



Balfour Ferry Terminal Project

# Public Consultation Summary Report

February 2017



Ministry of  
Transportation  
and Infrastructure

Prepared by Acumen Communications



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# EXECUTIVE SUMMARY

## BACKGROUND

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The BC Ministry of Transportation and Infrastructure (MOTI) is responsible for making strategic investments in British Columbia's transportation infrastructure to support a safe and reliable transportation system. This includes a vehicle and passenger ferry service on Kootenay Lake.

Balfour has served as the western terminus of the Kootenay Lake ferry since 1947. The site has been the location for the ferry berth and holding compound for many years, and some amenities have developed around the terminal as the community has grown. Recent studies have revealed navigation issues in the west arm that may require dredging. At the same time, ferry and highway traffic has increased to the point that the existing site is experiencing increased pressures – on marine and land-side. This impacts the site's capacity to support the level of demand during peak hours. Furthermore, the aging MV Balfour is scheduled for retirement within the next few years.

In 2015 the MOTI commissioned a technical feasibility study from SNC Lavalin to conduct an analysis of a number of potential ferry sites, as well as improvements to the existing Balfour site. The study, completed in March 2016, included a recommendation to relocate the terminal to a site at Queens Bay North, approximately 3km north of Balfour along Highway 31.

While the technical feasibility study examined the terminal location from a number of technical, safety and financial perspectives, it did not evaluate the full range of impacts on the community.

The MOTI has determined that there are two viable options:

- Remain at Balfour and make improvements; or
- Relocate the terminal to Queens Bay

Recognizing changes to inland ferry services in the region will impact local area residents and businesses, in June 2016 the MOTI initiated a public consultation and engagement process to inform area residents, provide an opportunity to hear from them, and use their input to inform decision-making.

## CONSULTATION OVERVIEW

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A significant advertising and public outreach initiative was undertaken to ensure residents and stakeholders were informed about the public consultation.

The consultation included:

- A public Open House in Balfour
- A series of community stakeholder engagement meetings
- Development of a project website
- A project Discussion Guide
- A survey questionnaire

## PUBLIC CONSULTATION PARTICIPATION

There were a total of 3,011 participant interactions during the public consultation.

- 300+ people attended the June 15 Open House
- 35 people attended four stakeholder engagement meetings
- 1766 questionnaires were submitted
- 237 unique emails and mail responses submitted
- 673 postcards submitted

## SURVEY QUESTIONNAIRE SUMMARY RESPONSES

Between June 15 and October 6 residents had the opportunity to complete a survey questionnaire. The questionnaires could be completed either online or in person and contained nine questions regarding the project. A total of 1766 questionnaires were received.

### QUESTION 1

In evaluating the various ferry terminal site locations planners had five major considerations. How would you rank these considerations in terms of priority for you?

76% ranked “community impact” as the first or second most important and 74% ranked “environmental impact” as first or second most important consideration for planners.

### QUESTION 2

Have you ever been impacted by ferry traffic parking on the Highway?

24% responded yes and 76% responded no.

### QUESTION 3

Is the prospect of a reduced crossing time from 35 minutes to 17 minutes important to you?

21% said yes and 79% said no.

### QUESTION 4

Would hourly ferry service be of value to you?

35% answered yes and 65% answered no.

## QUESTION 5

If you have to travel an additional 3 km to a new terminal site, will this be an inconvenience for you?

54% said yes and 46% said no.

## QUESTION 6

After reviewing the results of the technical feasibility study, do you favour a particular location – Balfour or Queens Bay North?

76% favoured Balfour, 17% favoured Queens Bay North and 7% had no favourite.

## QUESTION 6A

### Balfour Preference

Of the respondents who indicated they favoured Balfour, 84% ranked “established community around terminal” as the first or second most important reason and 81% ranked “local businesses would be affected if terminal moved” as the first or second most important.

A significant number of respondents chose to provide a reason other than or in addition to those provided. The top three themes were:

- Terminal fine where it is (Balfour)/already established/ infrastructure in place/ travellers familiar/ if it isn't broke don't fix it
- Preserve natural beauty/pristine environment/public recreation access/beach swimming/ at Queens Bay
- Environmental impact of constructing at Queens Bay

## QUESTION 6B

### Queens Bay North Preference

Of the respondents who indicated they favoured Queens Bay North, 60% ranked “shorter crossing time” as the first or second most important reason and 56% ranked “more frequent sailings” as the first or second most important reason.

Some respondents chose to provide a reason other than or in addition to those provided. The top three themes were:

- Better site overall/ makes more sense than Balfour/ improved access/ efficiency
- Better/faster access to medical services/ emergency services/ hospitals
- Less environmental impact than at Balfour/ no dredging in West Arm/lower carbon emissions

## QUESTION 7

### What amenities do you think are most important for the new or expanded ferry terminal?

72% ranked “public washrooms” as first or second most important, “public parking” and “transit (bus stop)” were the second highest preferences (42%).

Some respondents chose to provide a reason other than or in addition to those provided. The top three themes were:

- Don't support relocating terminal/prefer Balfour/ don't move ferry/protect Queens Bay
- Maintain existing Balfour businesses as everything needed is already there
- Restaurant/coffee shop/fixed (not mobile) eating establishment

## QUESTION 8

If the ferry terminal is relocated, how would you rank the following uses of the vacant property you would like to see?

34% ranked “preserve as a public park” as their first choice. The second most popular use was for “general community use” selected by 21%. “Business/commercial use” was selected by 16%.

Some respondents chose to provide a use other than or in addition to those provided. The top three themes were:

- Don’t relocate/ leave as ferry landing/ protect Queens Bay
- Public access beach/ park/playground/ boat ramp
- Arts/ community centre/ museum/ heritage and Native heritage centre

## QUESTION 9

What community do you live in?

- 10% of all respondents identified Queens Bay
- 14% of all respondents identified Balfour
- 20% of all respondents identified Nelson
- 21% of all respondents identified east side communities like Kootenay Bay, Crawford Bay, Riondel, Gray Creek, Boswell, Sanca, Sirdar, Kuskanook, Wynndel, Yahk, Creston and Cranbrook
- 26% of all respondents identified other west side communities like Longbeach, Harrop, Procter, Ainsworth, North Shore, Kaslo, Sunshine Bay, Slocan Valley, Trail and Castlegar, and
- the remaining 9% of all respondents identified they lived in other parts of B.C., Canada, or International



## OVERVIEW OF RESULTS

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The level of participation in all aspects of the consultation was significant. There were a total of 3,011 participants during the public consultation.

The key themes emerging throughout all components of the consultation are as follows:

### **1. Participants strongly indicated they want the Balfour ferry to remain where it is:**

- More than 75% of the overall responses favoured retaining the ferry terminal at its existing location in Balfour
- It was expressed that the ferry is part of the identity of the Balfour and it would be lost if the ferry relocated
- The existing route is “the longest free run ferry in the world” and a significant contributor to local tourism
- There was a concern that there would be significant impact to the economy of Balfour, particularly the businesses located within and around the terminal site

### **2. Participants expressed concern over the consultation process itself:**

- It was expressed that the initial 3-week consultation period was not long enough (it was later extended by 3 months)
- There were questions about whether the study and reports were biased in favour of relocating the terminal
- It was expressed that the Ministry should have conducted another Open House on the East side of the lake
- It was felt that the reports and information were not sufficiently comprehensive and complete (e.g. they did not include other studies such as socio-economic)
- It was felt that the process was not fully transparent, and that the Ministry had already made a decision to move the terminal

### **3. Participants expressed concern with the suitability of the proposed site at Queens Bay (QB):**

- It was felt that there were numerous and unknown environmental impacts of moving the terminal to QB
- It was expressed that the community water intake is located in QB and that construction and operation of the ferry from QB would impact the quality and supply of their water
- Questions were raised concerning the instability of the soils along Highway 31 directly above the QB ferry site

- Concern was expressed regarding the impact on residents at QB (noise during terminal construction and ferry operation; property values; etc.)
- It was strongly expressed that the QB foreshore was a pristine beach and public recreation area which would be lost
- It was raised that the site is prone to strong storms and high winds which would make the site unsuitable for ferry operations

#### **4. Participants had significant questions about dredging:**

- Concerns were expressed regarding dredging at either location (both the proposed QB site during construction or the existing West Arm for ongoing operations), but participants seemed more willing to accept dredging at the existing location, if deemed necessary, than the idea of dredging in QB
- There were questions raised about the need to dredge the West Arm and whether it could be avoided completely
- Several concerns were raised regarding the environmental process and approvals necessary to allow dredging in the West Arm
- It was expressed that perhaps the MV Osprey itself was contributing to shifting lake depths in the West Arm and thus the need for dredging

#### **5. Participants expressed significant concern about the vessel(s) and ferry service, both existing and into the future once the MV Balfour retires:**

- It was expressed that a second vessel was desirable regardless of where the terminal was located (Balfour or QB) to provide for unplanned breakdown of the primary vessel
- Concerns were identified about the adequacy of the proposed “back-up barge” to provide service from the proposed QB terminal
- Questions were raised about whether the MV Osprey was the “right” vessel for the service in the first place and for going forward
- It was felt that a new “right-sized” vessel should be built to service the existing route instead of moving the terminal
- East shore residents expressed that they would like faster and more regular ferry service offered by relocating to QB (faster to get emergency services also)

#### **6. Participants did not think that the congestion within the existing terminal and highway access was a significant concern:**

- It was felt that the congestion was not a major issue at the existing terminal as vehicle backups onto the Highway were infrequent (occurring primarily during long weekends and festivals)
- It was felt that the problems could be fixed through reconfiguration of existing terminal and highway access or alternate measures such as use of lights and signage to improve safety

**7. Participants raised concerns with traffic along Highway 31, if the terminal were to relocate to QB:**

- It was felt that safety improvements would be necessary along the Highway, if the terminal were to relocate to QB
- Concerns were expressed about how the increase in traffic volume between QB and Balfour would impact residents along QB
- It was felt that the increase in through traffic along the Highway at Balfour could make the intersection at Balfour more unsafe





# INTRODUCTION

## PROJECT BACKGROUND

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The BC Ministry of Transportation and Infrastructure (MOTI) is responsible for inland ferry services in BC. This includes a vehicle and passenger ferry service on Kootenay Lake. The toll-free service operates between Balfour and Kootenay Bay, a distance of nearly 9 kilometers, and is currently provided by two ferries, the MV Osprey, built in 2000 and the MV Balfour, built in 1954, which operates in the summer when demand is higher. The vessels are owned by MOTI and operated under contract by Western Pacific Marine. The service operates 365 days a year.

Balfour has served as the western terminus of the Kootenay Lake ferry since 1947. The terminal site is located in the west arm of the lake, a relatively narrow and congested channel that requires the ferries to slow on approach and departure. The site has been the location for the ferry berth and holding compound for many years, and some amenities have developed around the terminal as the community has grown. Recent studies have revealed navigation issues in the West Arm that may require dredging. At the same time, ferry and highway traffic has increased to the point that the existing site is experiencing increased pressures – on marine and land-side. This impacts the site's capacity to support the level of demand during peak periods. Furthermore, the aging MV Balfour is scheduled for retirement within the next few years.

In 2015 the MOTI commissioned a technical feasibility study from SNC Lavalin to conduct an analysis of a number of potential ferry terminal sites, as well as improvements to the existing Balfour site. The study, completed in March 2016, included a recommendation to relocate the terminal to a site at Queens Bay North, approximately 3km north of Balfour along Highway 31.

While the technical feasibility study examined the terminal location from a number of technical, safety and financial perspectives, it did not evaluate the full range of impacts on the community.

The MOTI has determined that there are two viable options:

- Remain at Balfour and make improvements; or
- Relocate the terminal to Queens Bay



## PURPOSE

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The MOTI undertook the public consultation to seek input into determining the way forward and develop a plan of action to address the challenges at the Balfour Ferry Terminal.

## PUBLIC CONSULTATION OVERVIEW

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The MOTI recognized that changes to inland ferry services in the region, particularly in a community with a long-established history and community-based services related to the existing Balfour terminal could have a significant impact on local residents and businesses.

To ensure broad public awareness of recommendations from recent studies, potential options for the future of the terminal and to provide a mechanism for public input on the proposed changes, the MOTI initiated a public consultation and engagement process, with residents and businesses in the area, early in the process.

The objectives of the public consultation are:

- To inform the public of the MOTI's intention to proceed with improving or relocating the Balfour Ferry Terminal.
- To share with residents and businesses in the area, and those directly impacted, the recent technical feasibility report, including the recommendation to relocate the existing Balfour Ferry Terminal to Queens Bay North.
- To invite the public to share their views on various options for improving or relocating the Ferry Terminal.

In May 2016, the MOTI publicly announced it would conduct a public consultation on the Balfour Ferry Terminal Project commencing June 15, 2016 until July 6, 2016. The consultation would include:

- a public Open House;
- an informational website;
- meetings with key community and business stakeholders; and
- a paper and online questionnaire.

The consultation was broadly advertised and community members were invited to share their views in a variety of ways.



**Public consultation period extended to October 6, 2016** – Based on the level of public response, the importance of local input, and the high degree of thoughtful comment, the MOTI extended the consultation deadline, allowing an additional three months for public comment. The online consultation closed on October 6, 2016.

Following the consultation period, the public and stakeholder input will be considered along with technical, archaeological, environmental and financial considerations as the MOTI decides and plans for the future of the Kootenay Lake ferry service.







# PUBLIC CONSULTATION APPROACH

## STAKEHOLDER IDENTIFICATION

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In planning the public consultation the MOTI endeavoured to identify as many interested stakeholders as possible.

This included:

- Local community organizations and residents associations
- Local area businesses
- Chambers of Commerce and cultural organizations
- Government Ministries and Agencies
- Regional Government representatives
- First Nations
- Health and Emergency Service providers
- Educational organizations
- General public
- Media

## OUTREACH AND ADVERTISING

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The MOTI undertook to ensure stakeholders and residents were informed about the public consultation initiative and had access to information to enable them to engage and participate.

In advance of the official start of public consultation:

- Emails were sent to key district stakeholders updating them on the status of the project, informing them of the public consultation and timelines and scheduling information meetings.
- A First Nations consultation process was initiated. This included sending initial consultation letters to First Nations with information outlining the project and a request for feedback.
- Local area, government and non-government MLAs, mayors and councillors were informed of the consultation process through the MOTI West Kootenay District Office.

- A direct mail piece was sent to all residents in Balfour and the surrounding vicinity informing them of the public consultation process and the Open House. The direct mail also provided links to the project website which had extensive additional information.
- A project website was developed which provided access to a range of information and kept residents informed of the public consultation process, key dates and activities.
- A media release was issued to all regional media and ads were placed in local community newspapers on the east and west side of the lake, informing residents of the public consultation, Open House and website.
- 50 posters were placed in and around both the existing Balfour and Kootenay Bay terminals and on the MV Osprey.
- Social media (Facebook and Twitter) was used to provide and update information on the project and public consultation process.
- Invitations were sent to representatives from the Regional District of Central Kootenay (RDCK), Balfour Recreation Commission and Historic Association and local area businesses in Balfour and Kootenay Bay to invite them to meetings to be held in advance of the public Open House.
- The MOTI added a meeting with Queens Bay Residents Association (QBRA) at the organization's request.

See Appendices for “Outreach and Advertising” documents.

## CONSULTATION METHODS

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### Project Website

The MOTI developed a website specific to the Balfour Ferry Terminal Project ([www.gov.bc.ca/balfourterminal](http://www.gov.bc.ca/balfourterminal)). The website provided access to a range of information including reports and publications, media releases, information updates, contact information and access to an online survey.

Information and links included:

- Balfour Ferry Terminal Project Discussion Guide
- Links to various transportation studies over past 25 years
- Link to SNC Lavalin Technical Feasibility Study
- Open House Display Boards
- Overview of Public Consultation Process (Including key dates and activities)
- Online survey
- Email link and address
- Telephone contact information

## Discussion Guide

A comprehensive discussion guide was prepared and distributed through the Open House, at stakeholder meetings and online through the project website. The discussion guide outlined major considerations in evaluating the project options.

## Stakeholder Meetings

The MOTI conducted meetings with key stakeholders in the area including: regional government representatives; local business operators; community residents associations; and cultural and recreational groups. The MOTI was represented by senior Marine Branch and District staff as well as technical experts.

The purpose of the meetings was:

- to present and explain the options for maintaining or relocating the ferry terminal;
- to listen to concerns about the proposed options; and
- to answer questions regarding the project.

