 58. No objection unless we have to pay for it. 59. 60. N/A. 61. Subject to P124, P125. Anything to reduce conflicts and cross-island traffic. 62. 63. Neutral. 64. Would cause more development. 65. 66. 67. Absolutely waterfront should be ruined for this purpose. 68. If they are willing to pay for it themselves.</p>
<p>Should tax based Local Service Area (s) be established for all or part of the island to address any of the following? 1. Eastbourne water, 2. Garbage Services 3. Fire Department Services, 4. Other</p>	<p>P133 see p26</p>		<p>1. Yes. Prefer p. 26a, p. 133a or b. 2. Already pay taxes for this and do not get the services. Public water—yes, lower taxes—no, garbage pick up anyway, fire—yes. 3. Only for the served area--they decide. #2 and #3 (garbage and fire) should be SCRD. 4. Yes. Eastbourne should be levied a special tax to pay for their water system. 5. #1 (water)—no. Some people may have their own good wells and should not have to pay for water used by others. #2 and #3—yes (garbage and fire). 6. Yes. Any "area" that desire these services should be taxed accordingly! 7. #1 (water)—yes. #2—keeps us recycling and limits garbage so need [?] bin few big [?]. #3 (fire)—volunteer seems fine. 8. 9. #1 (water)—yes. We see p. 26 as the only option. #2 (garbage) and #3 (fire)—yes. Eastbourne—wants Eastbourne tax based SCRD water system. 10. #1 (water)—yes. #2 (garbage)—yes. Annual Clean-up and disposal for full-time residents, contribute to it. 11. #1-3—yes. 12. #2—yes. 13. Definitely—then all share the expense not just a few community minded people. #1-3—yes (water, garbage, fire. #4—yes (other—recycling). 14. NO. 15. Small scale system Eastbourne only with storage and valves for fire and water conservation. No sewer. Continued volunteer fire department. Not paid for by taxes. No garbage services unless Eastbourne builds an adequate government wharf. Yearly garbage removal preferred. 16. #1-4—yes. 17. #1-3—yes. All users would pay and all 3 are needed services. 18. No. 19. #1—A [?]. #2-3—no, personal responsibility encourages recycling, Eastbourne volunteer fire department is excellent. 20. 21. #1-3—no.</p>

			<p>22. #1, 3—yes. #2—no.</p> <p>23. No opinion.</p> <p>24. Existing arrangements adequate for immediate future.</p> <p>25. #1, 3—yes.</p> <p>26. #1—no, #2-3—yes.</p> <p>27. #1-4—no, Lot 696 already adequately serviced.</p> <p>28. #1—no. Try other means first. #2: More "annual" clean up weekends. #3—yes.</p> <p>29. #1-3—yes. #4—policing: at least once a month (even year) to ticket uninsured vehicles!</p> <p>30. #1—We need more water, so water supply should be piped in from Sunshine Coast or Vancouver. #2—Garbage service would reduce amount of products inappropriately burned on island which increases particulate matter and smells terrible.</p> <p>31. No comment.</p> <p>32.</p> <p>33. #1—N/A. #2—yes. #3—no, existing Keats Landing service is good model to keep. #4—prefer cooperative approach at Keats Landing as has worked with water etc.</p> <p>34. #1-4—yes. LSA should be established for all areas.</p> <p>35.</p> <p>36. #1,3—yes. #2—no.</p> <p>37. #1-3—yes. ? Not clear what we get for our taxes.</p> <p>38. #1-3—yes. Unclear—should be included in taxes.</p> <p>39. #1-4—no.</p> <p>40. #1-3—yes. Each local community to decide needs.</p> <p>41. #1-4—yes. [? undecipherable.]</p> <p>42. Don't want <u>any</u> tax increase. My taxes are \$1500/year. I feel we should get more for our tax dollar.</p> <p>43. No. Taxes high enough. Services not required.</p> <p>44. #1-4—no.</p> <p>45. #1-3—yes. We have our own shallow well, but a common water system would be good for fire fighting.</p> <p>46. What about the existing taxes that are already high, and aren't being used for these services?</p> <p>47. #1-4—yes.</p> <p>48. #1, 3—yes. #2—no, not necessary.</p> <p>49. #1-2—yes.</p> <p>50. #1-4—yes.</p> <p>51. #1-4—no.</p> <p>52.</p> <p>53. #1—yes, essential for water safety and fire protection. #2—no, can handle garbage without LSA. #3—no, volunteer (KVFD) now organized.</p> <p>54. #1-4—no. I believe in Keats Island the way it is and wish to see minimal change.</p> <p>55. #1-3—no.</p> <p>56. Maybe fire but take your garbage home. Save concept. What's the big deal? Only fire is difficult to control. You can't have too many resources.</p>
