

File No.: PL-RZ-2025-0305
x-ref: PL-DVP-2025-0110
PL-TUP-2025-0105

DATE OF MEETING: September 29, 2025

TO: Mayne Island Local Trust Committee

FROM: Bruce Belcher, Planner 2
Southern Team

COPY: Robert Kojima, Regional Planning Manager

SUBJECT: Rezoning application – Preliminary report

Applicant: Lee Orpen (BC Ferries)

Location: LOT A SECTION 6 MAYNE ISLAND COWICHAN DISTRICT PLAN
VIP75220

RECOMMENDATION

1. That the Mayne Island Local Trust Committee proceed with application PL-RZ-2025-0305 and that staff prepare a draft bylaw that would amend the Land Use Bylaw to rezone the foreshore adjacent to the property from Water Moorage (W2) to a zone permitting a shoreline stabilization rip-rap structure.
2. That the Mayne Island Local Trust Committee request staff schedule a Community Information Meeting to provide the public with an opportunity to receive information and ask questions regarding the BC Ferries foreshore rezoning.

REPORT SUMMARY

The purpose of this report is to provide a preliminary report on the proposed rezoning PL-RZ-2025-0305 and seek direction from the Mayne Island Local Trust Committee (LTC) to proceed or not proceed with the application.

The application would amend the Mayne Island Land Use Bylaw (LUB) No. 146, 2008 by rezoning the foreshore adjacent to the BC Ferries terminal from Water Moorage (W2) to a site-specific zone permitting a shoreline stabilization rip-rap structure.

BACKGROUND

BC Ferries contracted WSP Canada Inc. in 2022 to conduct a slope stability assessment of the partially failed slope along the south end of the Village Bay ferry terminal to determine options to prevent further erosion of the ferry terminal. The site was considered to have short term stability, however high rainfall events increase the risk of instability along the southern bank. In 2024 BC Ferries along with WSP designed shoreline stabilization structures to prevent future erosion. The design involves shoreline armouring rip-rap extended from the existing rip-rap along the foreshore, and a mesh wire secured with soil anchors extending up the slope from the natural boundary of the sea on the BC Ferries property.

The Islands Trust received the proposal initially as a Crown Lease Referral for the work along the foreshore. Staff determined that the work along the foreshore did not comply with zoning and the area would need to be rezoned. While the new mesh structure would require a variance for siting in the setback from the natural boundary of the sea. BC Ferries opted to apply for a TUP with the intention of completing the work in the summer months and instead apply for a rezoning of the foreshore area following the issuance of the TUP to bring the shoreline work into long term compliance with the Mayne Island Land Use Bylaw No. 146, 2008 (LUB).

At the [April 28, 2025 LTC meeting](#) trustees approved issuance of the Development Variance Permit for the proposed structure within the natural boundary setback and the TUP for the rip-rap extending along the foreshore:

MA-2025-013

It was MOVED and SECONDED,

that Mayne Island Local Trust Committee approve issuance of PL-DVP-2025-0110.

CARRIED

MA-2025-014

It was MOVED and SECONDED,

that Mayne Island Local Trust Committee approve issuance of PL-TUP-2025-0105 for a period of three (3) years.

CARRIED

The TUP included conditions requiring the applicant to submit a rezoning application to bring the proposal into long-term compliance within six months of the issuance of the permit. Unless a rezoning application is received, upon expiry of the TUP the property must be remediated to return to the condition prior to commencement of the shoreline stabilization construction.

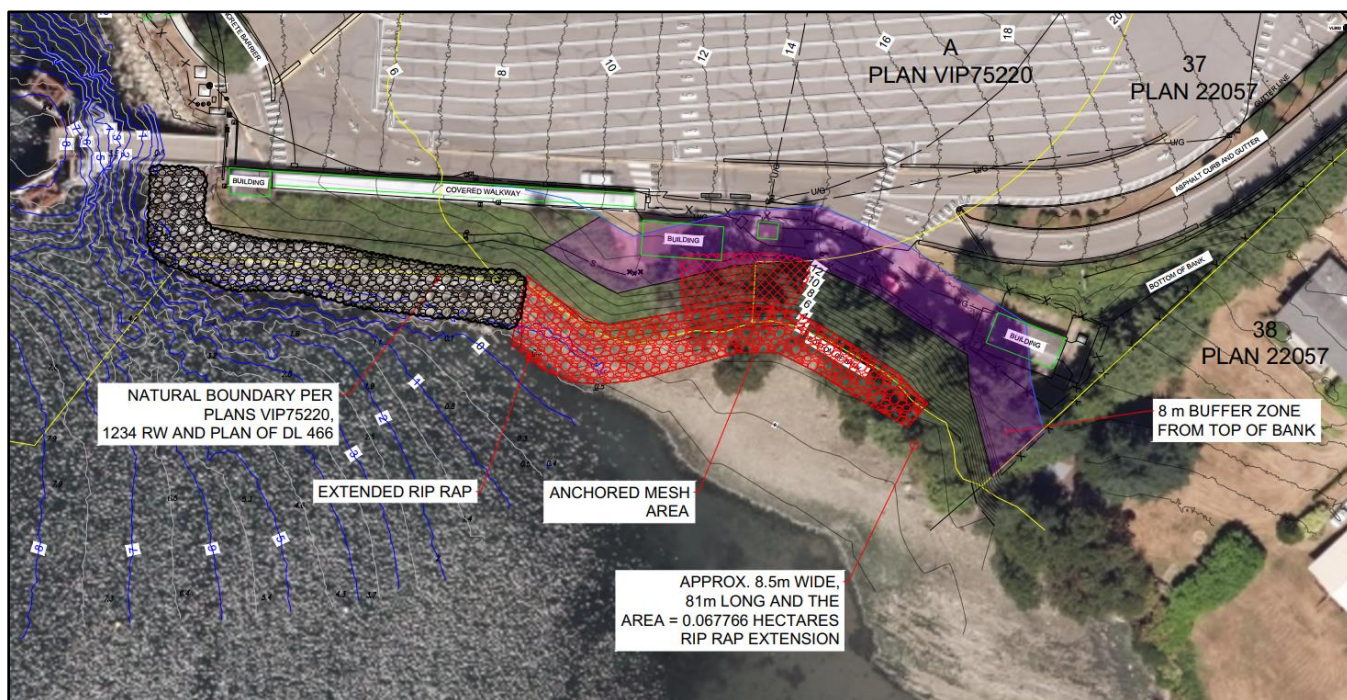


Figure 1: Site Plan

ANALYSIS

Policy/Regulatory

Islands Trust Policy Statement:

Relevant policies of the ITPS include:

Section 3.4. Coastal and Marine Ecosystems

Commitments of Trust Council

- 3.4.2** It is Trust Council's policy that marine areas be protected and coastal zone management principles be defined in consultation with agents of the government of British Columbia, the government of Canada, Crown corporations, municipalities, regional districts, non-government organizations, property owners and occupiers.