Four stakeholder meetings were held:

- Regional District of Central Kootenay – June 14
- Queens Bay Residents Association – June 14
- Local area businesses (Balfour and Kootenay Bay) – June 15
- Balfour Recreation Commission and Historic Association – June 15

## Open House

A public Open House was held in the gymnasium at the Redfish Elementary School (2651 Bryan Road) in Balfour from 5:00 – 8:00 PM on June 15, 2016.

Two sets of poster boards (see Appendices) with extensive information about the project were set up around the room. Subject matter experts were stationed at appropriate boards and attendees were encouraged to speak with staff and experts and were also provided with pens and sticky notes to attach their questions and comments on the various boards.

The Discussion Guide was available which included a survey questionnaire that attendees were encouraged to complete. 170 survey questionnaires were completed and handed in that evening. The Questionnaire and Discussion Guide were also available online following the Open House.

More than 300 people attended the Open House.

### Survey Questionnaire

Between June 15 and October 6, local residents had the opportunity to complete a survey questionnaire. The questionnaires could be completed either online or in person and contained nine questions regarding the project.

There were a total of 1766 survey questionnaires submitted; some did not include a response to each question and some included information in addition to responses to the questions asked. A total of 1154 (65%) had a response to all nine questions. Respondents spent an average of just over 30 minutes completing the questionnaire.

### Email Address and Telephone Direct Line

A dedicated email and direct telephone line were established during the public consultation period.

All outreach and informational material included the email contact address and a direct telephone line where interested parties could express their views or obtain additional clarification or information.

## PARTICIPATION

### Public Consultation Participation

There were a total of 3,011 participant interactions during the public consultation.

- 300+ people attended June 15 Open House
- 35 people attended four stakeholder engagement meetings
- 1766 questionnaires were submitted
- 237 unique emails and mail responses submitted
- 673 postcards submitted



# CONSULTATION RESULTS

## KEY THEMES FROM STAKEHOLDER MEETINGS

*\*Minutes from Meetings are available upon request.*

### Regional District of Central Kootenay (RDCK)

June 14, 2016, 2:00 – 4:00 PM

#### Attendees

Name	Business  Affiliation
Stuart Horn	RDCK, Chief Administrative Officer
Aimee Watson	RDCK Direct – Electoral Area D
Tom Newell	RDCK Director – Electoral Area F
Ramona Faust	RDCK Director – Electoral Area E
Gary Jackman	RDCK Director – Electoral Area A (via telephone)
Mike Hallas	MOTI
Kirk Handrahan	MOTI
High Eberle	MOTI
Callum Campbell	MOTI
Maryse Langevin	MOTI
Tom Tasaka	SNC-Lavalin
Kim Van Bruggen	Acumen Communications

MOTI Project Manager Mike Hallas introduced the two-hour meeting and provided a high level overview of the project and process to date. He introduced Ministry and expert staff and informed attendees that this was one of a series of stakeholder meetings planned in advance of the public Open House in Balfour. He stressed that the Ministry had not made a decision regarding location of the ferry terminal. He invited questions from participants.

Comments from participants covered a number of key themes:

- Concerns were expressed about the impact on private land and adjacent property holders including increased noise, and lighting and property values.
- Participants were concerned about the impact of relocation on local Balfour businesses, and if a compensation mechanism and/or a Legacy Fund might be available.
- Participants expressed concern about the role of First Nations in research and consultation regarding the project.
- Concerns were expressed about whether the MV Osprey alone was sufficient to handle all the traffic at Queens Bay and how unplanned vessel maintenance would be handled.

- Participants pointed out that the Queens Bay site would take an incredible amount of lakeshore and expressed concerns about unstable soil conditions at the proposed terminal area.
- Participants had questions about highway widening and safety improvements and the impact of increased traffic on the highway to Queens Bay.

## Queens Bay Residents Association

June 14, 2016, 6:30 PM

### Attendees

Name	Business  Affiliation
Katya Campbell	QBRA Board of Directors
Maureen Jansma	QBRA Board of Directors
Nancy Corrin	QBRA Board of Directors
John Beerbower	QBRA Board of Directors
John Betts	QB Resident
Greg Paddon	QB Resident
Mark Rutherglen	QB Resident
Cathy Scott-May	Consultant
Kirk Handrahan	MOTI
Callum Campbell	MOTI
Hugh Eberle	MOTI
Katie Ward	MOTI
Tom Tasaka	SNC-Lavalin
Kim Van Bruggen	Acumen Communications

Maureen Jansma of the QBRA introduced meeting participants and thanked MOTI representatives for the meeting. She welcomed participants to the church where the meeting was being held saying it had been maintained by community members for over 100 years. She informed the attendees that the QBRA had been representing the 150 residents and close to 100 households since 1994. She stressed that the community is not interested in the ferry relocating to Queens Bay but that the QBRA would work to keep respectfully engaged in the consultation process and keep residents informed.

QBRA had engaged a consultant, Cathy Scott-May, who spoke to an alternative consultation process proposed on the part of residents. Extensive discussion ensued among meeting participants.

A summary of key discussion themes:

- Participants expressed shock regarding the speed with which process was proceeding. They stated the three-week consultation period was too short for adequate input and proposed extending the deadline for submissions.

- They also had concerns about the consultation process itself, and proposed a different process.
- Participants expressed concerns that the cumulative effects of the proposed relocation, First Nations and socio-economic factors had not been sufficiently examined.
- Participants wondered why their community had not been specifically identified in the Discussion Guide and Questionnaire.
- Participants pointed out concerns about the impact on water quality for residents that draw water from Queens Bay and further downstream.
- Participants were pleased that the MOTI was prepared to consider dredging at Balfour.
- Participants had questions about the future of the MV Balfour and whether changes could be made to the MV Osprey to alleviate some marine problems.
- Participants expressed that the land designated as undeveloped in planning documents is a very well used stretch of beach for the public.
- Participants pointed out that alleviating traffic congestion at Balfour will increase highway speeds and that congestion at the ferry terminal only occurs a few days a year. They said recent studies did not factor in the cost of highway improvements between Balfour and Queens Bay.

## Local Area Businesses

June 15, 2016, 9:30 AM

### Attendees

Name	Business  Affiliation
Reginald P. Goldsbury	Dock n' Duck
Robin Goldsbury	Muddy Moose Entertainment Inc.
Reginald J. Goldsbury	Muddy Moose Entertainment Inc.
Don Townend	Cedar Glen Campground
Jack Djakovic	Balfour Superette
Anka Djakovic	Balfour Superette
Holly Haze	Holly's Diner
Bob Haze	Holly's Diner
Randy Zelonka	Gill + Gift
Truus Zelonka	Gill + Gift
Darlene Townend	Cedar Glen Campground
Marilyn Cobban	Blue Sky Clothing
Deanna Lang	Lang's Marina
Ron Lang	Lang's Marina
Hugh Eberle	MOTI
Callum Campbell	MOTI
Maryse Langevin	MOTI
Kirk Handrahan	MOTI

Mike Hallas	MOTI
Katie Ward	MOTI
Tom Tasaka	SNC-Lavalin
Kim Van Bruggen	Acumen Communications

MOTI Project Manager Mike Hallas introduced the meeting. He stressed that the rationale behind the project was to deal with challenges, not necessarily move the ferry terminal. He referred to the technical study undertaken by SNC Lavalin but indicated the need for input from the community and further investigation including an archeological study, environmental study and dredging investigation. He then turned the meeting over to the Balfour Business representatives for their input and questions.

Several key themes were expressed by participants:

- Participants were concerned that a decision had already been made to move terminal. They were concerned that studies and reports were biased in favour of relocating the terminal and questioned if the timelines for moving forward were reasonable and supported extending the consultation deadline.
- Participants expressed concerns about the environmental impacts of dredging at Balfour and downstream impacts including water quality and asked whether there had been any studies undertaken.
- Participants had a range of concerns and suggestions regarding whether the MV Osprey was the right vessel for the route and could be causing the problems. They also expressed concerns that there had been inadequate storm and wave studies at Queens Bay and had concerns about what will happen when the MV Osprey is out of service.
- Participants had questions about how much fill would be required at Queens Bay and where would it come from?
- Concerns were expressed about the accuracy of the financial analysis for relocation and that the analysis did not include the cost of the replacement barge and site clean up.
- There was a question of whether the service would continue to be toll-free.
- Participants were concerned that all Balfour businesses would be affected by relocation and that many would not survive. Concerns were also expressed about the impacts on the slower, quieter lifestyle in the area. Participants asked if a study could be conducted to capture the socio-economic impact of relocating.
- Participants were concerned about the potential for increased highway traffic and resulting safety issues, particularly increased commercial vehicle traffic resulting from increased frequency of service.
- Participants were concerned that the loss of “the longest free ferry ride in the world” would have a negative impact on local tourism, which is a major industry in the region, and that Balfour would lose its identity.

- Participants wondered what would happen with the existing site and whether, if relocated, there will be money to improve it into a tourist site.

## Balfour Recreation Commission and Historic Association

June 15, 2016, 1:00 – 3:00 PM

### Attendees

Name	Business  Affiliation
Ellen Schmidt	Balfour Recreation Commission
Gordon Bruce	Balfour Recreation Commission
Shayla Harding	Balfour Recreation Commission
Truus Zelonka	BDBHA
Randy Zelonka	BDBHA
Janice Cooper	BDBHA
Glen Konowalkchuk	BDBHA
G Candliss	BDBHA
Reginald P. Goldsbury	BDBHA – Dock n'Duck
Kirk Handrahan	MOTI
Mike Hallas	MOTI
Callum Campbell	MOTI
Hugh Eberle	MOTI
Tom Tasaka	SNC-Lavalin
Kim Van Bruggen	Acumen Communications

MOTI Executive Director Kirk Handrahan introduced the meeting and outlined the intent of the project to address issues at the Balfour terminal. He explained that the technical feasibility study is only a study of what is feasible and should serve as a starting point for discussions. He also indicated that public consultation is also part of the process and that more technical work was needed.

MOTI Project Manager, Mike Hallas spoke to the various studies undertaken over the years and to the range of issues that needed to be addressed. Questions were then taken from attendees.

The following key themes were summarized from questions and discussion:

- Participants stated that there is a sentiment in the community that the relocation of the terminal is already a done deal, and that MOTI should do more to stem this belief.
- Participants had numerous questions about the cause of siltation in the West Arm and the viability and impact of dredging.
- Participants questioned the estimated cost of a replacement ferry used in the financial analysis and whether a motorized barge would be sufficient to support the route.

- Participants indicated that the ferry terminal defines the community and is a tourist attraction for Balfour and asked if a socio-economic study was planned.
- Participants questioned the source of data regarding queuing at Ferry, saying congestion only occurred one weekend a year and wondering if alternate measures such as use of lights and signage could be used to improve safety.
- Participants questioned the value of a shortened sailing time to the travel experience.
- Participants had questions regarding bus service to a relocated terminal.
- Participants felt strongly that the consultation process should be longer.

## KEY THEMES FROM OPEN HOUSE

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### Open House

June 15, 2016, 5:00 – 8:00 PM

#### Attendees

##### MOTI – Marine Branch

Mike Hallas – Project Manager

Kirk Handrahan – Executive Director (main spokesperson during Open House)

Maryse Langevin – Manager

Callum Campbell – Manager

Jordan Mason – Analyst

##### MOTI West Kootenay District

Hugh Eberle – District Manager Transportation, West Kootenay District

Katie Ward – Operations Manager, West Kootenay District

Ben Tanasichuk – Road Area Manager – Nelson

Heidi Postnikoff – Road Area Manager – Creston

#### Contractors

Kim Van Bruggen – Acumen Communications, Issues Management

Mike Bancroft – Local property expert

Tom Tasaka – SNC-Lavalin, Technical Expert

Keith Dunbar – SNC-Lavalin, Technical Expert

Attendees were provided with pens and sticky notes and encouraged to attach questions and comments on the various boards.

The tone of the comments was mostly respectful. The wide majority favoured retaining the ferry terminal in Balfour.



The following key themes were summarized from the Poster Board comments:

- Unsuitability of the proposed Queens Bay site for a variety of reasons: soil instability in the area; exposure to high winds and storms; impact on local residents; protecting water quality; loss of foreshore and loss of public access to beach for swimming and public recreation.
- Highway 31 safety issues that would result from increased traffic on an already narrow, winding highway if existing terminal moved to Queens Bay.
- Negative or unknown environmental impacts of moving the terminal to Queens Bay were the subject of numerous comments.
- The consultation process was not transparent or was viewed as simply a PR exercise.
- Requests for additional consultation time.
- A perceived bias of the SNC-Lavalin report and the need for additional studies and reports including: environmental impact; socio-economic input; and archaeology.
- Request for an Open House on the east shore of the lake.
- Questions of whether the SNC-Lavalin report's evaluation of safety issues (both marine and landside) at Balfour were exaggerated.
- Traffic congestion at the existing Balfour Terminal is isolated to only a few occurrences during the summer.
- Vehicle capacity and other issues could be addressed by improving and/or expanding the existing terminal.
- Dredging in the West Arm should be undertaken as opposed to relocating the terminal to Queens Bay.
- Impacts on Balfour businesses if existing terminal is moved to Queens Bay.

## KEY THEMES FROM EMAIL/WRITTEN SUBMISSIONS

A total of 237 unique email and mail responses and 673 postcards were received during the consultation period June 15 – October 6, 2016.

The following key themes were identified:

- Correspondents expressed concerns that the time frame for the local consultation process was disconcertingly short.
- Developments on the lake should be done in consultation with First Nations.
- Proposed dredging is fraught with environmental risk and certain impacts to fisheries. Both the West Arm channel and the Queens Bay site will require dredging. It was felt that the Queens Bay site will have more environmental impact on the lake plant and fish life than dredging in the West Arm currently does.
- Most residents of Queens Bay depend on the bay for drinking water. It was felt that pollution from the ferry will accumulate and slowly drift south contaminating the entire bay because of low water turnover – no study for this is included in Queens Bay estimate. The existing downstream location of the terminal allows for any oil or other seepage from the ferry to be quickly disbursed on the current. The new location would place the ferry in a bay with circulating currents that would not disburse effluents efficiently.
- The terminal was built in the West Arm for safety reasons. The lake is prone to storms from the south that can quickly create six-foot rock hard swells and storms from the north can get even bigger. There was concern that the southern swells pound into Queens Bay at the exact location of the proposed terminal.
- Re-design the MV Osprey 2000 propulsion systems to allow for more clearance under propellers coupled with reduced directional sediment agitation. The MV Osprey ferry is old and technologically dated now, it has been in service for 16 years and is not made to last forever. It was felt that with a new right sized ferry with adequate vessel capacity, extensive lineups would be avoided and backing up onto the highway would be mitigated. A more shallow draught would mitigate the marine issues.
- Correspondents expressed the need to retain a second vessel. What happens when the ferry breaks down or needs upkeep? The only viable solution is to have another ferry. The current MV Balfour needs replacing, don't scrap the idea of a second ferry altogether.
- Queens Bay is a broad shallow bay where people live and people recreate. It is one of those magical places that are peaceful, clean, quiet and beautiful. It was strongly felt that a ferry terminal will completely destroy Queens Bay.
- There is a significant established community directly above the proposed terminal site... something the planners seem to disregard out of ignorance or poor research.

- It was expressed that there is a permanently unstable clay hillside directly above the proposed terminal site.
- A major feature of the Queens Bay North design is the required fill (approximately 100,000 m<sup>3</sup>). Where is it coming from and what is the potential for contamination of lake water for humans and fish; what is the dollar cost as well as the environmental cost in terms of air and noise pollution of hundreds of truckloads of fill travelling the highway?
- Some of the East Shore residents think the move would help their community by creating a safer, quicker and more energy-efficient way of crossing the lake.
- It was felt that traffic will be a big issue impacting the enjoyment of Queens Bay residents' homes and cottages.
- There is already very little year round work in Balfour. Ferry-related services provide much of this work and these positions will become even scarcer if the ferry terminal is relocated.
- It was felt that the claim overflow traffic is a hazard is exaggerated, locals say it only happens 2-3 times in the summer in high season.
- It was expressed that no mention is made of what improvements will be required for Hwy. 31 from Balfour to the proposed new site.
- The true purpose of this particular ferry is not about getting from point A to point B as quickly as possible. The Kootenay Lake Ferry is the longest free car ferry in North America – maybe the world.