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			<p>57. What is a tax-based local service area? 58. #1-4—no. #4—water. Let Eastbourne pay their own way. 59. #1, 3—no. #2—yes, in summer only. 60. #1-4—no. We do not feel we should pay for the services we do not use. 61. #1—Eastbourne only, subject to P1332, 134, 135. #2-3—no. No more Regional District taxes except for existing wharf levy. 62. #1-3—yes. 63. #1-3—yes. 64. #1-4—yes. We get nothing for our tax dollar! 65. #1-3—yes. 66. 67. #2—yes. 68. Yes.</p>
<p>Are you a part time resident, full-time resident, or have a different sort of association with Keats Island? Which part of Keats Island are you associated with?</p>			<ol style="list-style-type: none"> 1. Full time residents. Eastbourne. 2. Part time, will be full time in 5 years. Eastbourne. 3. Part time. Melody Point. 4. Part time resident. Plumper Cove. 5. Large acreage property owner. Lot 1829, Lot 1469, Lot 876. 6. Part-time residents, Don and Shirley Fraser and families. Plumper Cove. 7. Part time. Eastbourne—West Beach. 8. Part time. Eastbourne. 9. Full time resident. Eastbourne. 10. Part-time. Eastbourne. 11. Part-time. Eastbourne plus 10 acres. 12. Part-time. D.L. 696. 13. Part-time resident (43 years). Eastbourne. 14. 15. Full-time. D.L. 1829. 16. Part-time. Eastbourne/West Beach. 17. Part-time resident. Eastbourne. 18. Part-time. Eastbourne. 19. Part-time. Eastbourne. 20. Part-time. Eastbourne. 21. Part-time. Eastbourne. 22. Part-time. Eastbourne. 23. Part-time. Baptist Convention. 24. Spend about 100 days per year at Keats. Keats Landing, south west side. 25. Part-time. 10 acres. 26. Part/full-time since 1952. Eastbourne. I own waterfront property and travel to and from Keats in my <u>own</u> boat. Gain access to [my boat] via rowboat! I like boating that is why I go to Keats Island! I could care less about the public dock or Dogwood Princess. 27. Part-time resident, usually May to September only. Lot 51—District Lot 696. 28. Part-time. Eastbourne.

			<p>29. Part-time. Eastbourne, West Beach.</p> <p>30. Part-time. Eastbourne.</p> <p>31. Cottage at Keats DL696 since 1938. I recognize the need for change, but constant effort to intrude on private land is unfortunate. DL696 has not changed since its inception and no further subdividing has occurred. There are and will be only 110 lots. We love our quiet lifestyle! and quick to protect it. Visitors are welcome...</p> <p>32.</p> <p>33. Part-time. Keats Landing—Baptist Camp. Leaseholder of non-waterfront lot.</p> <p>34. Part-time now; will be full-time within 2 years. Eastbourne.</p> <p>35. Full-time resident. Eastbourne.</p> <p>36. Part-time.</p> <p>37. Part-time. Eastbourne.</p> <p>38. Part-time resident. Eastbourne.</p> <p>39. Summer use. Property and cabin owner. Eastbourne.</p> <p>40. Full-time spring, summer, fall. May retire here. Keats Landing.</p> <p>41. Part-time. Keats Landing.</p> <p>42. Part-time residents, weekends and holidays all year long. Eastbourne.</p> <p>43. More than part-time. Eastbourne.</p> <p>44. Part-time. Eastbourne.</p> <p>45. Part-time. Eastbourne.</p> <p>46. Recreational only. Which Keats has always and should remain.</p> <p>47. Occasional cottage use. Eastbourne.</p> <p>48. Part-time. Eastbourne. 70+ years family presence.</p> <p>49. Part-time. Eastbourne.</p> <p>50. Part-time. Eastbourne.</p> <p>51. Part-time. Eastbourne.</p> <p>52. Part-time. DL696.</p> <p>53. Part-time—about halftime, working our way up! Eastbourne (between West Beach and Andy's Beach).</p> <p>54. Full-time. Eastbourne.</p> <p>55. Part-time resident; use island year-round for recreational uses. Our cabin is in Eastbourne but we (especially myself) have always and always will use many areas of Keats Island for hiking, boating, swimming, picnicking, etc.</p> <p>56. Recreational cabin. Eastbourne.</p> <p>57. Full-time. Eastbourne.</p> <p>58. Part-time. Baptist Camp—half-way from government wharf to Sandy, on the water.</p> <p>59. Part-time/summer. Keats Camp property.</p> <p>60. Part-time, weekends all year plus all of July and August. North Side.</p> <p>61. Full-time. Corkum Lands.</p> <p>62. Weekends. 10 acre.</p> <p>63. Recreational user, a few days at a time. Eastbourne.</p> <p>64. Summer home at Eastbourne (part-time).</p> <p>65. Part-time cottage. Keats Baptist property.</p>
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			<p>66. Part-time resident. Baptist Church Camp.</p> <p>67. Part-time. Eastbourne.</p> <p>68. Part-time resident (6 months of the year). Plumper Cove, since the family established here in 1938.</p>
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