Directive Policies

- 3.4.4** Local trust committees and island municipalities shall, in their official community plans and regulatory bylaws, address the protection of sensitive coastal areas.
- 3.4.5** Local trust committees and island municipalities shall, in their official community plans and regulatory bylaws, address the planning for and regulation of development in coastal regions to protect natural coastal processes.

Section 4.5 Coastal Areas and Marine Shorelands

Commitments of Trust Council

- 4.5.3** It is the position of Trust Council that development, activity, buildings or structures should not result in a loss of significant marine or coastal habitat, or interfere with natural coastal processes.
- 4.5.4** It is the position of Trust Council that development, activity, buildings or structures should not restrict public access to, from or along the marine shoreline.

Directive Policies

- 4.5.10** Local trust committees and island municipalities shall, in their official community plans and regulatory bylaws, address the location of buildings and structures so as to protect public access to, from and along the marine shoreline and minimize impacts on sensitive coastal environments.

Official Community Plan:

The Mayne Island Official Community Plan Bylaw No. 144, 2007 (OCP) contains objectives and policies in Section 4.2.1 "Coastal Waters and Foreshore" and Section 4.2.2 "Public Access to the Foreshore".

The OCP identifies the foreshore as "the land between the highest tide and the lowest tide" which is "public land managed by the Provincial Government" and "any occupiers of this land must comply with the bylaws." Additionally, the OCP includes the foreshore concern related to the "erosion effects due to passage of B.C. Ferry Services Inc. ships in Active Pass." The objectives of 4.2.1: Coastal Waters and Foreshore are:

1. to protect coastal areas from pollution,
2. to ensure that any use of coastal waters and foreshore does not result in permanent damage to the natural systems, and
3. to limit the impact of foreshore uses on adjacent uses and on the visual appearance of the shoreline.

The relevant OCP policies pertaining to Coastal Waters and Foreshore are:

- 4.2.1.1** Marshes, bluffs and beaches along the coast **shall** be protected from the impacts of development by ensuring foreshore zoning protects against disruption of the natural systems and pollution.

- 4.2.1.2** Despite policy 4.2.1.1, the Local Trust Committee may:

- a) amend its bylaws to allow erosion protection structures to be regulated through development permits; and
- b) consider on a case by case basis applications from property owners to provide protection of existing structures from foreshore erosion in situations where the erosion protection works will not disrupt natural coastal processes. Such applications should be evaluated upon specific site conditions, the requirement for erosion protection, and the proposed method of protection. The use of Green Shores principles is encouraged in the design of new erosion protection works. Softer means such as vegetative stabilization, upland drainage control, biotechnical measures, beach enhancement and anchor trees are preferred over hard structural solutions such as riprap, concrete groins and seawalls. Applications for erosion protection structures should include a report prepared by a Professional Engineer with experience in geotechnical engineering or a Professional Geoscientist which describes the proposed modification and shows:
 - i) the need for the proposed modification to protect existing structures.
 - ii) if any natural hazards, erosion, or interruption of geohydraulic processes may arise from the proposed modification including at sites on other properties or foreshore locations.
 - ii) the cumulative effect of shoreline stabilization works along the drift sector where the works are proposed.

4.2.1.3 Ensure that there are adequate setbacks from the natural boundary of the sea for all development.

4.2.1.4 All use of coastal waters and foreshore areas **shall** be regulated by zoning to ensure adequate separation between potentially conflicting uses.

4.2.1.5 Public recreational use of the foreshore **shall** be given priority over other foreshore uses.

The OCP states that “Public access to foreshore is important in the Mayne Island Local Trust Area for local recreational purposes”. The objectives of Article 4.2.2 Public Access to the Foreshore are:

- 1. to protect foreshore accesses for public use,
- 2. to ensure an adequate number of beach accesses; and,
- 3. to ensure access to all boaters at all tides and all weather with the construction of a dock, ramp and pumpout station constructed at the Anson Road beach access.

One OCP policy is associated with Public Access to the Foreshore:

4.2.1.1 In areas covered by water, commercial use shall be permitted only if it will not disrupt traditional swimming beaches, or navigation, and will not create pollution.

Land Use Bylaw:

The foreshore is zoned **Water Moorage – W2**. The purpose of the Water Moorage Zone is to provide for and regulate accessory private moorage on the foreshore and marine waters adjacent to Mayne Island.

5.21(1) The following uses are permitted, subject to the regulations set out in this Section and the general regulations, and all other uses are prohibited:

- a. Marine navigational aids;
- b. Docks, accessory to the residential use of an upland lot or lots abutting the natural boundary of the sea.

5.21(2) The maximum height of any structure is 5 metres (16.4 feet), as measured from the ordinary high water mark.

Professional Reports

The associated geotechnical report provides an analysis of the riprap design and accounts for the changes to coastal processes expected based on the proposed work. The work would prevent further erosion of the previously disturbed bluff, and allow for long term stabilization of the slope. While the riprap structures would alter natural coastal processes such as erosion, much of the extensively disturbed shoreline of the BC Ferries terminal is not supported by bedrock and therefore presents a risk of ongoing erosion. The boulder size and total structure height of the proposed riprap structure has a design life of 50 years based on a 50-year sea level rise projection, wave amplitude during high wind events, and high-water levels during high tide.

The professional reports included with the application appear adequate to address the potential impacts associated with the development.

Professional Reports:

- [Geotechnical Report – Technical Memo \(November 28, 2024\)](#)
- [Initial Slope Stability Assessment \(August 19, 2022\)](#)
- [Fisheries and Oceans Canada Response Letter \(April 2, 2025\)](#)

The applicant has also included a response from the Fish and Fish Habitat Protection Program of Fisheries and Oceans Canada (DFO), outlining the recommended implementation measures to mitigate risks and the potential for prohibited effects to fish and fish habitat. The measures are intended to prevent the development from creating a contravention to the Fisheries Act, the Species at Risk Act, and the Aquatic Invasive Species Regulations.

The DFO recommendations to meet the applicable legislation include the following to mitigate potential marine environment impacts:

- QEP environmental and water quality monitoring during construction activities that may result in negative effects to fish and fish habitat.
- Minimize movements/repositioning of barge and spudding to minimize physical disturbance to the seabed. No anchoring or spudding to occur within eelgrass beds or other sensitive habitats.
- Monitoring for marine mammals for at least 30 minutes prior to pile installation, and suspend construction for 30 minutes following the last sighting of any marine mammals.
- Salvage motile invertebrate species from the project footprint prior to riprap repair works and relocate immediately to areas nearby outside of the project footprint.
- Develop and implement a sediment control plan to minimize sedimentation during all phases of work.

Staff Analysis

The purpose of the riprap foreshore structure is to disrupt the natural processes of erosion through diverting wave energy, however OCP policy 4.2.1.1 is specific to protecting marshes, bluffs, and beaches along the coast. The Village Bay ferry terminal has been extensively disturbed from past terminal development activities and lacks well-defined natural landforms. Securing the toe of the slope that is at risk of further erosion would protect the foreshore rock beach from the erosion related impacts of the existing BC Ferries

terminal. The foreshore structure would also mitigate risks associated with the existing buildings located on the BC Ferries terminal property as they are currently at risk of being condemned due to erosion.