## SURVEY QUESTIONNAIRE RESPONSES

### Survey/Questionnaire

Of the 1,766 responses received, some did not provide a response for each question, therefore the number of responses varies from question to question. A total of 1,154 (65%) of the surveys submitted had all of the questions completed.

#### QUESTION 1:

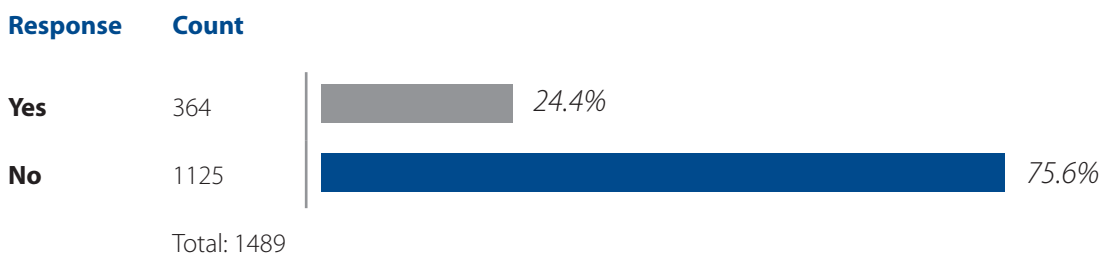
In evaluating the various ferry terminal site locations planners had five major considerations. Numbering 1 – 5, with 1 being most important and 5 being least important, how would you rank these considerations in terms of priority for you?

	1	2	3	4	5	Total Responses
<b>Community Impact</b>	577 (45.2%)	369 (28.9%)	163 (12.8%)	86 (6.7%)	82 (6.4%)	1277
<b>Environmental Impact</b>	451 (35.1%)	504 (39.2%)	148 (11.5%)	113 (8.8%)	70 (5.4%)	1286
<b>Safety (Marine and vehicle)</b>	131 (10.2%)	197 (15.4%)	493 (38.5%)	353 (27.6%)	107 (8.4%)	1281
<b>Service Level</b>	116 (9.2%)	110 (8.8%)	163 (13.0%)	374 (29.8%)	494 (39.3%)	1257
<b>Financial Considerations</b>	40 (3.2%)	99 (7.8%)	312 (24.7%)	325 (25.7%)	489 (38.7%)	1265

As depicted above the responses have been sorted by rank with “community impact” ranked as most important, followed by “environmental impact” and so on down to “financial considerations”.

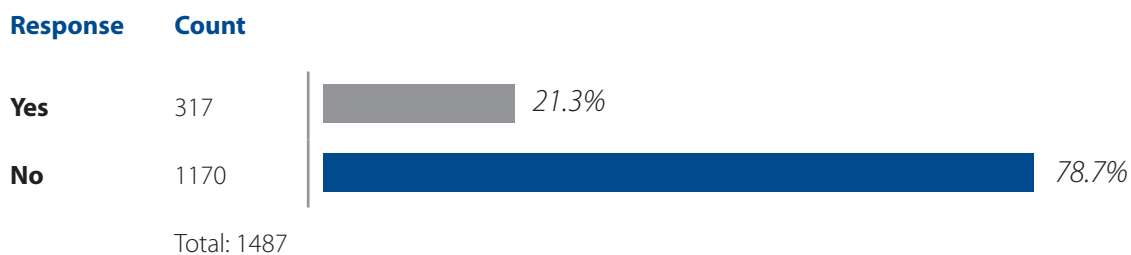
#### QUESTION 2:

Have you ever been impacted by ferry traffic parking on the Highway?



### QUESTION 3:

Is the prospect of a reduced crossing time from 35 minutes to 17 minutes important to you?



### QUESTION 4:

Would hourly ferry service be of value to you?



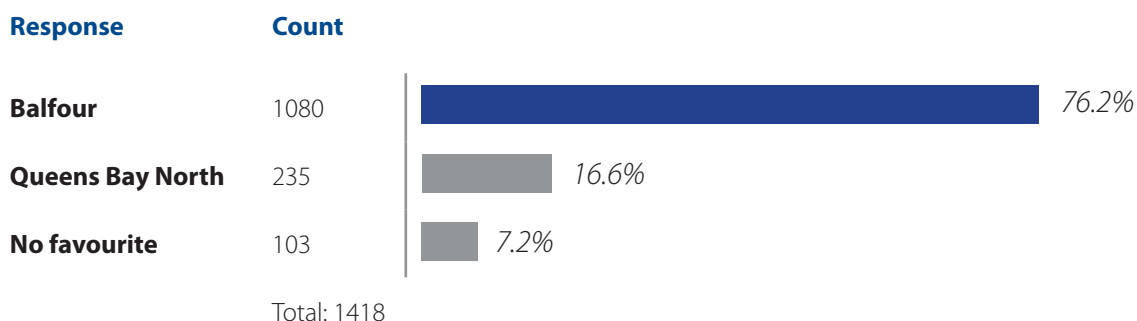
### QUESTION 5:

If you have to travel an additional 3 km to a new terminal site, will this be an inconvenience for you?



## QUESTION 6:

After reviewing the results of the technical feasibility study, do you favour a particular location?



## QUESTION 6A:

### Balfour Preference

The 1080 respondents who indicated they favoured Balfour were further asked to rank the reasons they favoured this site from most important to least important reason. Respondents were also provided the option of selecting another reason.

	1	2	3	4	5	Total Responses
<b>Established community around terminal</b>	616 (63.6%)	195 (20.1%)	116 (12.0%)	29 (3.0%)	13 (1.3%)	969
<b>Local businesses would be affected if terminal moved</b>	291 (29.8%)	496 (50.7%)	148 (15.1%)	34 (3.5%)	9 (0.9%)	978
<b>Loss of tourists through established business area</b>	96 (9.5%)	154 (15.2%)	489 (48.4%)	194 (19.2%)	78 (7.7%)	1011
<b>Travel patterns are established (for residents)</b>	86 (8.3%)	55 (5.3%)	97 (9.3%)	404 (38.9%)	396 (38.2%)	1038
<b>Familiar with route and travel times</b>	24 (2.4%)	114 (11.4%)	136 (13.6%)	271 (27.1%)	455 (45.5%)	1000
<b>Other</b>						834

As depicted above, the responses have been sorted by rank with “established community around terminal” ranked as the most important reason, followed by “local businesses would be affected if terminal moved” and so on down to “familiar with route and travel times”.

A significant number of respondents (834) chose to provide a reason other than or in addition to those provided for selection.

The following key themes were identified and are listed below based on the number of mentions of the themes/ideas in the responses.

### Other Reasons for Preferring Balfour Location

- Terminal fine where it is (Balfour)/already established/ infrastructure in place/ travellers familiar/ if it isn't broke don't fix it (154 mentions)
- Preserve natural beauty/pristine environment/public recreation access/beach swimming/ at Queens Bay (145 mentions)
- Environmental impact of constructing at Queens Bay (115 mentions)
- Negative impact on Queens Bay community/residents/water quality (79 mentions)
- Impact on existing Balfour community/business/employment (48 mentions)
- Cost of relocating not worth expense (32 mentions)
- Existing location/route are tourist attraction (26 mentions)
- Highway safety and traffic impacts of locating to Queens Bay (18 mentions)
- More studies/ alternative solutions required (13 mentions)

## QUESTION 6B:

### Queens Bay North Preference

The 235 respondents who indicated they favoured Queens Bay North were further asked to rank the reasons they favoured this site from most important to least important. Respondents were also provided the option of selecting another reason.

	1	2	3	4	5	6	Total Responses
<b>Shorter crossing time</b>	88 (38.3%)	49 (21.3%)	29 (12.6%)	26 (11.3%)	20 (8.7%)	18 (7.8%)	230
<b>More frequent sailings</b>	63 (28.6%)	61 (27.7%)	47 (21.4%)	29 (13.2%)	15 (6.8%)	5 (2.3%)	220
<b>Improve traffic and marine safety</b>	48 (22.2%)	29 (13.4%)	36 (16.7%)	48 (22.2%)	37 (17.1%)	18 (8.3%)	216
<b>More capacity at peak travel time</b>	14 (6.6%)	54 (25.4%)	60 (28.2%)	46 (21.6%)	27 (12.7%)	12 (5.6%)	213
<b>Most cost effective option</b>	23 (10.5%)	28 (12.7%)	29 (13.2%)	47 (21.4%)	56 (25.5%)	37 (16.8%)	220
<b>New, improved modern facility</b>	5 (2.3%)	8 (3.6%)	19 (8.6%)	19 (8.6%)	53 (24%)	117 (52.9%)	221
<b>Other</b>							131

As depicted above the respondents have been sorted by rank with "shorter crossing time" ranked as the most important reason, followed by "more frequent sailings" and so on down to "new, improved modern facility".

Some respondents (131) chose to provide a reason other than or in addition to those provided for selection.

The following key themes were identified and are listed below based on the number of mentions of the themes/ideas in the responses.



## Other Reasons for Preferring Queens Bay North Location

- Better site overall/ makes more sense than Balfour/ improved access/ efficiency (22 mentions)
- Better/faster access to medical services/ emergency services/ hospitals (17 mentions)
- Less environmental impact than at Balfour/ no dredging in West Arm/lower carbon emissions (14 mentions)
- Marine and traffic safety (14 mentions)
- Better for long-term needs of communities (11 mentions)
- Cost benefits/fuel savings (8 mentions)
- Better for business/tourism (7 mentions)

## QUESTION 7:

What amenities do you think are most important for the new or expanded ferry terminal?

Respondents were asked to identify what amenities they thought were most important for a new or expanded ferry terminal. They were provided with five selections and were asked to rank them in order of importance. They were also provided an opportunity to indicate “other” amenities and provide a written answer.

	1	2	3	4	5	6	Total Responses
<b>Public washrooms</b>	391 (37.9%)	356 (34.2%)	190 (18.4%)	69 (6.7%)	21 (2.0%)	7 (0.7%)	1034
<b>Public parking</b>	231 (22.8%)	199 (19.6%)	232 (22.9%)	197 (19.4%)	127 (12.5%)	27 (2.7%)	1013
<b>Transit (bus stop)</b>	178 (17.6%)	245 (24.2%)	257 (25.3%)	155 (15.3%)	152 (15%)	27 (2.7%)	1014
<b>Mobile food/ coffee trucks</b>	73 (7.5%)	103 (10.5%)	157 (16%)	248 (25.3%)	261 (26.7%)	137 (14%)	979
<b>Play area</b>	36 (3.7%)	99 (10%)	132 (13.4%)	286 (29%)	342 (34.7%)	91 (9.2%)	986
<b>Other</b>							561

As depicted above the responses have been sorted by rank.

Some respondents (561) chose to indicate amenities other than or in addition to those provided for selection and/or to add their own comments/suggestions.

The following key themes were identified and listed below based on the number of mentions:

### Other Amenities Most Important for New or Expanded Terminal

- Don't support relocating terminal/prefer Balfour/ don't move ferry/protect Queen's Bay (91 mentions)
- Maintain existing Balfour businesses/services/ everything needed is already there (56 mentions)
- Restaurant/coffee shop/ fixed (not mobile) eating establishment (47 mentions)
- Retail shopping/ kiosks/ marketplace/ arts and crafts/ gift shop (43 mentions)
- Other fixed businesses and small business opportunities/ gas station and convenience store (39 mentions)
- Tourist information/cultural and historical info/visitor centre/ museum (38 mentions)
- Traveller services/ rest area/ WIFI, ATM, telephone/ garbage (34 mentions)
- Swimming/ beach access/ public access to lake (30 mentions)
- Green space/picnic area (21 mentions)
- Pristine area/ natural habitat (13 mentions)
- Unfair/ biased question/ seems like your minds are made up (12 mentions)
- Parking/ transit/park and ride (9 mentions)
- Boat services/ dock (8 mentions)
- Relocate/ compensate Balfour businesses (8 mentions)

## QUESTION 8:

If the ferry terminal is relocated, how would you rank the following uses of the vacant property you would like to see?

Respondents were asked to indicate which uses they would like to see for the vacant property if the ferry terminal was relocated. They were provided with selections and were asked to rank them in order of importance. They were also given the opportunity to indicate “other” and write in their own preference.

	1	2	3	4	5	6	7	Total
<b>Preserve as public park</b>	320 (34.4%)	183 (19.7%)	114 (12.3%)	110 (11.8%)	119 (12.8%)	68 (7.3%)	15 (1.6%)	929
<b>General community use</b>	192 (20.9%)	368 (40.1%)	221 (24.1%)	74 (8.1%)	45 (4.9%)	17 (1.9%)	0 (0%)	917
<b>Business/ commercial use</b>	137 (15.6%)	116 (13.2%)	127 (14.4%)	166 (18.9%)	152 (17.3%)	125 (14.2%)	56 (6.4%)	879
<b>Marina use</b>	117 (12.8%)	142 (15.6%)	246 (26.9%)	180 (19.7%)	109 (11.9%)	91 (10.0%)	28 (3.1%)	913
<b>Mixed residential/ commercial use</b>	76 (8.5%)	84 (9.4%)	124 (13.9%)	234 (26.3%)	258 (29.0%)	96 (10.8%)	17 (1.9%)	889
<b>Residential use</b>	13 (1.5%)	24 (2.8%)	58 (6.7%)	102 (11.8%)	174 (20.1%)	412 (47.5%)	84 (9.7%)	867
<b>Other</b>								413

As depicted above the responses have been sorted by rank.

Some respondents (413) chose to provide a use other than or in addition to those provided.

The following key themes were identified and are listed below based on the number of mentions.

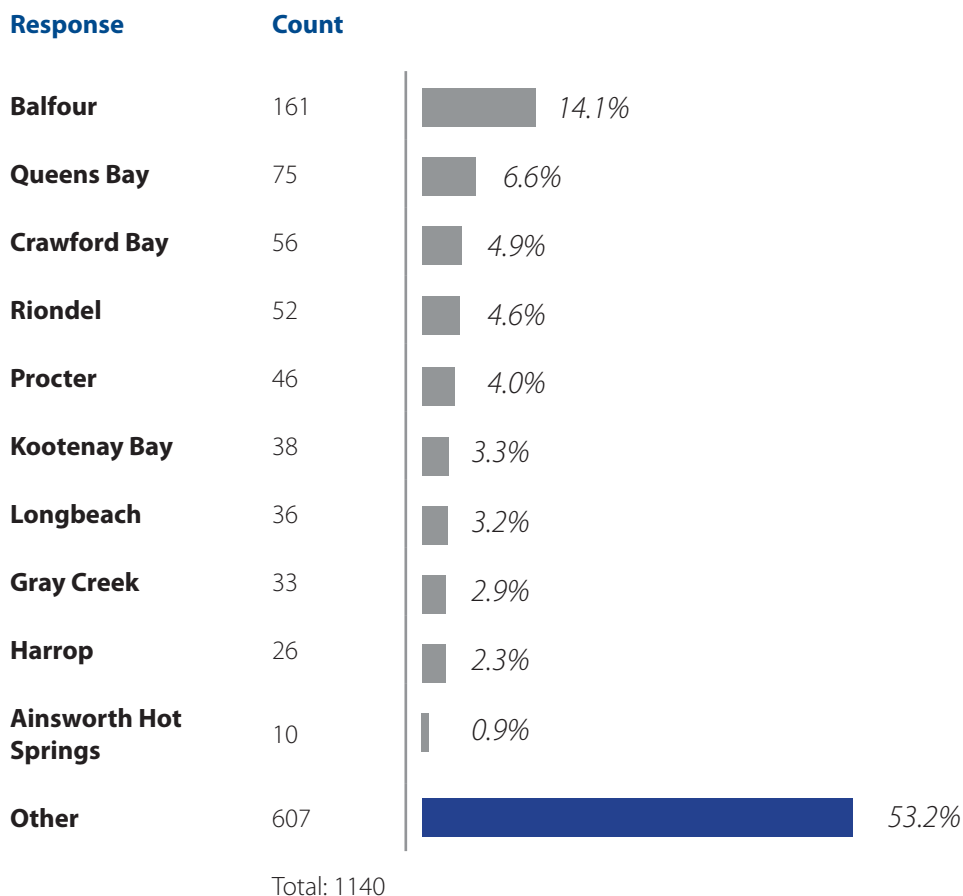
## Other Preferred Uses for Vacant Property if Ferry Is Relocated

- Don't relocate/ leave as ferry landing/ protect Queens Bay (154 mentions)
- Public access beach/ park/playground/ boat ramp (51 mentions)
- Arts/ community centre/ museum/ heritage and Native heritage centre (20 mentions)
- Biased/ unfair, unclear question (15 mentions)

## QUESTION 9:

### What community do you live in?

Respondents were asked to identify in which community they lived. They were provided a list of ten (10) communities in the ferry's surrounding area, and were also given an option to provide the name of their community in a section titled "Other".



A large number of respondents (607) selected “Other”. Following is a breakdown of where these respondents live:

- 36 identified other areas of Queens Bay (North, South, Townsite, etc.)
- 58 identified other east side communities
- 176 identified other west side communities
- 234 identified Nelson, and
- the remaining 103 identified they lived in other parts of B.C., Canada, or International

Of the total 1,140 responses to the question:

- 9.7% of all respondents identified Queens Bay (111 responses)
- 14.1% of all respondents identified Balfour (161 responses)
- 20.6% of all respondents identified Nelson (234 responses)
- 20.7 % of all respondents identified east side communities like Kootenay Bay, Crawford Bay, Riondel, Gray Creek, Boswell, Sanca, Sirdar, Kuskanook, Wynndel, Yahk, Creston and Cranbrook (236 responses)
- 25.9% of all respondents identified other west side communities like Longbeach, Harrop, Procter, Ainsworth, North Shore, Kaslo, Sunshine Bay, Slocan Valley, Trail and Castlegar (295 responses), and
- the remaining 9.0% of all respondents identified they lived in other parts of B.C., Canada, or International (103 responses)

## OVERVIEW OF CONSULTATION RESULTS

The level of participation in all aspects of the consultation was significant. There were a total of 3,011 participants during the public consultation.

The key themes emerging throughout all components of the consultation are:

### 1. Participants strongly indicated they want the Balfour Ferry to remain where it is:

- More than 75% of the overall responses favoured retaining the ferry terminal at its existing location in Balfour
- It was expressed that the ferry is part of the identity of the Balfour and it would be lost if the ferry relocated
- The existing route is “the longest free run ferry in the world” and a significant contributor to local tourism
- There was a concern that there would be significant impact to the economy of Balfour, particularly the businesses located within and around the terminal site

### 2. Participants expressed concern over the consultation process itself:

- It was expressed that the initial 3-week consultation period was not long enough (it was later extended by 3 months)
- There were questions about whether the study and reports were biased in favour of relocating the terminal
- It was expressed that the Ministry should have conducted another Open House on the East Shore of the lake
- It was felt that the reports and information were not sufficiently comprehensive and complete (e.g. they did not include other studies such as socio-economic)
- It was felt that the process was not fully transparent, and that the Ministry had already made a decision to move the terminal

### 3. Participants expressed concern with the suitability of the proposed site at Queens Bay (QB):

- It was felt that there were numerous and unknown environmental impacts of moving the terminal to QB
- It was expressed that the community water intake is located in QB and that construction and operation of the ferry from QB would impact the quality and supply of their water
- Questions were raised concerning the instability of the soils along Highway 31 directly above the QB ferry site
- Concern was expressed regarding the impact on residents at QB (noise during terminal construction and ferry operation; property values; etc.)



- It was strongly expressed that the QB foreshore was a pristine beach and public recreation area which would be lost
- It was raised that the site is prone to strong storms and high winds which would make the site unsuitable for ferry operations

#### **4. Participants had significant questions about dredging:**

- Concerns were expressed regarding dredging at either location (both the proposed QB site during construction or the existing West Arm for ongoing operations), but participants seemed more willing to accept dredging at the existing location if deemed necessary, than the idea of dredging in QB
- There were questions raised about the need to dredge the West Arm and whether it could be avoided completely
- Several concerns were raised regarding the environmental process and approvals necessary to allow dredging in the West Arm
- It was expressed that perhaps the MV Osprey itself was contributing to shifting lake depths in the West Arm and thus the need for dredging

#### **5. Participants expressed significant concern about the vessel(s) and ferry service, both existing and into the future once the MV Balfour retires:**

- It was expressed that a second vessel was desirable regardless of where the terminal was located (Balfour or QB) to provide for unplanned breakdown of the primary vessel
- Concerns were identified about the adequacy of the proposed “back-up barge” to provide service from the proposed QB terminal
- Questions were raised about whether the MV Osprey was the “right” vessel for the service in the first place and for going forward
- It was felt that a new “right-sized” vessel should be built to service the existing route instead of moving the terminal
- East Shore residents expressed that they would like faster and more regular ferry service offered by relocating to QB (faster to get emergency services also)

#### **6. Participants did not think that the congestion within the existing terminal was a significant concern:**

- It was felt that the congestion was not a major issue at the existing terminal as vehicle backups onto the Highway were infrequent (occur primarily only during long weekends and festivals)
- It was felt that the problems could be fixed through reconfiguration of existing terminal and highway access or alternate measures such as use of lights and signage to improve safety

## 7. Participants raised concerns with traffic along Highway 31, if the terminal were to relocate to QB:

- It was felt that safety improvements would be necessary along the Highway, if the terminal were to relocate to QB
- Concerns were expressed about the increase in traffic volume between QB and Balfour would impact residents along QB
- There were questions raised traffic accessing the new terminal to and from the Highway at QB site
- It was felt that the increase in through traffic along the Highway at Balfour could make the intersection at Balfour more unsafe

## ORGANIZED COMMUNITY ADVOCACY

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From the start of public consultation, the Balfour Terminal project has been subject to a great deal of public scrutiny and community advocacy.

Two websites were launched opposing relocation of the ferry:

- [www.choosebalfour.com](http://www.choosebalfour.com)
- [www.savequeensbay.com](http://www.savequeensbay.com)

The websites linked to an online petition “Stay the Course. Preserve Queen’s Bay. Choose Balfour Ferry Landing”.

Two petitions opposing the relocation were created and submitted to MOTI. The online petition *change.org* contained 2,212 virtual signatures and the petition from: Kootenay Lake Ferry Landing Partnership, Balfour Ferry Business Coalition, Choose Balfour; and Queens Bay Residents Association contained 4,613 signatures. The petition signatures totalled 6,825.









## APPENDICES

- Meeting Invitations to Stakeholders
- Household Mailer and Advertisement
- News Release
- Discussion Guide
- Poster Boards from Open House
- Poster Board Comments from Open House

## APPENDIX: MEETING INVITATIONS TO STAKEHOLDERS

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Email message from Mike Hallas, Project Manager

**RE: Addressing Challenges at Balfour Ferry Terminal at Kootenay Lake**

Dear:

Ramona Faust, Director RDCK Electoral Area E [rfaust@rdck.bc.ca](mailto:rfaust@rdck.bc.ca)  
 Tom Newell, Director RDCK Electoral Area F [tnewell@rdck.bc.ca](mailto:tnewell@rdck.bc.ca)  
 Gary Jackman, Director RDCK Electoral Area A [gjackman@rdck.bc.ca](mailto:gjackman@rdck.bc.ca)  
 Deb Kozak, Mayor City of Nelson [dkozak@nelson.ca](mailto:dkozak@nelson.ca)  
 Susan Hewat, Kaslo Mayor [mayor@kaslo.ca](mailto:mayor@kaslo.ca)  
 Aimee Watson, RDCK Rural Director Area A [awatson@rdck.bc.ca](mailto:awatson@rdck.bc.ca)  
 Ron Toyota, Mayor Town of Creston [Ron.Toyota@creston.ca](mailto:Ron.Toyota@creston.ca)  
 Stuart Horn, CAO RDCK [shorn@rdck.ca](mailto:shorn@rdck.ca)

I am writing to inform you of the state of planning and the upcoming public consultation for addressing challenges at the Balfour Ferry Terminal at Kootenay Lake.

As you know, the ferry service currently operates between Balfour (just inside the west arm of the lake) and Kootenay Bay on the east side. The Ministry of Transportation and Infrastructure (MOTI) has been looking at a variety of options to enhance access and improve safety and service for ferry users. These options include making improvements to the existing terminal or relocating to a new site at Queens Bay North (QBN) approximately three kilometers north of Balfour along Highway 31.

Recent technical feasibility studies indicate the proposed QBN site would improve marine navigation safety, reduce crossing time by 50% to 17 minutes one-way from the current crossing time of 35 minutes and meet the future needs of the region's transportation system.

Prior to making any final decisions on these two options, MOTI will be undertaking public consultation in the region to better understand the full range of local concerns and views. Public consultation will take place between June 15<sup>th</sup> and July 6<sup>th</sup>. We will be issuing a media release announcing the public consultation and an Open House to be held at the Redfish Elementary School in Balfour for June 15<sup>th</sup> from 5:00 – 8:00 pm very shortly. In addition, you will see ads and social media posts informing the residents about the upcoming Open House.

Prior to the Open House we will be arranging key stakeholder meetings with local business operators and cultural and recreational groups. We would also like have a meeting with key Area Directors ahead of the Open House and would like to suggest a meeting on June 14<sup>th</sup> from 2:00-4:00 pm at the RDCK office in Nelson.



We are committed to listening to local residents and business operators and will publicly share the results of our consultation efforts.

We will also be posting up-to-date information about the project and public consultation activities on the internet at [www.gov.bc.ca/balfourterminal](http://www.gov.bc.ca/balfourterminal).

If you require any clarification or want more information about this project and the public consultation process please contact me directly at 250 356-9328 or you can also contact Hugh Eberle, District Manager at 250-354-6628.

Sincerely,  
Mike Hallas  
Project Manager

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Email message/letter from Mike Hallas, Project Manager, MOTI to local area businesses (Balfour and Kootenay Bay)

Balfour Resort and Marina  
Balfour Superette  
Blue Sky Clothing  
Cedars Lakeshore Inn and Marina  
Dock 'N' Duck  
Fairy Treats Restaurant  
Gill and Gift  
Hooked Up Charters and Tours  
Lang's Marina and Snack Bar  
Mojo's Café

**RE: Addressing Challenges at Balfour Ferry Terminal at Kootenay Lake**

Dear Business Operator:

I am writing to inform you of the state of planning and the upcoming public consultation for addressing challenges at the Balfour Ferry Terminal at Kootenay Lake.

As you may be aware, the Ministry of Transportation and Infrastructure (MOTI) has been evaluating a variety of options to enhance access and improve safety and service for ferry users that utilize the Balfour Ferry terminal. These options have been narrowed to either making

improvements to the existing terminal or relocating to a new site at Queens Bay North (QBN) approximately three kilometers north of Balfour along Highway 31.

Recent technical feasibility studies indicate the moving the Balfour Ferry terminal to a proposed QBN site would improve marine navigation safety, reduce crossing time by 50% to 17 minutes one-way from the current 35 minutes and meet the future needs of the region's transportation system.

Prior to making any final decisions on these two options MOTI will be undertaking public consultation in the region to better understand the full range of local concerns and views and to share information on the state of planning on the Balfour Ferry Terminal Project.

Recognizing that businesses in Balfour have an ongoing interest in the proposed relocation of the Balfour Ferry Terminal, we would like to invite your input and participation at a meeting with key business stakeholders to discuss the project options and community impacts and opportunities ahead of the public Open House to share information with you and hear directly from you. We invite you to attend a small group meeting with our technical team on June 15th from 9:30 – 11:30 pm at the Balfour Community Hall.

The broader public/community Open House is being planned for June 15<sup>th</sup> at Redfish Elementary School Gymnasium from 5:00 to 8:00 pm. Consultations will take place between June 15<sup>th</sup> and July 6<sup>th</sup>.

We are committed to listening to local residents and business operators and will publicly share the results of our consultation efforts.

We will also be posting up-to-date information about the project and public consultation activities on the internet at [www.gov.bc.ca/balfourterminal](http://www.gov.bc.ca/balfourterminal).

Can you please RSVP by email at: [balfourterminal@gov.bc.ca](mailto:balfourterminal@gov.bc.ca) if you are able to attend the small group meeting. If you require any clarification about this request or the public consultation process please contact me at 250 356-9328.

Sincerely,  
Mike Hallas

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Email/letter from Mike Hallas, Project Manager, MOTI to Balfour Recreation Commission and Historic Association

Leon Norbert, President, Balfour Recreation Commission

**RE: Addressing Challenges at Balfour Ferry Terminal at Kootenay Lake**

Dear Mr. Norbert:

I am writing to inform you of the state of planning and the upcoming public consultation for addressing challenges at the Balfour Ferry Terminal at Kootenay Lake.

As you are aware, the Ministry of Transportation and Infrastructure (MOTI) has been looking at a variety of options to enhance access and improve safety and service for ferry users. These options have been narrowed to either making improvements to the existing terminal or relocating to a new site at Queens Bay North (QBN) approximately three kilometers north of Balfour along Highway 31.

Recent technical feasibility studies indicate the proposed QBN site would improve marine navigation safety, reduce crossing time by 50% to 17 minutes one-way from the current 35 minutes and meet the future needs of the region's transportation system.

Prior to making any final decisions on these two options MOTI will be undertaking public consultation in the region to better understand the full range of local concerns and views and to share information on the Balfour Ferry Terminal Project.

Recognizing that the Balfour Recreation Commission has an ongoing interest in the proposed relocation of the Balfour Ferry Terminal, I would like to invite your organization's participation at a meeting with key stakeholders to discuss the project options and community impacts and opportunities.

Should the decision be made to relocate the terminal, we know you have expressed interest in being involved regarding what might transpire at the existing location. We wish to hear the views of your members as part of our stakeholder consultations and would like to invite you to attend a small group meeting with our technical team on June 15<sup>th</sup> from 1:00 – 3:00 pm at the Balfour Community Hall.

A broader public/community Open House is being planned for June 15<sup>th</sup> at Redfish Elementary School Gymnasium in Balfour from 5:00 to 8:00 pm. Consultations will take place between June 15<sup>th</sup> and July 6<sup>th</sup>.

We are committed to listening to local residents and business operators and will publicly share the results of our consultation efforts.

We will also be posting up-to-date information about the project and public consultation activities on the internet at [www.gov.bc.ca/balfourterminal](http://www.gov.bc.ca/balfourterminal).

Can you please RSVP by email at: [balfourterminal@gov.bc.ca](mailto:balfourterminal@gov.bc.ca) if you are able to attend the small group meeting. If you require any clarification about this request or the public consultation process please contact me at 250 356-9328.

Sincerely,  
Mike Hallas

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Email/letter from Mike Hallas, Project Manager, MOTI to Balfour and District Business and Historical Association

Janice Cooper, Coordinator, Balfour and District Business and Historic Association

**RE: Addressing Challenges at Balfour Ferry Terminal at Kootenay Lake**

Dear Janice Cooper:

I am writing to inform you of the state of planning and the upcoming public consultation for addressing challenges at the Balfour Ferry Terminal at Kootenay Lake.

As you are aware, the Ministry of Transportation and Infrastructure (MOTI) has been looking at a variety of options to enhance access and improve safety and service for ferry users. These options have been narrowed to either making improvements to the existing terminal or relocating to a new site at Queens Bay North (QBN) approximately three kilometers north of Balfour along Highway 31.

Recent technical feasibility studies indicate the proposed QBN site would improve marine navigation safety, reduce crossing time by 50% to 17 minutes one-way from the current 35 minutes and meet the future needs of the region's transportation system.

Prior to making any final decisions on these two options MOTI will be undertaking public consultation in the region to better understand the full range of local concerns and views and to share information on the state of planning on the Balfour Ferry Terminal Project.

Acknowledging the ongoing interest of the Balfour and District Business and Historic Association in the proposed relocation of the Balfour Ferry Terminal, we would like to invite your organization's participation at a meeting with key stakeholders to discuss the project options and community impacts and opportunities.

Should the decision be made to relocate the terminal , you have raised a number of issues in the past that merit consideration as part of our public consultation and we wish to hear the views of your members as we begin to consult with the broader community.

We would like to suggest we meet ahead of the public Open House which is being planned for June 15<sup>th</sup> at Redfish Elementary School Gymnasium in Balfour from 1:00 to 3:00 pm. Consultations will take place between June 15<sup>th</sup> and July 6<sup>th</sup>.

We invite you to attend a small group meeting with our technical team on June 15<sup>th</sup> from 9:30 – 11:30 at the Balfour Community Hall. We are committed to listening to local residents and business operators and will publicly share the results of our consultation efforts.

We will also be posting up-to-date information about the project and public consultation activities on the internet at [www.gov.bc.ca/balfourterminal](http://www.gov.bc.ca/balfourterminal).