The OCP policy 4.2.1.2 provides a framework for shoreline work which includes specific requirements for any erosion protection structures. This includes encouraging softer Green Shores principles over hard structural solutions such as riprap. Under this framework, erosion protection structure applications should include a report prepared by an experienced Professional Engineer or Geoscientist, which must include: the need to protect existing structures, if and how erosion, natural hazards, or interruption of geo-hydraulic processes may arise from the proposed foreshore work, and the cumulative effects of shoreline stabilization works along the foreshore.

While OCP policy 4.2.1.2 is specific to outlining a development permit process for shoreline protection that has not yet been adopted, the report and permit requirements outlined in the policy are relevant to this application, and as a rezoning provides the LTC discretion. A geotechnical report was completed by a Professional Engineer which provided analysis of the wave action taking place and how the riprap structure was designed. The purpose of the riprap is to protect the toe of the slope and support the upland erosion control structures approved through the DVP, to prevent further erosion of the BC Ferries terminal and protect the existing at-risk buildings. The geotechnical report indicates that the reshaped shoreline due to the new riprap will lead to slightly higher currents but lower storm waves on the beach adjacent to the proposed work. Due to the adjacent bank being well protected by bedrock and a vertical rock wall the increased current velocity and reduced diffracted waves would not induce negative impacts on these properties. Based on this analysis of the submitted professional reports staff consider the application to be consistent with policy 4.2.1.2.

There is an absence of sensitive ecosystems and species at risk upland from the proposed shoreline protection structure. Village Bay has the presence of eelgrass meadows and southern resident orca whale critical habitat which are in need of protection. Staff consider that the DFO recommendations, based on an Aquatic Effects Assessment submitted by the applicant, provide the necessary protection measures to ensure that the development will be managed within the marine environment. The recommendations provide specific timing, procedures, and monitoring to ensure that the impact of the development on the eelgrass measures and orca habitat is effectively mitigated.

Staff consider that the proposal is generally consistent with the OCP policies related to coastal waters, the foreshore, and public access to the foreshore. Staff also consider that the proposal is not contrary to or at variance with the Islands Trust Policy Statement, specifically directive policy 3.4.5. While the proposed shoreline work would impact the natural coastal processes, the design has considered the impacts to Village Bay as a whole and development would not lead to significant impacts to adjacent coastal properties or further erosion. Staff consider that the proposed intention to mitigate the risk of erosion and protect the existing structures on the BC Ferries property is reasonable and the design and implementation process have adequately assessed and accounted for the risks associated with the project.

Issues and Opportunities

Consultation

Public notification or consultation is not required for a preliminary report to the LTC for a potential rezoning. Should the LTC decide to proceed with the application, and determine that no OCP amendment is necessary then the LTC will need to provide direction on whether or not to hold a public hearing. If the LTC chooses not to hold a public hearing the notice of first reading would need to be given.



Once the draft bylaw is prepared it will be referred to relevant agencies

An Archaeological Overview Assessment was submitted by the applicant along with the application. The

The assessment recommends that a project-specific chance find procedure be developed to provide direction on process, roles, responsibilities, and actions required if suspected archaeological materials area encountered.

- [Archaeological Overview Assessment \(April 8, 2025\)](#)

While BC Ferries has conducted its own consultation, the bylaw will still be referred to the First Nations and traditional territories identified in the provincial Consultative Area Database (CAD):

- Semiahmoo First Nation
- Snuneymuxw First Nation
- Penelakut Tribe
- Lyackson First Nation
- Stz'uminus First Nation
- Tsu'uubaa-asatx First Nation
- Halalt First Nation
- Cowichan Tribes
- Tsawout First Nation
- Tsawwassen First Nation
- Pauquachin First Nation
- Tsartlip First Nation
- Tseycum First Nation

Rationale for Recommendation

The recommendation on page one (1) is supported as:

- The rezoning will permit the shoreline stabilization structures necessary to prevent erosion and maintain the existing at-risk buildings on the BC Ferries Village Bay property. Securing the toe of the slope through riprap construction would protect the previously disturbed terminal from erosion associated with the projected sea level rise and increased high wind events.
- Impacts of the development on the marine environment will be mitigated through the DFO recommended measures.
- Staff considers that the proposal is not in conflict with the OCP nor is it contrary to or at variance with the Islands Trust Policy Statement, because the development proposal effectively manages the risks and impacts to the marine environment and natural coastal processes of adjacent properties on Village Bay.

ALTERNATIVES

1. Request further information

The LTC may request further information prior to making a decision. If selecting this alternative, the LTC should describe the specific information needed and the rationale for this request.

2. Do not proceed

Staff caution that if the LTC decides not to proceed the shoreline construction works will become illegal and subject to enforcement following the expiry of the Temporary Use Permit.

3. Request that staff NOT schedule a Community Information Meeting (CIM)

A CIM is a voluntary discretionary engagement event which provides the opportunity for the public to ask questions about the application. The LTC may choose not to hold a Community Information Meeting for the rezoning application.

NEXT STEPS

If the recommendation is supported:

- Staff will move forward with processing the rezoning application
 1. Staff will prepare a draft bylaw
 2. Staff will request any further information from the applicant (if identified by the LTC)
 3. Staff will refer the draft bylaw to agencies and First Nations
 4. Staff will report back with a draft bylaw, policy statement directives checklist, and a report requesting that the LTC consider if holding a public hearing is warranted

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|---------------|--|--------------------|
| Submitted By: | Bruce Belcher, Planner 2 | September 15, 2025 |
| Concurrence: | Robert Kojima, Regional Planning Manager | September 19, 2025 |

ATTACHMENTS

1. Site Context
2. Plans, Drawings, Photographs
3. Temporary Use Permit (Issued April 30, 2025)
4. Development Variance Permit (Issued April 30, 2025)

ATTACHMENT 1 – SITE CONTEXT

LOCATION

| | |
|-------------------|--|
| Legal Description | LOT A SECTION 6 MAYNE ISLAND COWICHAN DISTRICT PLAN VIP75220 LOT 37, SECTION 6, MAYNE ISLAND, COWICHAN DISTRICT, PLAN 22057 |
| PID | 025-710-397, 003-307-409 |
| Civic Address | - |
| Lot Size | 3.58 ha total (1.01 ha subject parcels) |

LAND USE

| | |
|----------------------|-------------------------|
| Current Land Use | Ferry Terminal |
| Surrounding Land Use | Residential, Commercial |