If you require any clarification about this request or the public consultation process please contact me at 250 356-9328.

Sincerely,  
Mike Hallas

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Email/letter from Mike Hallas, Project Manager MOTI to Maureen Jansma, President, Queens Bay Residents Association

**RE: consultation process re Balfour ferry**

Hello Maureen,

Further to our phone conversation, I would like to confirm that we will be pleased to meet with the Queens Bay Residents Association Board of Directors (and some of the working group you mentioned) as part of our stakeholder meetings prior to the Open House on June 14<sup>th</sup> from 6:30 – 8:30 pm at the community hall. We will be reviewing the Discussion Guide and sharing the information being presented at the Open House and allowing the majority of time for your questions.

In terms of the timing of the consultation, I can appreciate that it is a busy time of year, but we are allowing three weeks to gather input and feedback through various channels, and it is important to gather the information in a timely fashion.

As discussed, we are working on posting the feasibility study and Discussion Guide online ahead of the Open House—hopefully tomorrow by end of day. The link is [www.gov.bc.ca/balfourterminal](http://www.gov.bc.ca/balfourterminal)

There will also be a Questionnaire and online survey available as part of the Open House June 15th and we would encourage residents to participate that way as well.

See you on the 14th.

Mike



## APPENDIX: HOUSEHOLD MAILER AND ADVERTISEMENT



Ministry of  
Transportation  
and Infrastructure

### Help Chart the Future Course for the Balfour Ferry Terminal



The Ministry of Transportation and Infrastructure is looking to address challenges at the Balfour Ferry Terminal.

We have been looking at options that include improving the existing ferry terminal or relocating the ferry terminal to a new site. There are challenges and benefits to each option. We now want to hear your views on the options.

#### Public Information Meeting and Community Open House

WHEN	Wednesday, June 15th
TIME	5:00 – 8:00 pm
WHERE	Redfish Elementary School Gymnasium 265 Bryan Road Nelson, B.C.

[www.gov.bc.ca/balfourterminal](http://www.gov.bc.ca/balfourterminal)



Ministry of  
Transportation  
and Infrastructure



#### Your input

The time has come to move forward on this important transportation project and set a course for the future. Your views will help guide future improvements over the next few years.

**Please join us to learn more, ask questions from the experts and share your views.**

#### We want to hear from you.

If you are unable to attend the Open House, we will be posting the Discussion Guide, Questionnaire and Poster Boards from the meeting on June 15th. You will be able to review all the materials and provide your feedback through the Questionnaire until July 6th.

Your input will help ensure safe and reliable ferry service into the future.

#### Public Information Meeting and Community Open House

WHEN	Wednesday, June 15th
TIME	5:00 – 8:00 pm
WHERE	Redfish Elementary School Gymnasium 265 Bryan Road Nelson, B.C.

[www.gov.bc.ca/balfourterminal](http://www.gov.bc.ca/balfourterminal)

## Public Notice of Open House Balfour Ferry Terminal Project

The Ministry of Transportation and Infrastructure is considering relocating the inland ferry terminal to enhance access and improve safety and service for ferry users.

The Ministry invites the public to attend an open house to provide input on the proposed relocation and the options being considered. Your input will help ensure the ferry provides continued safe and reliable service in the future.

Ministry staff will be available to provide information and answer questions.

The drop-in information session is scheduled for the following date:

**Wednesday, June 15, 2016  
5:00 p.m. to 8:00 p.m.  
Redfish Elementary School Gymnasium  
265 Bryan Road, Nelson, B.C.**

**For more information, please visit our web site:  
[www.gov.bc.ca/balfourterminal](http://www.gov.bc.ca/balfourterminal)**



MoTI Ad #1161-  
Balfour Open House

Nelson Star  
Wednesday June 1st,  
June 8

Nelson West Kootenay  
Advertiser

Thursdays June 2, June  
9

210 lines  
(3 columns x 70 lines)

4.3125" X 5.0000"

## APPENDIX: NEWS RELEASE

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For Immediate Release  
2016TRAN0112-000895  
May 31, 2016

Ministry of Transportation and Infrastructure

### **Community input requested for the future of Balfour terminal**

BALFOUR – The Ministry of Transportation and Infrastructure is considering the relocation of the inland ferry terminal on the west side of Kootenay Lake in order to enhance access and improve safety and service for ferry users.

Beginning mid-June 2016, residents and business owners in Balfour and the surrounding area will have an opportunity to provide input into the future of the terminal.

“The continued safe and efficient operation of our inland ferry service is extremely important to our government, and to the travellers who rely on it,” said Transportation and Infrastructure Minister Todd Stone. “The issues we’re facing with the current terminal require action, through the development of a plan that works for the local community. Public input is a major consideration for my ministry as we assess our options.”

The location of the current Balfour terminal is presenting challenges for marine and vehicle traffic. In the water, the narrow west arm of Kootenay Lake is becoming increasingly shallow, damaging the hull of the MV Osprey. The increase in pleasure boat traffic, particularly during summer, is also a concern for the ferry operator as they navigate this narrow channel.

During peak season, vehicles can back up onto Highway 31 and Highway 3A, creating traffic safety concerns. Traffic volumes can also slow the unloading of vehicles, resulting in delays to the ferry schedule.

Several potential locations for the terminal were considered in and around the Balfour/Queens Bay area, including the existing location, as part of a technical feasibility study undertaken last year. Beginning June 15, 2016, area residents will have an opportunity to review these options and provide their feedback on the future of the terminal.

Information will be available online at [www.gov.bc.ca/balfourterminal](http://www.gov.bc.ca/balfourterminal)

Area residents are also invited to a public open house on Wednesday, June 15 at Redfish Elementary school’s gymnasium located at 265 Bryan Rd in Nelson.

The open house runs from 5 p.m. to 8 p.m.

Ferry service on Kootenay Lake currently operates between Balfour on the west side and Kootenay Bay on the east side. The distance is about 9 kilometres, with a crossing time of about 35 minutes. The MV Osprey provides year round service with the MV Balfour supplementing the summer service. Balfour ferry terminal has been in place since 1947.

The Government of British Columbia invests approximately \$29 million annually into operation of its 14 inland ferry routes.

# APPENDIX: DISCUSSION GUIDE

## SETTING A COURSE



**Balfour Ferry  
Terminal Project**  
Moving Forward:  
Setting A Course  
**Consultation Discussion Guide**



Ministry of  
Transportation  
and Infrastructure



# WELCOME

Thank you for participating in Moving Forward: Setting a Course consultation for the Balfour Ferry Terminal Project. The Ministry is looking to address challenges at the Balfour Ferry Terminal to improve safety and service for ferry users and we would like to hear your views.

While the Ministry of Transportation and Infrastructure (MOTI) has conducted various transportation studies at the Balfour site for some years, emerging marine safety issues means it is time to take action.

## Why Now?

Making minor improvements to the terminal or doing nothing is no longer an option for the current Balfour ferry terminal.

The narrow navigation channel in the west arm of Kootenay Lake and its shifting, sandy bottom requires careful navigation and is causing local coating breakdown and pitting problems for the MV Osprey hull, as well as propeller damage.

Recently, the Canadian Coast Guard indicated concerns with water depth for the MV Osprey in the west arm—confirming MOTI's initial findings. As a result, the time to act is now. MOTI must determine which course to take in order to maintain the service – make significant improvements at the existing Balfour ferry terminal (marine and land-side) or relocate the ferry terminal to Queens Bay North.

Your input will help inform each of these options and inform the development of a final plan of action.

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## PROJECT BACKGROUND

The BC Ministry of Transportation and Infrastructure (MOTI) is responsible for making strategic investments into British Columbia's transportation system to support a safe and reliable transportation system.

Balfour has served as the western terminal of the Kootenay Lake ferry since 1947. The site has been a satisfactory location for the ferry berth and vehicle holding compound for many years, and some amenities have developed around the terminal as the community has grown. Recent studies have revealed significant navigation issues in the west arm that will require dredging. At the same time, ferry and highway traffic has increased to the point that the existing site is experiencing increased pressures – on marine and land-side. This impacts the site's capacity to support the level of demand during peak periods.

## We Want to Hear From You

- It's important for MOTI to set a new course for the ferry terminal now.
- Consultation is taking place between June 15<sup>th</sup> and July 6<sup>th</sup>.

Balfour Ferry Terminal Project | Moving Forward: Setting A Course

Consultation Discussion Guide

## MOVING FORWARD

The Ministry has been aware of capacity challenges at the Balfour terminal site for many years. Numerous transportation studies have been undertaken over the past 25 years looking at transportation options for the corridor. Most recently, MOTI commissioned a technical feasibility study from SNC Lavalin to conduct an analysis of a number of potential ferry terminal sites, as well as improvements to the existing Balfour site. They completed their study in March 2016.

## SETTING A COURSE

SNC Lavalin undertook a preliminary evaluation of numerous sites that had been identified in previous concept studies. This included two sites at the south end of Queens Bay and two sites at the north end of Queens Bay.

The SNC Lavalin Technical Feasibility Study reviewed each of the locations by considering: location, marine navigation, transit time on the respective routes, the respective highway intersection and traffic transition into the terminal, the vehicle holding compound and property impacts.

SNC Lavalin found that two options were not technically feasible and narrowed the options down to one site at Queens Bay South and one at Queens Bay North. Then they compared both to the existing Balfour site with significant improvements. The comparison looked at:

- Safety
- Service
- Community and stakeholder impact
- Environmental impact
- Financial considerations

The Ministry, in moving forward, does not consider the Queens Bay South site option viable due to a number of development issues and limited benefits when compared with the site at Queens Bay North, particularly the significant savings in ferry transit time and the increase in level of service.

## The viable options are:

- Remain at Balfour and make improvements
- Relocate the terminal to Queens Bay North



Consultation Discussion Guide

Balfour Ferry Terminal Project | Moving Forward: Setting A Course

3

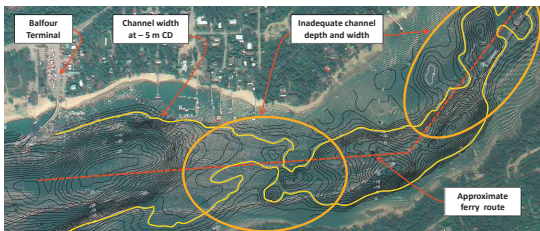
## OPTION

IMPROVE EXISTING  
TERMINAL AT BALFOUR

The circumstances at the existing ferry terminal at Balfour means the site is not sustainable over the medium-long term without significant expenditures being made.

## Marine Navigation Challenges

- Shifting sand deposits and currents in the west arm are creating low clearance for navigation
- Canadian Coast Guard recently confirmed the west arm is becoming more shallow
- Minimal vessel draft during low water periods is causing hull and propeller damage of the MV Osprey
- Constricted channel and navigation hazards require ferry to slow in the channel
- Increased congestion from pleasure boats poses risk
- Currents in the channel can be strong, increasing risk of collision or grounding if ferry loses power
- Ferry wake impacts private docks in the terminal area



4



## Vehicle Holding Compound and Highway Access

The holding compound can accommodate 110 vehicles. This is sufficient to handle the MV Osprey's vehicle capacity (80 vehicles) and have room for 30 additional vehicles. The holding compound's size is limited by businesses, a rest area, private properties, a bus stop and a septic field.

During peak summer months, vehicle traffic exceeds the holding capacity of the compound which:

- Impacts the operational safety and efficiency of the highway system
- Impacts the ability to load and unload the ferry efficiently, resulting in delays



To help ensure the steady flow of traffic, control personnel queue ferry-bound traffic from Highway 3A along the highway shoulder. Ferry-bound traffic from Highway 31 is directed to turn around near Old Wharf Road and join the tail of the queue along Highway 3A. In order to avoid blocking access to residences and businesses, traffic control personnel must draw the queue even further along the highway.

While local residents have become accustomed to these traffic patterns in the busy summer months, this is less than ideal over the long term. When the terminal is full, the management of ferry-bound traffic can lead to safety issues.

Balfour Ferry Terminal Project | Moving Forward: Setting A Course

Consultation Discussion Guide

## Transit Time

The ferry transit time from Balfour terminal to Kootenay Bay, including loading and unloading is about 50 minutes for each leg, with a return trip time of 100 minutes. The actual crossing takes about 35 minutes.

## Transit Time Segment Durations

## Balfour to Kootenay Bay

Segment	Description	Duration	Notes
1	Load at Balfour	10	
2	Navigate the channel entrance out of Balfour	10	35 mins. total crossing time
3	Crossing Kootenay Lake (Balfour to Kootenay Bay)	25	
4	Offload at Kootenay Bay	5	
5	Load at Kootenay Bay	10	
6	Crossing Kootenay Lake (Kootenay Bay to Balfour)	25	35 mins. total crossing time
7	Navigate the channel entrance in to Balfour	10	
8	Offload at Balfour	5	
Total		100	(50 mins per leg)

## IMPROVEMENTS NEEDED

There are a number of significant improvements that would be required to maintain the existing level of service and improve safety and reliability at the existing location.

## Dredging - Improving the Navigation Channel

- The west arm will require a significant, and recurring, dredging effort. The initial dredging estimate is \$3 million.
- Environmental, navigation and regulatory approvals for dredging would be required.
- The frequency of ongoing dredging, how long it will take and the cost is being investigated.
- The ferry may not be able to operate while dredging in the narrow channel takes place.

## Improving Highway and Community Safety

- Highway 3A will require widening and additional right-of-way is needed. Costs will be in the range of \$1 million with only marginal safety improvement.
- There is limited opportunity to improve and expand the holding compound. The terminal rest area can be removed but this would require removing the existing septic field and leave the terminal without a washroom facility. Estimated costs are \$2 million and the terminal will lose its washroom and rest area.

## Service – Vessel Replacement

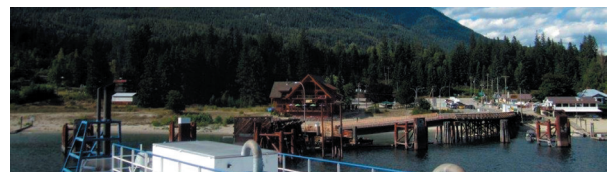
- The MV Balfour was built in 1954 and the vessel is scheduled to be retired in the next few years. Its operating costs are increasing.
- The MV Osprey cannot meet current peak demands. Pressures on service levels will only increase with forecasted growth in ferry use.
- The capital cost to replace the MV Balfour is estimated in the range of \$30 million.

## Environment

- The existing septic system at Balfour is not enough to serve future growth or meet changing environmental regulation requirements. Estimated replacement is \$500,000.

## Cost – Existing Site with Improvements

- Overall estimated costs for upgrading the existing terminal, replacement vessel and dredging would be in the \$36-\$40 million range.



Consultation Discussion Guide

Balfour Ferry Terminal Project | Moving Forward: Setting A Course

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## RELOCATE TERMINAL TO QUEENS BAY NORTH



This is an undeveloped site located on Crown land approximately 3 km north of the Balfour terminal.

### OVERALL BENEFITS

The site being outside the west arm would address the Balfour marine navigation challenges, cut the transit time by 40% to allow for an hourly service and improve marine and highway safety.

There will be no queuing on the highway, no congestion in the compound, no safety issues at the intersection and additional holding capacity during peak periods.

#### Marine Navigation

- Access is not limited by a narrow, shallow channel.
- The risk of collision with pleasure craft would be reduced, the ferry would not be required to slow while navigating through a channel and there will be no draft issues for the MV Osprey.
- The location is sheltered from northerly winds due to its proximity to McEwen Point. It is not sheltered from southerly winds.

#### Transit Time

The reduction in transit time is substantial. The transit time from Queen's Bay North to Kootenay Bay, including loading and unloading, would be about 30 minutes as compared to 50 minutes at Balfour – a 40% improvement.

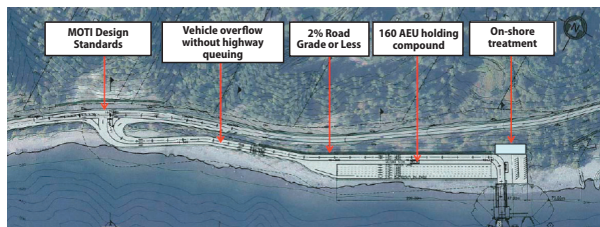
- Crossing time is reduced by 50% to 17 minutes.
- The reduction of transit time would increase capacity on the route by 36% during peak periods.
- Support hourly sailings of the MV Osprey therefore increasing levels of service.
- Improvements in capacity mean this route can be served year round with the MV Osprey only. A back up service, such as a self-propelled barge, could provide temporary service when the MV Osprey is not available.
- The shortened transit distance ensures there are no vessel capacity issues now or during the forecast period to 2065.

#### Transit Time Segment Durations

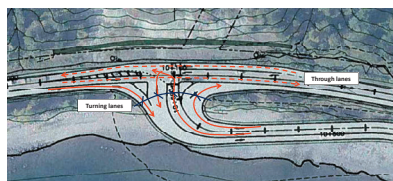
##### Queens Bay North to Kootenay Bay

Segment	Description	Duration	Notes
1	Load at Queens Bay North	8	
2	Crossing Kootenay Lake (QBN to Kootenay Bay)	17	17 mins, total crossing time
3	Offload at Kootenay Bay	5	
4	Load at Kootenay Bay	10	
5	Crossing Kootenay Lake (Kootenay Bay to QBN)	17	17 mins, total crossing time
6	Offload at Queens Bay North	3	
Total		60	(30 mins per leg)

### Vehicle Holding Compound and Highway Access



- The proposed terminal site would be accessed from Highway 31.
- This site is large enough to accommodate a vehicle holding compound for 160 vehicles and an access road that could accommodate an additional 60 vehicles. Highway queuing would be eliminated.
- A proposed intersection from Highway 31 would allow left and right turn lanes into and out of the ferry terminal and one highway through lane in each direction.
- A traffic analysis indicates there would be minimal risk of traffic growth outpacing the capacity of the intersection before the horizon year of 2065.
- The intersection could include cable ducting to allow for future installation of a traffic light if desired.



#### Property Impacts

- The proposed terminal site including the access road and vehicle holding compound are located on Crown Land.
- There are fewer properties in the north Queen's Bay than in the south.
- The Ministry would consider potential property impacts in the design development phase.

#### Environment

- A preliminary overview assessment indicates there is no critical habitat or species at risk at the site.
- Environmental and Archaeological Impact Assessments will be undertaken at the site.

#### Cost – Queens Bay North

- Overall conceptual estimates put the new terminal in the \$25-\$30 million range.
- The move would provide a modern terminal that would serve the community for the next 50 years while providing an increased level of service.
- With this option, the Ministry would incur significantly lower operating costs.

#### Study Recommendations

The SNC Lavalin Technical Feasibility Study concluded that the Queens Bay North site was not only technically feasible, it was the recommended option, as it would result in a safer, more efficient and sustainable ferry terminal for the Kootenay Lake ferry service.

## COMMUNITY CONSIDERATIONS

While the technical feasibility study examines the terminal location from a number of technical, safety and financial perspectives, it does not evaluate the full range of impacts on the community.

If the terminal is relocated, there will be impacts on businesses and amenities that have developed around the terminal. How will these impacts be addressed?

If the terminal is relocated, what will happen to the Balfour ferry terminal property? Will the community have a say in its future use and development? Who will manage the property in future?

These issues and others require consultation with the broader community and specific stakeholders. It is recognized that a decision to relocate will have both positive and negative consequences. Community input is an important part of weighing the options before making a final decision and proceeding to further development.

### Having Your Say

We want to hear what you have to say about these two ferry terminal site options. What do you believe are the most important considerations in evaluating the options? What are the impacts on you and your community?

We have included a set of questions that we would like you to answer. Your feedback will be taken into consideration as decisions are made.

An open house will allow residents to look at the two site options, understand the emerging marine safety issues in more detail, and ask questions of engineers and other technical experts about the options.

We will also be conducting meetings with key stakeholders in the area to discuss potential solutions.

### Next Steps

Major capital projects such as the Kootenay Lake Ferry Terminal take years to plan and deliver. They include technical and financial analysis, environmental and archaeological assessments, and consultation before proceeding to procurement and construction.

A lot of work has already gone into evaluating project options and this consultation is part of an effort to make the best decisions to benefit the community and all British Columbians.

The Ministry will review and prepare a summary report of this consultation to be made available to project planners and the public. The report along with further technical, archaeological and environmental analysis will be used to make a decision.

### Consultation Timeline



### For more information:

Web: [www.gov.bc.ca/balfourterminal](http://www.gov.bc.ca/balfourterminal)

Email: [balfourterminal@gov.bc.ca](mailto:balfourterminal@gov.bc.ca)

## QUESTIONNAIRE

### Balfour Ferry Terminal Project

This survey is voluntary and a response is encouraged, not required. Please do not provide any personal information or third-party information (i.e., talk about others by name) in your responses to the survey. Every reasonable step will be taken to keep your responses confidential and to ensure that any personal or third party information is not collected.

1.) In evaluating the various ferry terminal site locations planners had five major considerations. Numbering 1 – 5, how would you rank these considerations in terms of priority with 1 being most important and 5 being least important?

1	2	3	4	5	Community Impact
1	2	3	4	5	Environmental Impact
1	2	3	4	5	Financial Considerations
1	2	3	4	5	Safety (Marine and Vehicle)
1	2	3	4	5	Service Level

2.) Have you ever been impacted by ferry traffic parking on the Highway?

☐ Yes ☐ No

3.) Is the prospect of reduced crossing time from 35 minutes to 17 minutes important to you?

☐ Yes ☐ No

4.) Would hourly ferry service be of value to you?

☐ Yes ☐ No

5.) If you have to travel an additional 3 km to a new terminal site will this be an inconvenience for you?

☐ Yes ☐ No

6.) After reviewing the results of the technical feasibility study do you favour a particular location?

☐ Yes ☐ Balfour  
☐ Queens Bay North  
☐ No

IF BALFOUR CHOSEN: Is there a reason you favour this site?

Please rank in order of importance, where 1 is most important and 6 is least important

1	2	3	4	5	6	Established community around terminal
1	2	3	4	5	6	Familiar with route and travel times
1	2	3	4	5	6	Local businesses would be affected if terminal moved
1	2	3	4	5	6	Loss of tourists through established business area
1	2	3	4	5	6	Travel patterns are established (for residents)
1	2	3	4	5	6	Other: please specify _____

IF QUEEN'S BAY NORTH CHOSEN: Is there a reason you favour this site?

Please rank in order of importance, where 1 is most important and 7 is least important

1	2	3	4	5	6	7	Improved traffic and marine safety
1	2	3	4	5	6	7	More capacity at peak travel times
1	2	3	4	5	6	7	Most cost effective option
1	2	3	4	5	6	7	More frequent sailings
1	2	3	4	5	6	7	New, improved modern facility
1	2	3	4	5	6	7	Shorter crossing time
1	2	3	4	5	6	7	Other: please specify _____

7.) What amenities do you think are most important for a new or expanded ferry terminal?  
(where 1 is most important and 6 is least important)

1	2	3	4	5	6	Mobile food/coffee truck(s)
1	2	3	4	5	6	Play area
1	2	3	4	5	6	Public parking
1	2	3	4	5	6	Public washrooms
1	2	3	4	5	6	Transit (bus stop)
1	2	3	4	5	6	Other (please specify) _____

8.) If the ferry terminal is relocated which of the following uses of the vacant property would you like to see? (where 1 is most important and 7 is least important)

1	2	3	4	5	6	7	Business/commercial use
1	2	3	4	5	6	7	General community use
1	2	3	4	5	6	7	Marina use
1	2	3	4	5	6	7	Mixed residential/commercial use
1	2	3	4	5	6	7	Preserve as a public park
1	2	3	4	5	6	7	Residential use
1	2	3	4	5	6	7	Other (please specify) _____

9.) What area do you live in?

<input type="checkbox"/> Ainsworth Hot Springs	<input type="checkbox"/> Kootenay Bay
<input type="checkbox"/> Balfour	<input type="checkbox"/> Longbeach
<input type="checkbox"/> Crawford Bay	<input type="checkbox"/> Procter
<input type="checkbox"/> Gray Creek	<input type="checkbox"/> Queens Bay
<input type="checkbox"/> Harrop	<input type="checkbox"/> Riodel
	<input type="checkbox"/> Other: _____

10.) Do you have additional comments, questions or concerns you would like to share with us?

**We look forward to your feedback or comments...**

Public and stakeholder feedback will be received until July 6, 2016.  
You can return completed feedback forms by:

**Mail:**  
Ministry of Transportation – Marine Branch  
PO Box 9850 Stn Prov Govt  
Victoria, BC  
V8W 9T5

**Email:**  
balfourterminal@gov.bc.ca

**Website:**  
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Balfour Ferry Terminal Project | Moving Forward: Setting A Course

Consultation Discussion Guide

## APPENDIX: POSTER BOARDS

### Welcome Moving Forward: Setting a Course



The Ministry of Transportation and Infrastructure is looking to address challenges at the Balfour Ferry Terminal to enhance access and improve safety and service for ferry users.

Public consultation is taking place between June 15th and July 6th and is aimed at sharing information and hearing your views.

**Public consultation includes:**

- Public Open House - June 15 Redfish Elementary School
- Stakeholder meetings
- Discussion Guide and Questionnaire
- Project website [www.gov.bc.ca/balfourterminal](http://www.gov.bc.ca/balfourterminal)
- On-line survey

All information gathered during public consultation will be shared with the public.

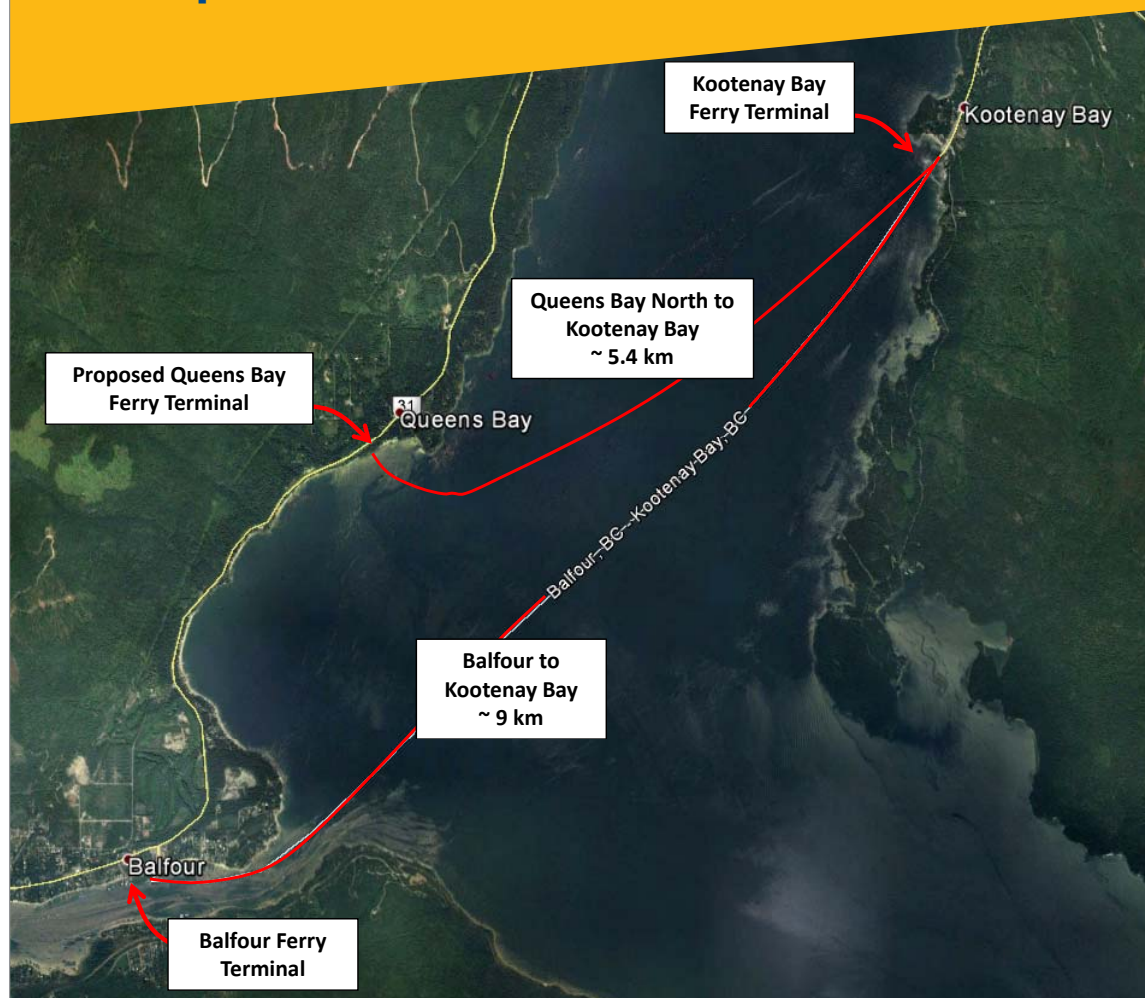


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## Balfour Ferry Two Options to Consider



Ferry service on Kootenay Lake currently operates between Balfour just inside the west arm of Kootenay Lake and Kootenay Bay on the east side of Kootenay Lake. An alternative option could see the ferry travelling between Queens Bay North and Kootenay Bay.



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# Balfour Ferry Terminal

## Project Overview



- The BC Ministry of Transportation and Infrastructure (MOTI) is responsible for inland ferry services in BC
- Improvements are aimed at enhancing access and improving safety and service for ferry users
- MOTI regularly reviews the access, service and safety of all its ferry operations
- Canadian Coast Guard recently confirmed the west arm of Kootenay Lake is becoming more shallow, creating navigation challenges
- MOTI has recently undertaken studies looking at improving existing Balfour terminal or relocating the terminal to another site

### 20 Years of Study

MOTI has been looking at a range of transportation issues and options for the corridor, which have included terminal options to best serve the Kootenay Lake ferry for the past 20 years.

- Kootenay Lake Ferry Study – June 1990
- Kootenay Lake Ferry System Study – September 1996
- Queens Bay Concept Study – June 2012
- Balfour Ferry Terminal Relocation Project Technical Feasibility Study – March 2016

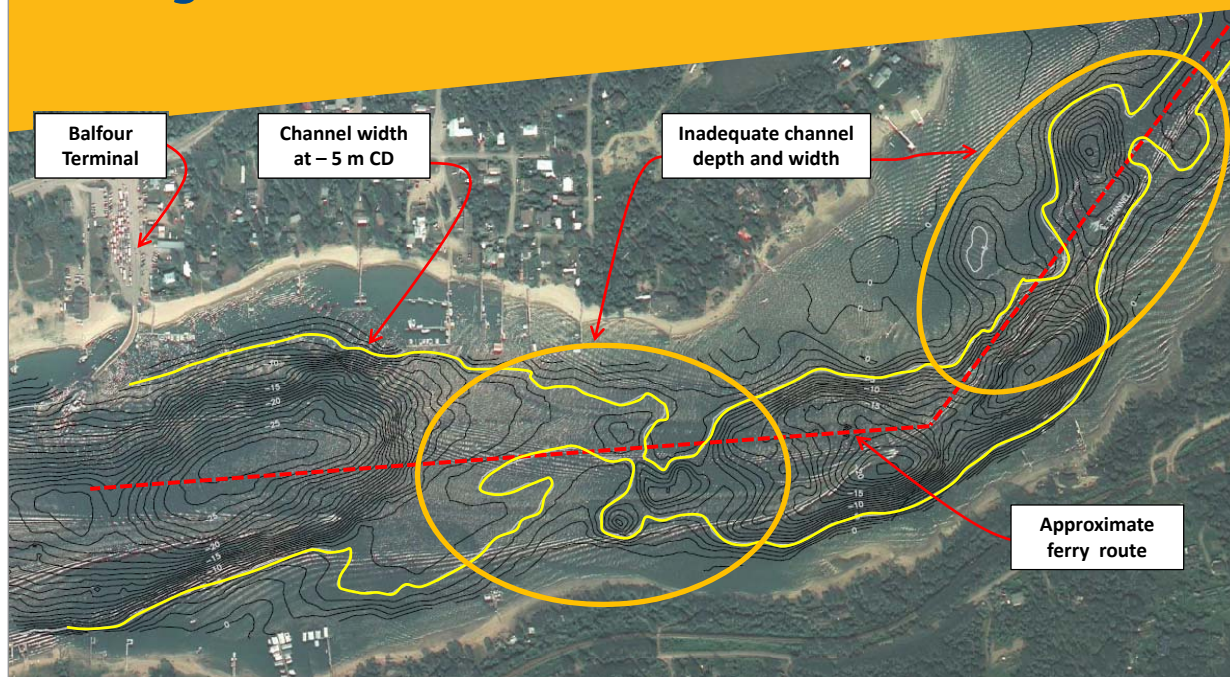


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# Balfour Marine Challenges

## Navigation



- Navigation channel in west arm changes over time due to shifting sand deposits and currents
- Canadian Coast Guard navigation aids being replaced and reconfigured
- Constricted channel and navigation hazards require ferry to slow while navigating the channel
- Increased congestion from pleasure boats poses significant risk of collision during peak summer months
- Water currents at Balfour are strong, increasing risk of collision or grounding if ferry loses power
- Minimal vessel draft during low water periods is resulting in pitting and corrosion of MV Osprey hull
- Ferry wake impacts private docks in beaches on channel foreshore



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# Balfour Vehicle Challenges

## Holding Compound and Highway Access



During peak summer months when there are sailing waits, vehicle traffic exceeds the capacity of the holding compound, and lines up along the shoulder of Highway 3A.