HISTORICAL ACTIVITY


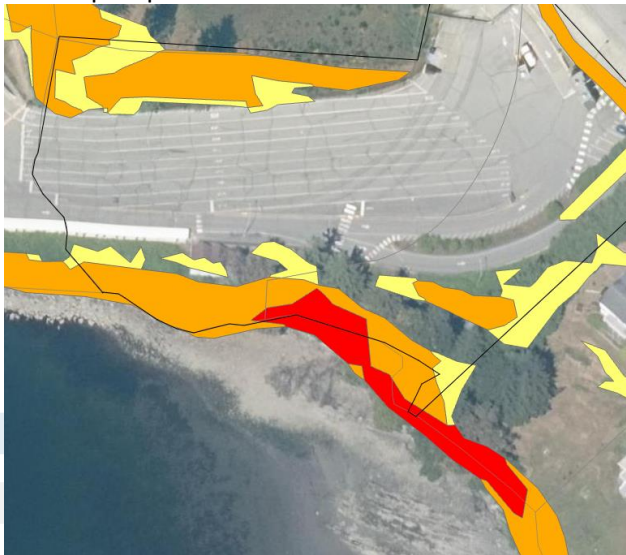
| File No. | Purpose |
|---------------|-------------------------------|
| MA-TUP-2023.1 | 3 modular accommodation units |

POLICY/REGULATORY

| | |
|--------------------------------------|--|
| Official Community Plan Designations | Public Services |
| Land Use Bylaw | Transportation Service (S3) & Water Moorage (W2) |
| Other Regulations | N/A |
| Covenants | N/A |
| Bylaw Enforcement | MA-BE-2020.7 |

SITE INFLUENCES

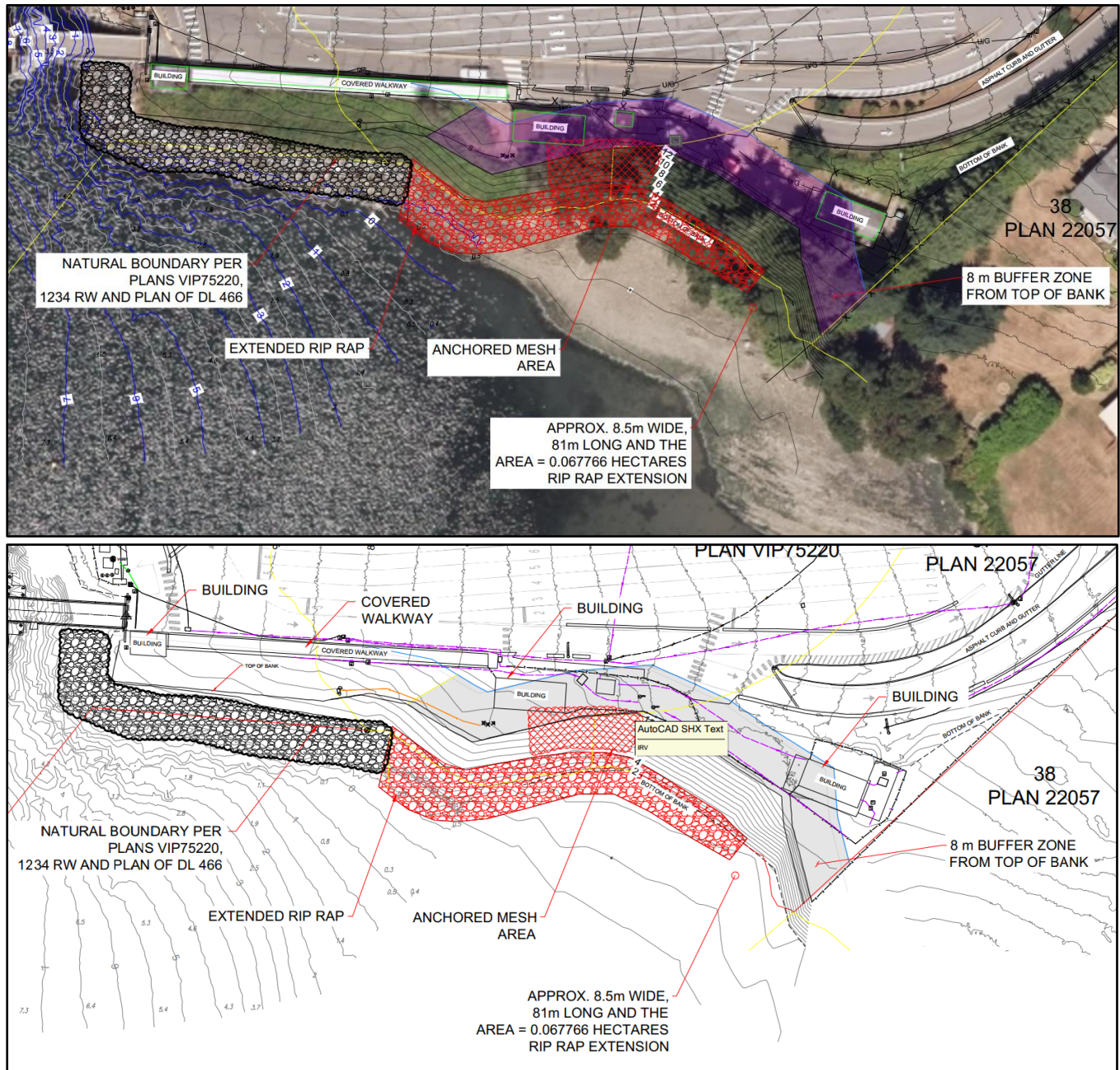
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|--------------------------------|--|
| Islands Trust Conservancy | The application has no considerations for the Islands Trust Conservancy |
| Regional Conservation Strategy | This application has no considerations for the Regional Conservation Plan. |
| Species at Risk | Southern Resident Orca Whale – Critical Habitat |
| Sensitive Ecosystems | Seasonally Flooded |
| Marine Ecosystems | Eelgrass Meadows, Eelgrass Shoreline Presence |

| | |
|--|---|
| |  |
| Hazard Areas | <p>Low, Moderate, High risk steep slopes</p>  |
| Archaeological Sites | <p>Archaeological potential on subject site. Notwithstanding the foregoing, and by copy of this report, the owners and applicant should be aware that there is still a chance that the lot may contain previously unrecorded archaeological material that is protected under the Heritage Conservation Act. If such material is encountered during development, all work should cease and Archaeology Branch should be contacted immediately as a Heritage Conservation Act permit may be needed before further development is undertaken. This may involve the need to hire a qualified archaeologist to monitor the work.</p> |
| Climate Change Adaptation and Mitigation | <p>No anticipated impacts to GHG emissions as a result of this proposal.</p> |
| Shoreline Classification | <p>Low Rock/Boulder</p> |