- Increasing the size of the compound is limited by location of businesses, rest area and septic field
- At peak times waiting vehicles form a queue along Highway 3A conflicting with westbound traffic turning into terminal
- Blocked access to terminal impacts ability to load and unload ferry efficiently results in delays in schedule and not fully loaded sailings
- Traffic control personnel needed on highway during peak periods
- Traffic queues may block access to residences and businesses



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# Option 1 – Improve Existing Terminal at Balfour



## Dredging

- Maintaining safe ferry navigation in the west arm will require significant dredging (estimated initial dredging cost \$3 million)
- Ongoing channel dredging will be required– the frequency, how long it will take and ongoing cost is being investigated
- Environmental approval required for dredging
- Ferry may not be able to operate during dredging

## Marine navigation aids updated

- Existing Canadian Coast Guard navigation aids in west arm are obsolete and are being reconfigured and replaced

## Improving Highway/Holding Compound and Community Safety

- Highway 3A shoulder will need to be widened for safer highway queuing and additional right-of-way will be needed. (Costs could exceed \$1 million with only marginal safety improvement)
- Limited ability to increase size of holding compound. (ie. rest area can be removed, would require removing the septic field, leaving terminal without a washroom facility. Estimated cost \$2 million)

## Service - Vessel Replacement

- MV Balfour is aging and must be retired in the next few years
- MV Osprey cannot meet current demands during peak periods without a second vessel (Cost to replace the MV Balfour is estimated at \$30 million)

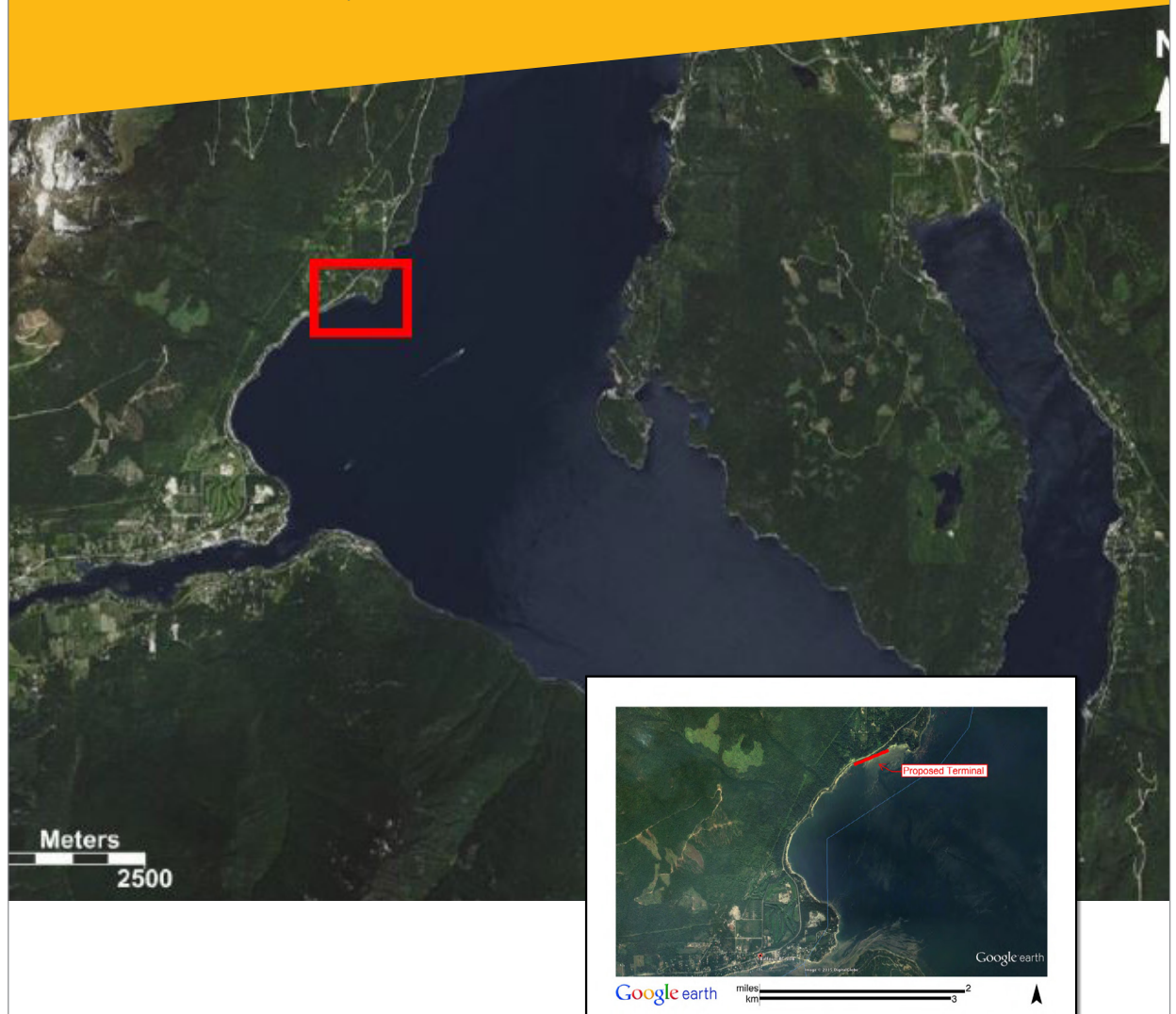
## Environmental

- Existing septic system will not meet future growth and modern environmental standards (new sewage treatment facility to cost an estimated \$500 K)

## Project Cost - Existing site with Improvements

- Overall estimated costs for upgrading terminal, vessels and dredging would exceed \$36-\$40 million

## Option 2 - Relocate to new terminal at Queens Bay North



The proposed site of the Queens Bay North terminal is on undeveloped Crown land 3.5 km north of the existing Balfour terminal. A recent technical feasibility study indicated this site was the best and most cost effective option for a more accessible, efficient and safer ferry terminal.



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# Queens Bay North

## Marine Navigation and Transit Time

Transit Time Segment Durations

**Balfour to Kootenay Bay**

Segment	Description	Duration	Notes
1	Load at Balfour	10	35 mins. total crossing time
2	Navigate the channel entrance out of Balfour	10	
3	Crossing Kootenay Lake (Balfour to Kootenay Bay)	25	
4	Offload at Kootenay Bay	5	
5	Load at Kootenay Bay	10	
6	Crossing Kootenay Lake (Kootenay Bay to Balfour)	25	35 mins. total crossing time
7	Navigate the channel entrance in to Balfour	10	
8	Offload at Balfour	5	
<b>Total</b>		<b>100</b>	<b>(50 mins per leg)</b>

Transit Time Segment Durations

**Queens Bay North to Kootenay Bay**

Segment	Description	Duration	Notes
1	Load at Queens Bay North	8	
2	Crossing Kootenay Lake (QBN to Kootenay Bay)	17	
3	Offload at Kootenay Bay	5	
4	Load at Kootenay Bay	10	
5	Crossing Kootenay Lake (Kootenay Bay to QBN)	17	
6	Offload at Queens Bay North	3	
<b>Total</b>		<b>60</b>	<b>(30 mins per leg)</b>

### Benefits

- The site is outside the west arm of the lake - will not have the same navigation challenges as at Balfour as access is not limited by a narrow channel
- No concerns with congestion and conflicts with pleasure boats
- Water is deep enough that the site will not have vessel draft issues
- Reduced transit time is substantial – crossing reduced by 50% to 17 minutes from current 35 minutes
- Reduced transit time will increase capacity on the route by nearly 35% and
- Support hourly sailings of the MV Osprey
- Route can be served year long by the MV Osprey only. No need to replace MV Balfour (Back up service provided by a self-propelled barge)
- Shorter travel distance means no capacity issues between now and 2065

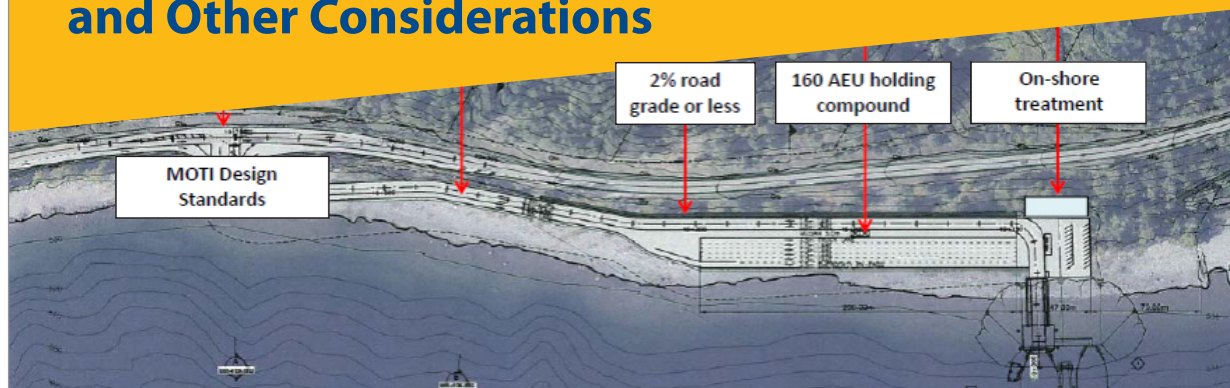


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# Queens Bay North

## Vehicle Compound Highway Access and Other Considerations



- Access to the proposed terminal site would be via an access road from Highway 31 running parallel to the highway and shoreline
- Site large enough for a vehicle holding compound for 160 vehicles- twice the vehicle capacity of the MV Osprey
- There is additional space along the access road to accommodate 60 vehicles if the compound experiences an overflow
- A proposed intersection from Highway 31 to the terminal access road would allow left and right turn lanes into and out of the ferry terminal and one highway through lane in each direction
- Studies show proposed intersection can safely handle traffic until 2065.  
(The intersection will be pre-ducted for a traffic light if desired.)

### Property Impacts

- The proposed terminal site, including access road and vehicle holding compound, is on Crown Land
- There are two residences along the shoreline to the northeast of the proposed terminal site. The Ministry would consider potential impacts and mitigations in the design development phase

### Archaeological Review

- A preliminary archaeological field reconnaissance was undertaken at the proposed site
- Archaeological Impact Assessment will be undertaken



### Environmental

- Current information indicates no critical habitat or species at risk at the site

### Project Costs - Queens Bay North

- Early conceptual estimates put the new terminal in the \$25-\$30 million range. This gives us a modern terminal that would serve the community for the next 50 years.

# Terminal Relocation

## Have your say



### Impact on local businesses

Over time a number of local businesses have developed to serve users of the ferry. Relocating the ferry will have a direct impact on these businesses. Relocating may offer new opportunities as well as challenges. The needs of these business operators will be considered and business owners will be consulted as part of the public consultation process.

### Amenities at Queens Bay North

If the decision is made to relocate the terminal site, what kind of amenities does the public want to see at the new site?

- Public Washrooms
- Rest and play area
- Public transit
- Public parking
- Mobile food/coffee truck(s)

*Your thoughts*



## Potential Uses of vacated land if terminal is relocated



If the terminal is relocated the Balfour Terminal property will be vacant. Who should manage this vacant property and how should it be used?  
What do you think?

Possible uses include:

- Preserve as public park
- Marina use
- Business/commercial use
- Residential use
- Mixed residential and commercial
- Other

*Your thoughts*



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# Next Steps



- Major capital projects take years to plan and deliver.

Planning includes:

- Technical and financial analysis
  - Environmental and archaeological assessment
  - Public consultation
  - Detailed Project Plan
- All of this occurs before proceeding to procurement and construction.
- MOTI will review and prepare a summary report on this consultation to be made available to project planners and the public.



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## APPENDIX: POSTER BOARD COMMENTS FROM OPEN HOUSE

Attendees were provided with pens and sticky notes and encouraged to attach questions and comments on the various poster boards on view at the Open House. These are comments provided by participants.

### Poster Board 1: Welcome. Moving Forward: Setting a Course

- Insufficient public consultation time allowed since the report was in the making and presented in March.
- This “consultation” is mere PR. The MOTI doesn’t care about people, only money.
- Make sure you fill out the survey if you want your voice heard.
- The Osprey is toooo big for the job, cut out the B.S.
- Needs to have more than a preliminary environmental assessment + cultural assessment.
- This needs way more time, consultation, listening and creativity. This is historic!

### Poster Board 2: Balfour Ferry Terminal Options to Consider

- This is one sided.
- What about increased traffic safety along QB cabin area with 100% increased traffic. Very real safety concern for children getting out of vehicles.
- What safety issues? Has there been a fatality or injuries?
- SNC-Lavalin—the company who wants this project—is corrupt. Very bad company! Look into it!
- Does this have anything to do with dredging of Grohman narrows in order to provide more electricity for the US?
- Filled to capacity a small percentage of the time.
- This sounds like a final decision? If not, give us more time.
- Why keep studies secret for so long?
- Give us more time. This short consultation process is bogus.
- MOTI & SNC should open this up. You can do better. You have...
- Lavalin overrates safety issues. The only real issue is that they put the Osprey in services and it is too big for the job.
- SNC Lavalin corrupt company.
- Opportunity to redevelop Balfour into tourist village.

### Poster Board 3: Balfour Ferry Terminal Overview

- Not half the distance! Not worth the cost and impact to local residents.
- WHO in government has picked SNC-Lavalin as a dance partner? Sounds suspicious.
- Yes, improve existing terminal!
- Fix it!
- Relocation = disruption waste \$.
- Yes, improve Balfour and save money, energy and environment.
- Fix it & follow through on systems set up on ferry re: flushing sewage.
- What about other three locations considered viable by Ministry's own study?
- Queen's Bay beach is one of the last remaining jewels on the lake. Don't destroy it!
- Improve present location. Save money, save the environment, listen to the people.
- Destruction of a natural habitat and the only public shore access in the area.
- A designated slide zone across the highway from potential ferry landing.
- Where is the Ktunaxa input?
- Our homes in the Bay are closer to the highway. More traffic noise is not acceptable.
- Longer drive.

### Poster Board 4: Balfour Marine Challenges – Navigation

- Ferry wake will impact QB docks, beaches, etc. Does not fix the problem just moves it!
- Where's the money savings if you build a barge? Talking in circles.
- What happens if there's only one ferry and something goes wrong?
- Where is the study regarding frequency for dredging the arm?
- Stop sending so much water over control water levels.
- When was the last time the arm was dredged?
- Increased wind and waves in Queen's Bay – are a risk if ferry loses power as well.
- Yes, pleasure boats AND swimmers, kayakers, stand up paddle boarders, etc.
- There are pleasure boats in Queen's Bay as well. Being the warmest beach waters.
- There are private docks in Queen's Bay, too!

- There is no current data to support the need for regular dredging of the Balfour channel. Show the science.
- When was the last time the channel to Balfour was dredged?
- The currents used to be stronger before the dam.
- Where is the study saying how often dredging would be needed? Has the west arm ever been dredged? Little to no issue for 16 years of Osprey use!
- This is a lie. There are maybe five boats. 20 years ago, there were 150 to 200 and the Anscomb was less maneuverable.
- Keep retired ferry captains retired—then they'll quite running aground.
- Navigation channels have been constructed for 1000 of years.
- Dredging should be easier in West Arm vs. Queen's Bay.
- Comment in writing. Make it count.
- Balfour is a protected bay—safest for ferry.
- For the Osprey, maybe... not a single accident reported in this channel up to date.
- Shifting land deposits caused by weather fluctuation?

#### **Poster Board 5: Balfour Vehicle Challenges – Holding Compound and Highway Access**

- What about the local businesses?
- There is way more space for the expansion at Balfour than at proposed site. Into the future problems here (Balfour) are fixable. Eg. Staff parking lot could be moved to \_\_\_ more back up parking in peak season.
- At the most, this might happen once a year! During StarBelly Jam, which isn't happening this year.
- 35 million could fix this.
- Why would relocation be any different? \$\$.
- All of these can be fixed.
- Put in a traffic light. Duh.
- Existing land beside dock and duck is for sale. Use it to keep what we have and improve our existing facility.
- Expropriate adjacent empty land for parking.
- The little blue rectangles are not cars... there is very little opportunity to take photos of traffic congestion because it hardly ever happens.



- This seldom happens and could easily be remedied through reconfiguration of the picnic area next to the existing parking lot.
- Lots of room for parking expansion (arrow towards board).
- Rarely (twice a year).
- About 10 days per year there is any ferry congestion.
- Could this not be fixed for 36-40 million dollars?
- Land is for sale in Balfour directly next to Dock + Duck. Purchase to improve Balfour facility.

### **Poster Board 6: Improving Existing Terminal at Balfour**

- Re: pleasure boats:
  - Analysis assumes increased traffic. I don't agree.
  - Minimal risk—very few if any collisions with ferry in the arm.
- The government has lots of money (when they want to) so spend it.
- You're going to have to build a new septic system at Queen's Bay. What's the difference? \$40 million could easily turn into much more after all the testing proposals and renovations to old and new sites.
- Where's the cost analysis?
- New septic system would need to be made anyways!
- Relocate compound and washrooms to vacant lot nearby?
- Balfour is a protected bay. Safer for the ferry. Kootenay Lake can be very changeable and dangerous weather conditions.
- Large, adjacent property is for sale now!
- Dredging is common worldly.
- What about the cost of putting septic washrooms at Queen's Bay?
- Highway will need to be widened in Queen's Bay as well – between a hillside and water.
- Dredge it.
- An early, simple solution with minimal environmental and public impacts. Choosing Queen's Bay is on the other hand, foolish.
- Less than 30m!
- A second vessel will be required anyway.
- It will be a terrible environmental disaster to fill in the lake and destroy the only public beach and the wetland.



- No environmental study has been done on option of dredging. Why?
- 2 million cheaper than the so-called 30 million.
- I live in Queen's Bay. What about my water?
- Can you not fix the existing situation for 36-40 million dollars?
- No, not really. For two days of heavy traffic per year.
- Really? Could be a lot more.
- Fix it. So much new technology. Use it.

### **Poster Board 7: Relocate to New Terminal – At Queens Bay North**

- No protection from south winds!
- Queen's Bay is a back-eddy. More pollution concerns.
- Queen's Bay has some of the very few beaches left where the water is enjoyed by hundreds of visitors every summer.
- This proposed ferry terminal will ruin this beautiful beach forever.
- Thousands (with arrow pointing to page).
- Much, much greater safety concern due to increased traffic in already narrow, congested area of highway at Queen's Bay.
- Designated slide zone across highway from proposed QB Ferry landing.
- Great use of private beachfront – not! Why get rid of a lovely local public beach?
- We still find first nations artifacts on the beach. Last summer, another stone arrowhead.
- If the current traffic coming through Balfour heading to Nelson isn't obeying the posted speed limit, what makes you think 160 vehicles every hour will be any different? 36-40 million to move 3km? Really?
- Winds and waves are totally understated in SNC report. The bay can be wild!
- Terrible use of prime and pristine parkland waterfront. Get real!
- Best swimming area on Kootenay Lake (with arrows pointing to board).
- Comment online for a permanent record.
- How much fill required to accommodate lanes? (Arrow pointing to Board)
- Sturgeon come up in the summer (arrow pointing to the board).
- What about the loon who has her babies in the proposed spot? She will have no home.

- The only public shoreline accessible in the area used by Nelson, Balfour, east shore, Queen's Bay residents.
- Feasibility studies do not include many aspects of cultural, environmental and socio-economics.
- We bought land here because of the lack of development.
- The only remaining public beach includes wetland.
- Talk to the ferry operators. They know this is not smart.
- Isn't the proposed site under a landslide area – directly below?
- This area should be designated parkland for all residents to recreate in and enjoy.
- People will sit in their cars and talk to no one because there will be no one to talk to
- A soul-less transportation hub.
- Terrain stability study required for sinkhole. Sluffing about site (arrow pointing at board)
- Study some more!
- "They paved paradise and put up a parking lot. They cut down the trees and put them in a museum".
- Not more efficient! Ferry would still sail all day. In fact, less efficient with more stopping and starting.
- Don't wreck this. Creatively problems solve what there is.
- Should plan for proper beach and amenities.
- Public beach!
- Comment in writing. Stickies disappear.

### **Poster Board 8: Queens Bay North – Overall Benefits**

- Where are all of these people going to eat? Go to the washroom?
- A barge? How much will that cost?
- Most of the year the ferry is under-utilized.
- No safety issues with the highway? What about that long hill starting at Coffee Creek and a left into the ferry terminal?
- 2 major landslides. Not recorded? Check the archives.
- How can a back-up barge work fro the QB option–but need two ferries for the Balfour option?

- 2 ferries eliminate need for a barge (what cost?) and may provide more capacity than the one ferry operation from QB. If 10-20 years from now a second ferry is required, your analysis is flawed.
- Why wreck a pristine bay?
- How would the terminal handle major south storms?
- Run tests with ferry in Queens Bay to gauge wave and related effects on beachfronts.
- Current foreshore not adequate to accommodate 160 parking spots–will materials be pushed out into the lake or built out over the water?
- Don't wreck another beautiful piece of land! Make the present terminal work.
- Turning radius to N. off ferry not adequate to accommodate 7-9 axle low bed with heavy equipment (i.e. 330 EX) or loaded logging truck.
- There is not a strong current going through the Bay. Driftwood re-circulates constantly.
- If the ferry is moved, who will protect the water of Kootenay Lake? (From being given to the US)/
- Unregulated water use upslope onto unstable banks is a risk to parked cars in ferry line-up.
- Not enough room for large trucks to turn around.
- Will there be competing businesses and washrooms?
- There have already been landslips that have blocked the highway, destroyed a house and killed 3 people.
- Haven't seen any environmental or archeological studies yet?
- Unloading two lanes at once is a safety issue. Renovations would need to be made to ferry to unload two lanes at once.
- Boats come from all over to sit in the bay and swim in the warm water. Warmest part of the lake.
- Storm impacts from 3 directions.
- Should be made into parkland.
- What if 160 car holding facility is not enough. Then what?
- Where is the fill coming from?
- Should be made parkland!
- Banks unstable. Retaining walls will be massive and costly.
- What about impact on the Balfour community water supply? (Pollution from ferry...)
- What about the bus service?

## Poster Board 9: Queens Bay North – Vehicle Compound Highway Access and Other Considerations

- Don't it always go—you don't know what you've got til it's gone. They want to pave paradise, and put up a parking lot.
- Logging trucks coming down the big hill aren't going to stop for ferry traffic.
- Oh really, and how detailed and involved was this habitat impact study? It likely will not pass environmental impact assessment and regulations.
- Has the foreshore inventory mapping looking at aquatic habitat been looked at or consulted?
- Our beach is now on the critical list.
- What about impact on Queen's Bay water users?
- What about impact on Balfour water supply?
- Build a bridge! Ainsworth–Riondel.
- Is this more about giving more of Kootenay Lake waters to the states?
- Slide area—banks are unstable, ready for another slide.
- Why park on beachfront?
- Just imagine what turning here is going to be like! A nightmare.
- Where is the tollbooth going to be? We know it's coming.
- Highly unstable bank, continually sliding (arrows pointing to board)
- Terrible location. Destroying 2000 feet of public beach.
- Where are the environmental and archaeological assessments?
- Worst of corruption scandals Canada has ever seen! Lavalin Company is bad news.
- Slope destabilization at proposed highway junction.
- Hundreds of trucks, loads of fill. How does it not leech into the lake?
- Fuel tanker turning radius? Logging trucks.
- Red listed Burbot habitat!
- There is not enough current in the Bay to clean our dirty water from the terminal.
- Public beach. 100 people a day swim here.
- Public beach?!
- Estimates always double for such projects. Check it out online.
- More roads, more money, who pays?

- In peak season, service is only every hour. Slower than current, every 50 minutes.
- Are you kidding? This will suffice for 50 years?
- Increased costs to ferry—do taxpayers have to fork out that cost?
- They will need replacement. No matter what, a barge will still cost a lot of money.
- Only needed in summer time.
- Has this proposal considered the effects of larger storms on the main lake?
- How will Balfour and Crawford Bay economy be effected by shorted waiting times?
- Crossing is a tourist attraction – reducing it is not a benefit.
- Driving time increases 10 minutes. More fuel needed. Tourists love the ferry, it's a relaxing attraction.
- What about loss of employment?
- More trips? More fuel? Cost savings?
- The main lake has dangerous weather conditions. Balfour is a protected bay.
- What about the safety of kayaks, canoes, paddle boarders? How will we get around the terminal?
- The ferry crossing is a tourist attraction, not just a means to an end.
- Send comments in online. Public record.
- Where does the loading time inefficiencies come from? (Off-load times should be time—same size boat).
- The squalls at Queen's Bay could wreck the Osprey.
- Lots of space to expand at current site. No room to expand at proposed site in future years.
- No beautiful people walking around, smiling and enjoying themselves.
- What about the two sites deemed “viable” at Queens Bay south? Eg. Existing boat launch!
- We need a ferry with less draw and still have capacity for the same carload. Has traffic increased or decreased in the last decade?
- The narrow, shallow channel is enjoyed by all and keeps the crew sharp and educated on navigational skills.
- What about repair/outfit time on Osprey if no Balfour?
- How as capacity increased if the ferry is the same size? And if sailings are hourly—how can they be 17 minutes.
- Set up traffic lights at the intersection of the highway and the loading area, to come on when the ferry is unloading.
- Takes extra time from Harrop ferry.

## Poster Board 10: Terminal Relocation: Have Your Say

- Mostly parkland.
- And what would the additional cost of all of this be? It is not added in the assessment!
- Water is too cold to swim in and polluted. Vacant land exists next door. More money will have to be spent on bathrooms....
- Has a remedial impact plan on industrial clean up been put into the overall costs?
- Are you going to fully compensate the businesses that rely on ferry traffic?
- Whatever would happen to the Balfour terminal would be your responsibility and it's on your dollar. We don't want this.
- Leave it and improve what we have.
- Sure! Spend even more taxpayer dollars. Great.
- Doesn't this piece of land belong to the Ministry of Highways?
- Is this a plan to access more water to give to the states?
- Let's keep it and make it work.
- Quit giving up government assets.
- Keep terminal at Balfour. Construct a ferry that has less draw than the Osprey.
- We own it. Restore it. Quit adding costs to taxpayers.
- Can never replace the ambiance at the new site.
- What we have is wonderful. Let's keep improving and making it better.
- Seems like more "waste" of taxpayers money, use of energy, time, hurt to economical budgeting for "who pays"? Local taxpayers. How about that money to dredge to fix what is workable?
- Let's preserve what we have, not wreck the precious beach we have left.
- Balfour lakeside park reserve.
- Additional cost? How much more to move the ferry plus re-establish this "old" area.
- Cost of Queens Bay option surely must consider cost within 50 years of second ferry.
- How about a ferry terminal?
- Comment online. Public record.
- How many thousands of tones of material will be required?
- 2016, and the best use of pristine waterfront is a long parking lot? Yuck!
- Bad reputation, corruption scandals, worked for Kadafi in Libya. Lavalin is a terrible company.



- What is system in 40-50 years when parking lot is no longer sufficient? Take up more waterfront?
- Storms can be really bad.
- Washrooms for all those cars and people?
- How about all of the flotsam and jetsam (logs, etc) that float into the bay during spring run off-high water?
- Why exchange one of the warmest swimming beaches for one that is well cooled by currents and swifter running water?
- Huge \$\$\$ economic impact—currently waiting in line supports local business.
- Upgrade present location—save Balfour and Queen's Bay
- We have enough ghost towns already!
- There will be an economic impact if the longest free ferry ride in the world is discontinued. Those businesses will suffer due to loss of tourist traffic.
- How will the proposed terminal be protected from South winds and waves?
- Don't think move is necessary at all! Keep the beach and dredge when necessary
- What about septic issues at this location?

#### **Poster Board 11: Potential Uses: of vacated land if terminal is relocated**

- More challenges than opportunities. There is no room on the highway at QB. Balfour has the room.
- Dumb idea.
- Let's support the local businesses, steady employment, community spirit.
- \*This impact is huge! Its economic and historic and social impact is understated and not understood. Balfour is starting to hum!
- How much is Fortis or BC Hydro contributing partnership? US dollars.
- Relocate? Where? How? (arrow pointing at board).
- Parking area at Balfour could be expanded in the future. Right now the rare time, there is insufficient capacity. Inacceptable.
- For how many years to come? Financial payouts? Taxpayers \$.
- Cost of business economic loss – move the businesses to Queen's Bay? Cost of compensation to the businesses.

- Stop selling water we don't have to the U.S + we won't need to move the ferry landing.
- DO not contaminate our drinking water! Build a bridge from Ainsworth to Riondel.
- People and drinking water matter. This plan is a disaster.
- Do not support relocation. I support local business and well-being.
- Leave Queen's Bay alone. No way.
- Too much additional environmental damage.
- How boring. What about a restaurant, bakery, dress shop, fruit stand, gas station and gift shop?
- Public Park.
- Public park, beach, marina, businesses all good options.
- Move the Harrop ferry to Balfour. Would help the local shops
- Leave it as it is!
- All the amenities we love are already there—leave them alone please!
- Dumb idea.
- Ferry will be broad side to winds—poor safety—barge would be very bad.
- What about GDP from area and local business with a 14% unemployment rate in BC?
- Rocks and driftwood on a garbage free beach.
- Northbound trucks will be crawling up Queen's Bay hill (no passing lane).

### **Poster Board 12: Next Steps**

- "New route" Osprey can handle present route. Jobs secured through a new ferry if built in Kootenays.
- Opposed to relocation. Dredge in arm + fix septic. No need for new ferry if Osprey can handle it.
- Are all the negatives of moving the ferry and positives of keeping it in Balfour going to be in the report?
- Think of preservation not destruction for our future.
- Not enough time.
- Need more information on the true cost of either proposal.
- Why not get an electric ferry.
- What about the Indian buried at proposed site?

- Is there enough time? June 15th-September? Slope/terrain analysis.
- Lavalin is a corrupt company.
- Lavalin is a terrible choice. Corruption scandals.
- More time.
- Take more time to do the environmental studies BEFORE any decision is made. Consider wind, wave, and water quality. Do not change for no reason.
- Reveal true costs of Queens Bay move.
- Where is this study?
- Study is public info (FOI). Do we need to request?
- Process is too fast. Consultation is needed, in person. Give us time.
- Community of Queens Bay/public stakeholders. I didn't get an invite to #2.
- Too short. The report was presented to MOTI in MARCH.

### **Queens Bay Community Board**

- Have you really looked at the traffic issues of logging and other industrial trucks barreling down that hill that starts at Coffee Creek?
- "They paved paradise and put up a parking lot".
- This is B.S.
- No ferry at Queens Bay. Ruining public beach used by 100s. Longest free ferry = tourism gone.
- Don't pave paradise!
- They paved paradise and put up a parking lot.
- Why isn't Queens Bay at the tickboxes of "where do you live?"
- We want to keep the ferry landing at Balfour.
- Who consulted the community? Where was the public meeting?
- Environmental disaster. Waste of taxpayers money. No.
- Our drinking water. Recreation area. No to ferry.
- Dumb!
- Our drinking water for our homes comes from that bay!

- Don't wreck a pristine beach.
- Don't it always seem to show that you don't know what you've got til it's gone.
- Build a bridge–Ainsworth to Riondel.
- My drinking water comes from the bay.
- Safety first! Unstable banks at proposed ferry landing. Slide area. Narrow, windy roads. Logging truck coming from the north.
- Property west of Dock + Duck has been for sale for years–vehicle parking and sewage.
- Destroy a public beach. Longest free ferry ride is a tourist attraction.
- Are your minds already made up? 3 weeks is not long enough.
- Above comment–the thinkers of moving the ferry don't have minds.
- Leave the ferry where it is. The people of the region do not want this move!
- Suppose millions saved if moving. All those dollars should be kept in Balfour/Queens Bay only!