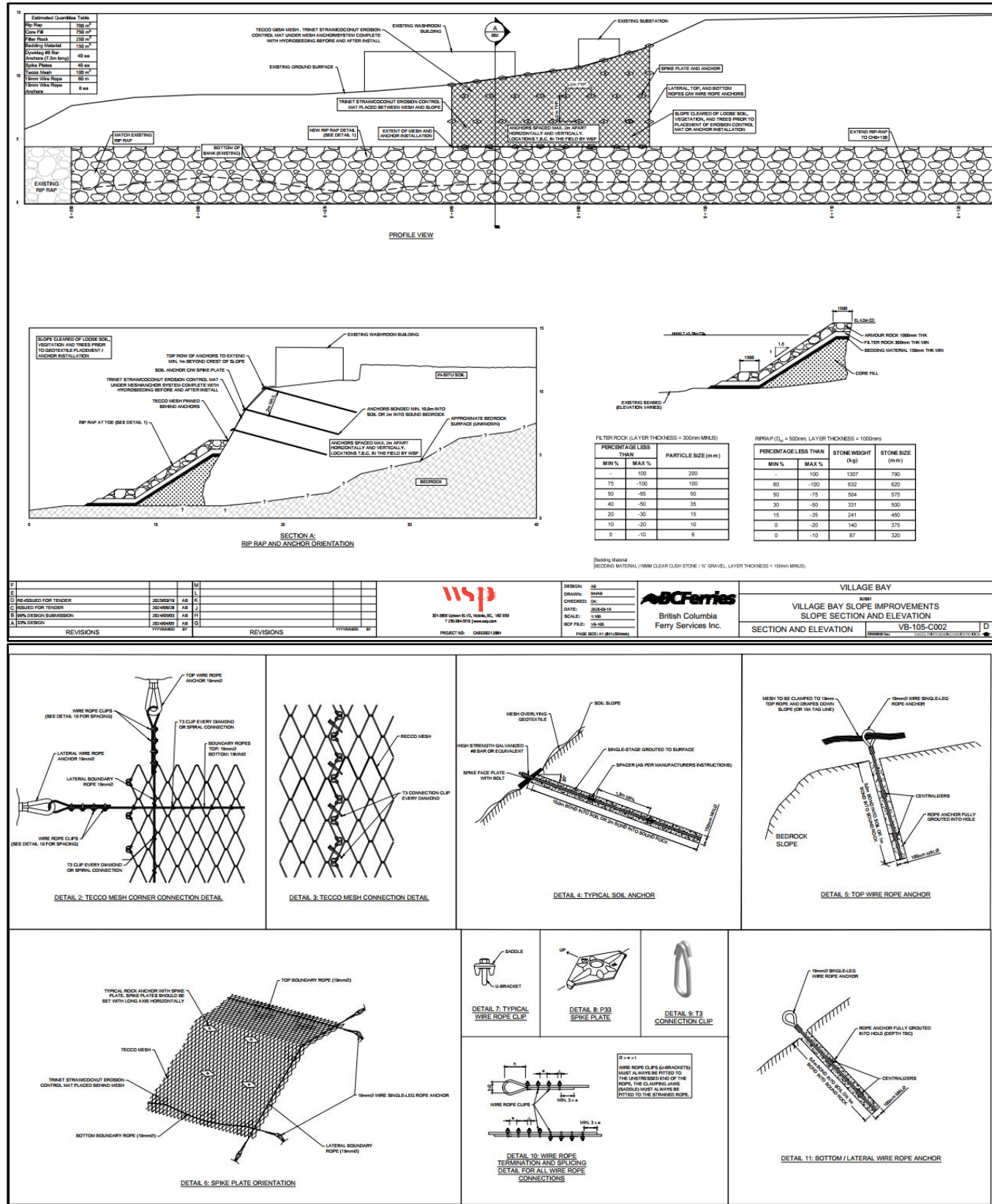
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|-------------------------|---|
| | <div><div><div><div></div><div>Shoreline Type (Islands Trust)</div></div><div><div>Bluffs</div><div>Boulder/Cobble Beach</div><div>Estuaries/Tidal Flats</div><div>Low Rock/Boulder</div><div>Pebble/Sand Beach</div><div>Sea Cliff</div></div></div><div></div></div> |
| Shoreline Data in TAPIS | <div><div><div><div></div><div>Coastline Type</div></div><div><div>Altered</div><div>Cliff</div><div>Coastal Banks or Bluffs</div><div>Estuary</div><div>Low Rock / Boulder</div><div>Sand / Cobble</div></div></div><div></div></div> |

ATTACHMENT 2 –PLANS, DRAWINGS, PHOTOGRAPHS

2.1 SITE PLAN DETAIL



2.2 ELEVATION AND CONSTRUCTION PLANS



2.3 SITE PHOTOS (SITE VISIT MARCH 6, 2025)



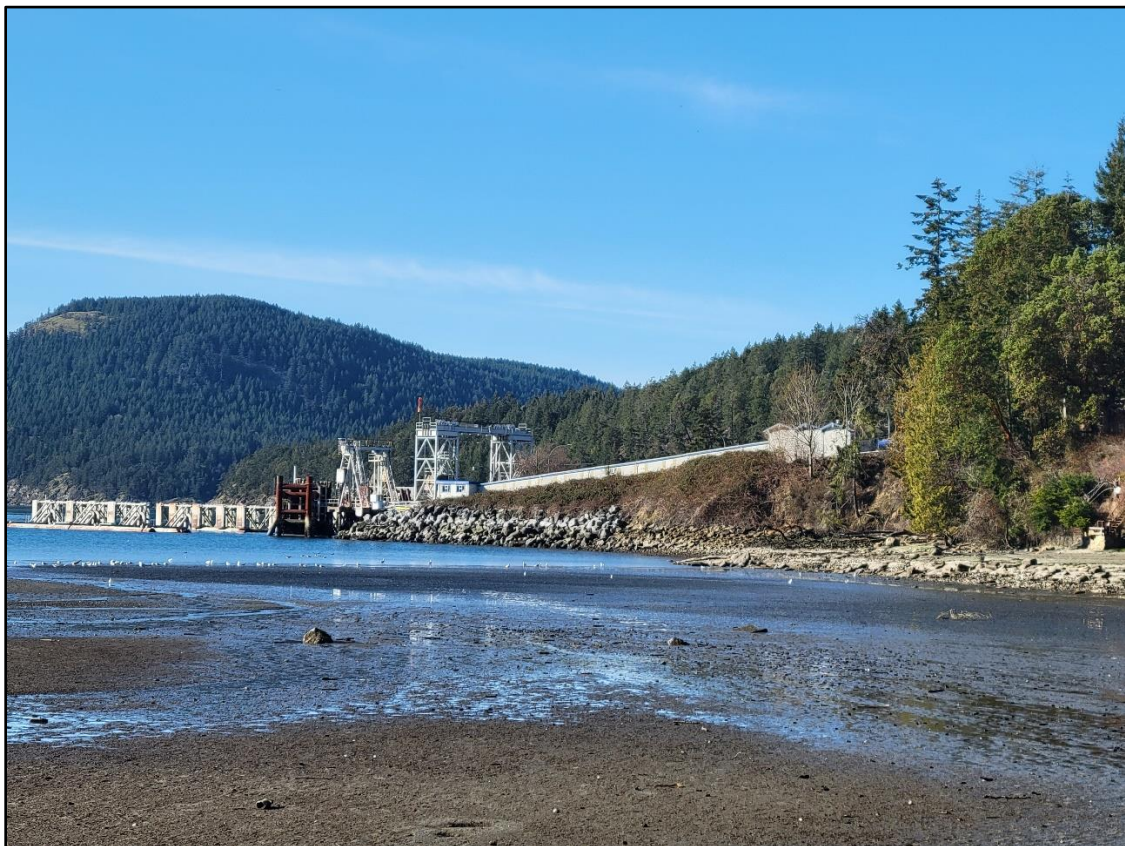
SHORELINE EROSION AND BC FERRIES TERMINAL BUILDINGS







EXISTING RIP-RAP





Islands Trust

MAYNE ISLAND LOCAL TRUST COMMITTEE
TEMPORARY USE PERMIT
PLTUP20250105 (Orpen/BC Ferry Services Inc.)

Attachment 3

Village Bay Ferry Terminal

To: BC Transportation Financing Authority
c/o Lee Orpen

1. This Permit applies to the land described below:

LOT A SECTION 6 MAYNE ISLAND COWICHAN DISTRICT PLAN VIP75220 (PID: 025-710-397)

LOT 37, SECTION 6, MAYNE ISLAND, COWICHAN DISTRICT, PLAN 22057 (PID: 003-307-409)

2. This Permit is issued for the purpose of permitting the owner to conduct the following use on their property:

a) Shoreline stabilization structures (riprap) along the foreshore, as depicted in Schedule 'A'.

3. The Permit is subject to the following conditions:

a) Unless a rezoning application is received by the Islands Trust, upon the expiry of this permit, the Temporary Use Permit Area of the property shall be remediated to return to the condition prior to the commencement of the shoreline stabilization construction;

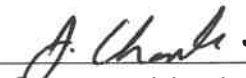
b) The property owner shall submit a rezoning application to the Mayne Island Local Trust Committee for long-term compliance of the proposed shoreline structure within six (6) months of the issuance of the permit or this permit shall cease to be valid.

The development shall be consistent with Schedule 'A' and 'B' which are attached to and forms part of this permit.

4. This permit is valid for **three (3)** years from date of issuance of the permit and upon expiry of the permit the owner of the site shall discontinue the temporary use to the satisfaction of the Islands Trust, or apply for a renewal of this permit.

5. This permit is not a building permit and does not remove any obligation on the part of the permittee to comply with all other requirements of "Mayne Island Land Use Bylaw No. 146, 2008" and to obtain other approvals necessary for completion of the proposed development, including approvals from the Capital Regional District, Island Health and Ministry of Transportation and Infrastructure.

AUTHORIZING RESOLUTION PASSED BY THE MAYNE ISLAND LOCAL TRUST COMMITTEE THIS 28TH DAY OF APRIL, 2025.

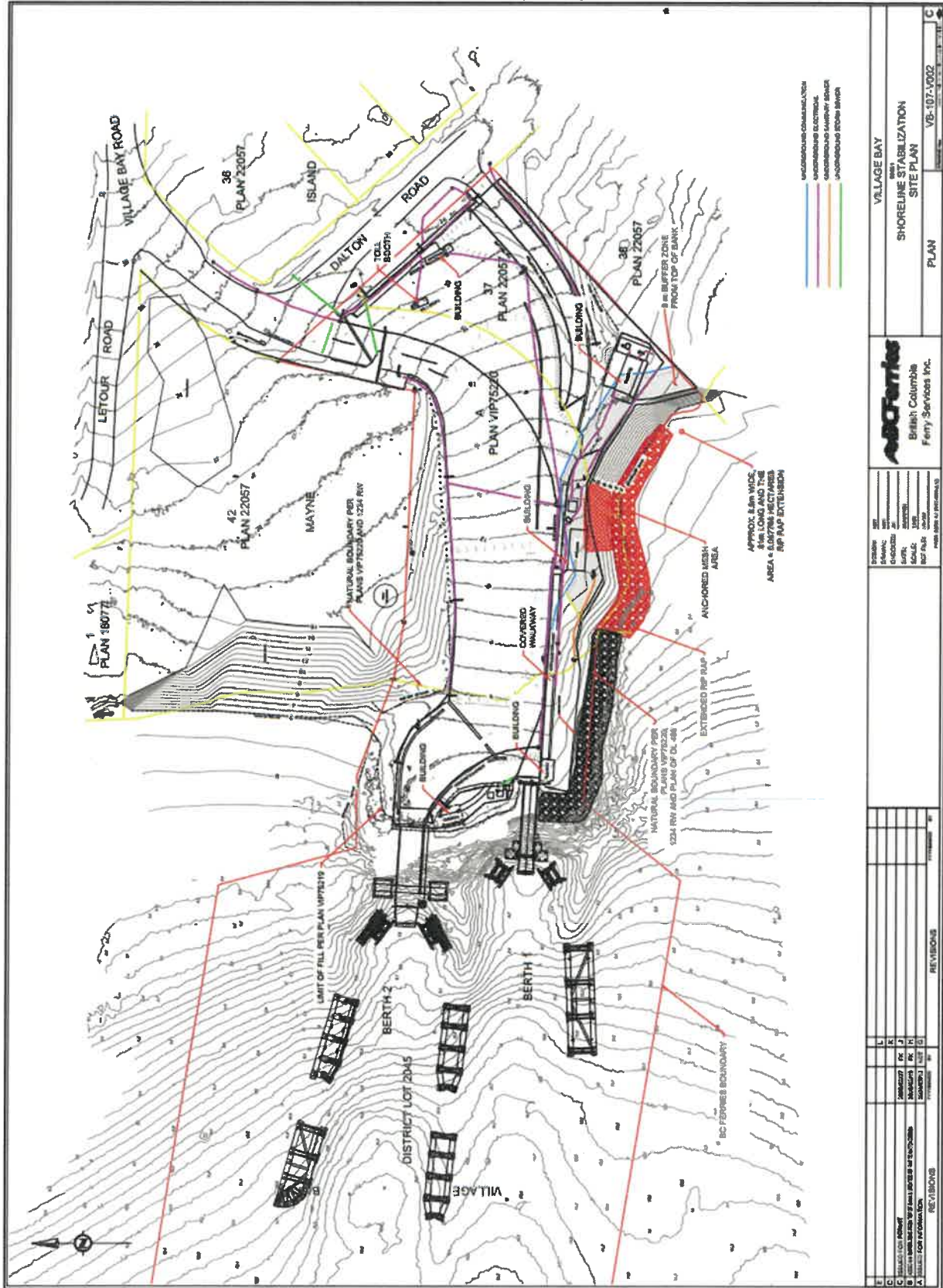

Deputy Secretary, Islands Trust

April 30, 2025

Date Issued

MAYNE ISLAND LOCAL TRUST COMMITTEE
PLTUP20250105

SCHEDULE 'A' (1 of 2)



| | | |
|--|---|---|
| VILLAGE BAY SHORELINE STABILIZATION SITE PLAN | | PLAN VB-107-1000 |
| BRITISH COLUMBIA FERRY SERVICES INC. | | DATE 2025-01-05 |
| PROJECT NAME LOCATION SCALE DATE BY CHECKED DATE BY | REVISIONS | DATE BY REASON |
| REVISIONS | DATE BY REASON | DATE BY REASON |

I hereby certify this to be Schedule A which is attached to and forms part of Temporary Commercial and Industrial Use Permit No. PLTUP20250105.

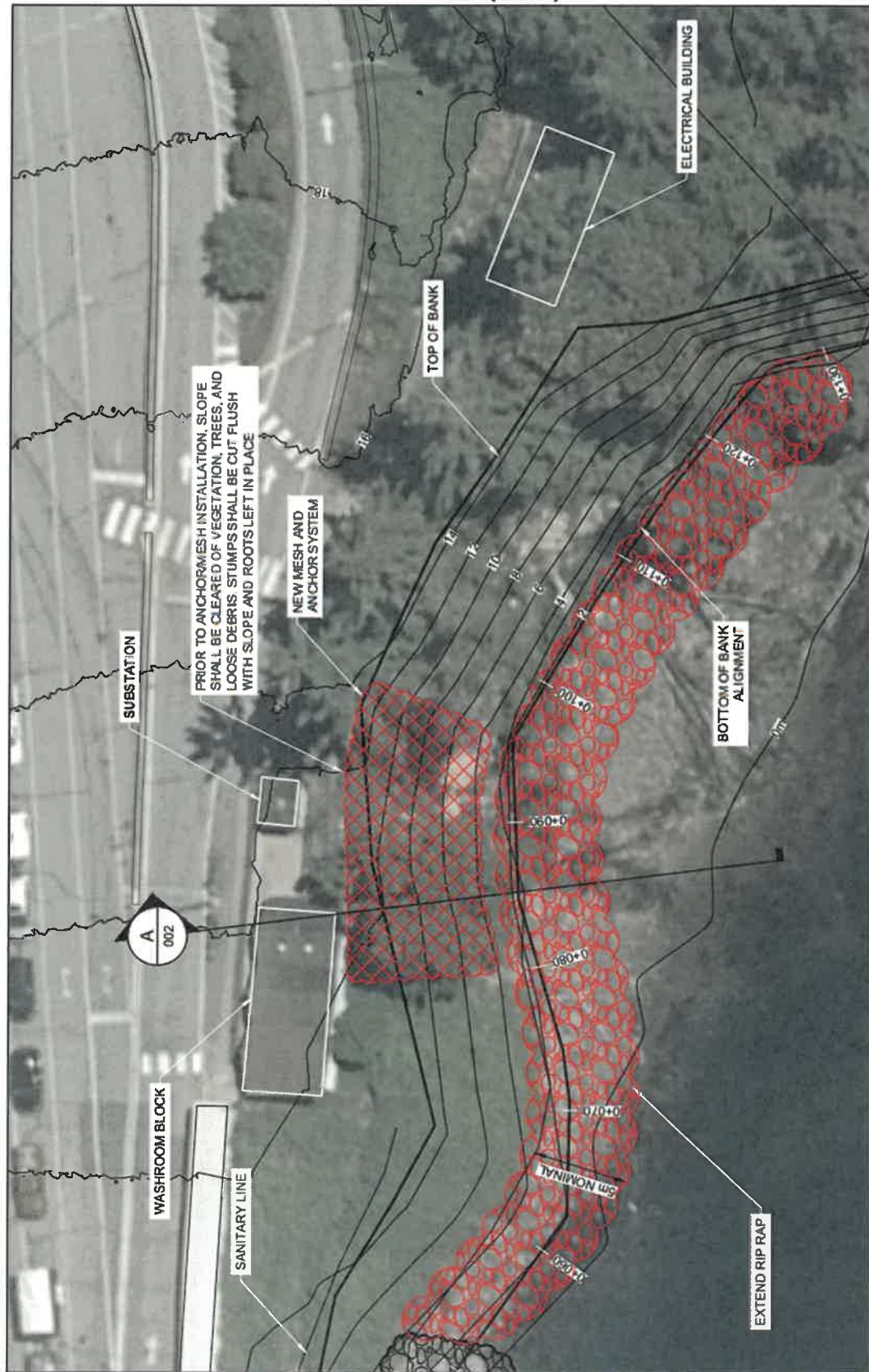
Signature of Islands Trust Official

April 30, 2025

Date of Issuance

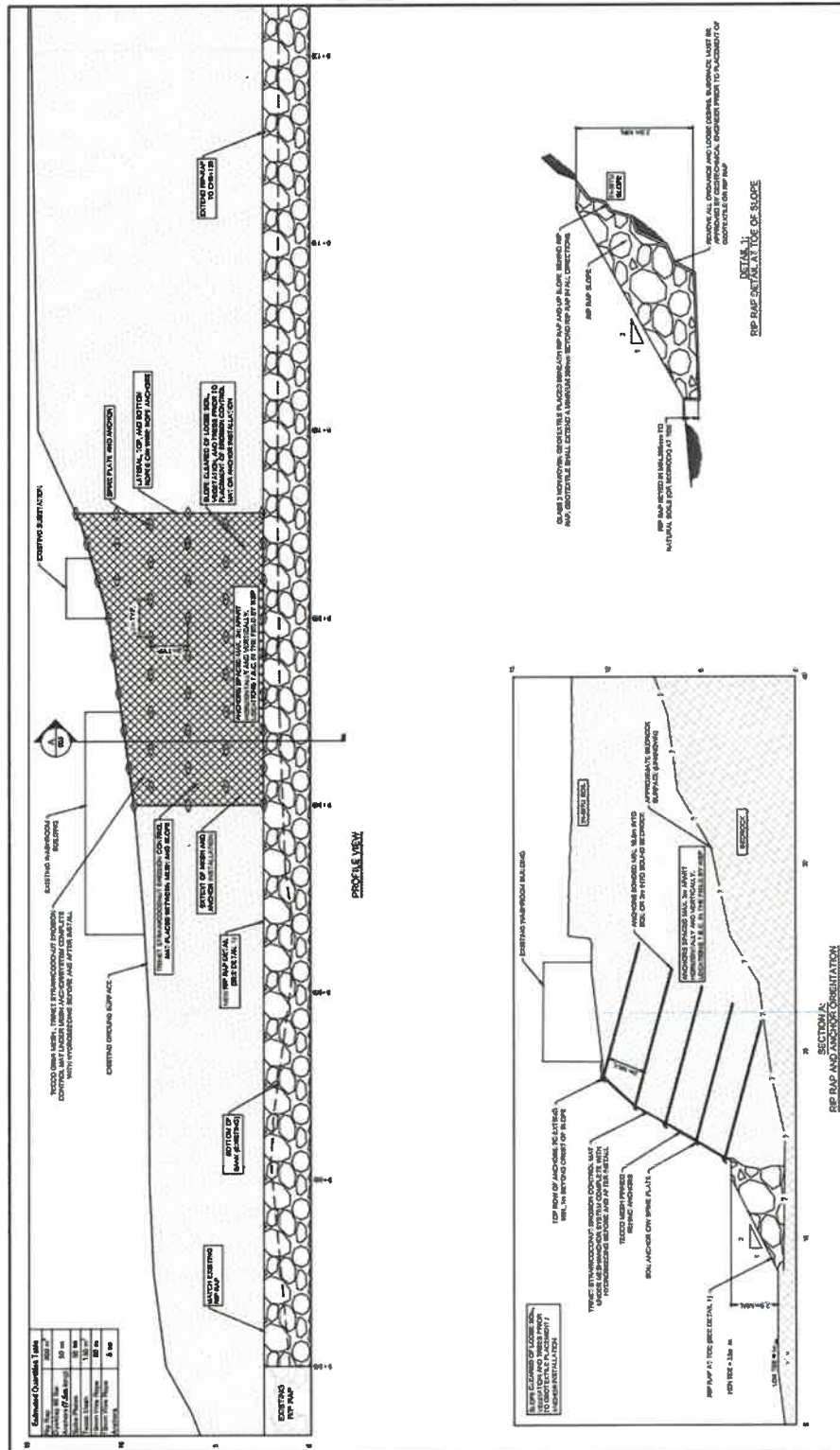
MAYNE ISLAND LOCAL TRUST COMMITTEE
PLTUP20250105

SCHEDULE 'A' (2 of 2)



PLTUP20250105

SCHEDULE 'B'



I hereby certify this to be Schedule B which is attached to and forms part of
Temporary Commercial and Industrial Use Permit No. PLTUP20250105.

Signature of Islands Trust Official

April 30, 2025

Date of Issuance



Islands Trust

**MAYNE ISLAND LOCAL TRUST COMMITTEE
DEVELOPMENT VARIANCE PERMIT
PLDVP20250110**

Attachment 4

To: BC Transportation Financing Authority
c/o Lee Orpen

1. This Development Variance Permit applies to the land described below:

LOT A SECTION 6 MAYNE ISLAND COWICHAN DISTRICT PLAN VIP75220
(PID: 025-710-397)

LOT 37, SECTION 6, MAYNE ISLAND, COWICHAN DISTRICT, PLAN 22057
(PID: 003-307-409)

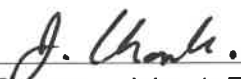
2. Mayne Island Land Use Bylaw No. 146, 2008 is varied as follows:

- a) Subsection 3.3 (3) which states that *no building or structure may be constructed, reconstructed, moved, extended or located within 7.5 metres (25 feet) of the natural boundary of the sea* is varied to permit the placement of shoreline stabilization rip-rap, soil anchors, and mesh wire within 0.0 metres of the natural boundary of the sea.

The development shall be consistent with Schedules 'A' and 'B' which are attached to and form part of this permit.

3. This permit is not a building permit and does not remove any obligation on the part of the permittee to comply with all other requirements of "Mayne Island Land Use Bylaw No. 146, 2008" and to obtain other approvals necessary for completion of the proposed development, including approval of the Capital Regional District and Ministry of Transportation and Infrastructure.

AUTHORIZING RESOLUTION PASSED BY THE MAYNE ISLAND LOCAL TRUST COMMITTEE THIS 28TH DAY OF APRIL, 2025.

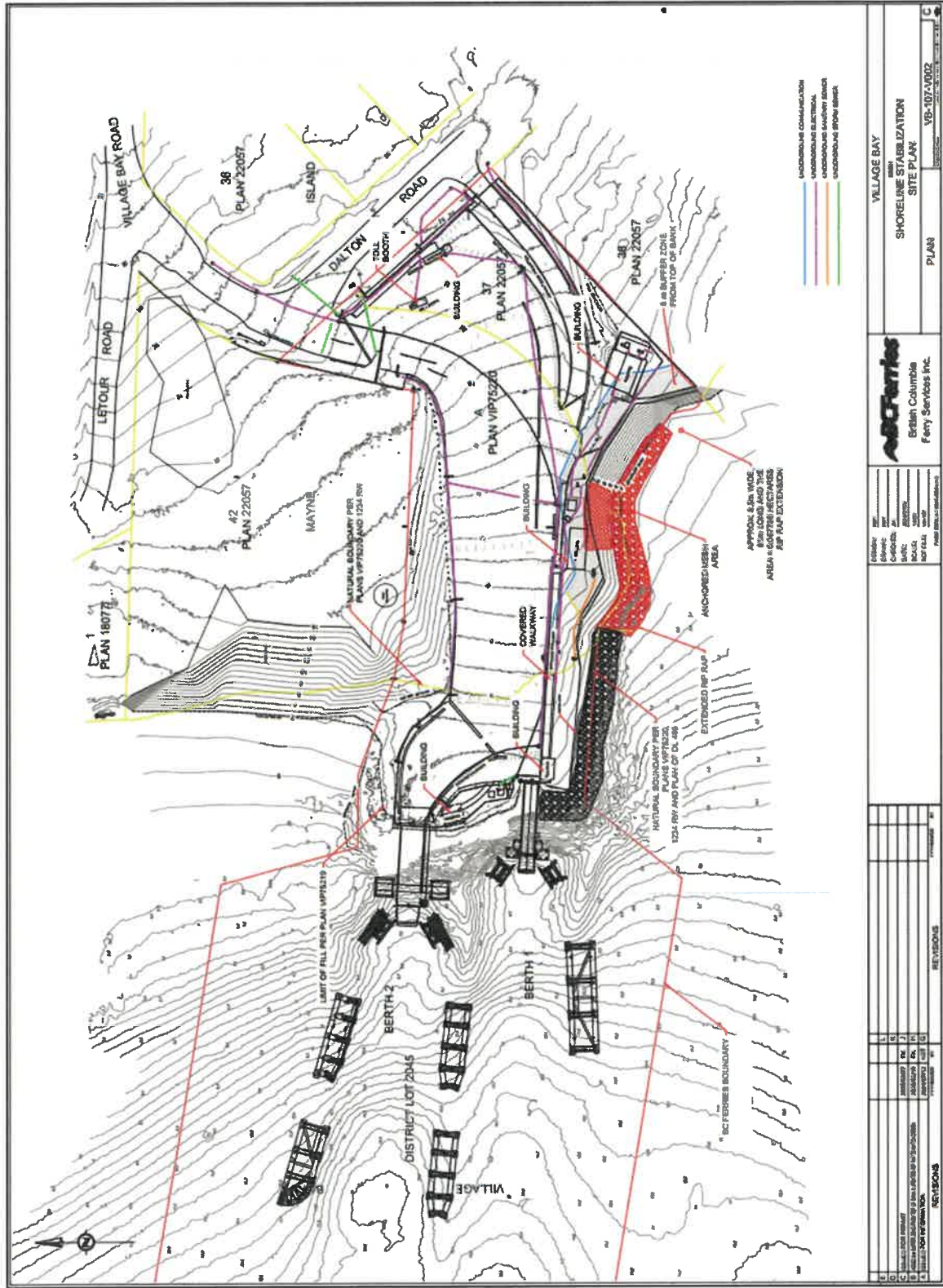

Deputy Secretary, Islands Trust

April 30, 2025
Date of Issuance

IF THE DEVELOPMENT DESCRIBED HEREIN IS NOT COMMENCED BY THE 30TH DAY OF APRIL, 2027 THIS PERMIT AUTOMATICALLY LAPSES.

MAYNE ISLAND LOCAL TRUST COMMITTEE
PLDVP20250110

SCHEDULE 'A' (1 of 2)

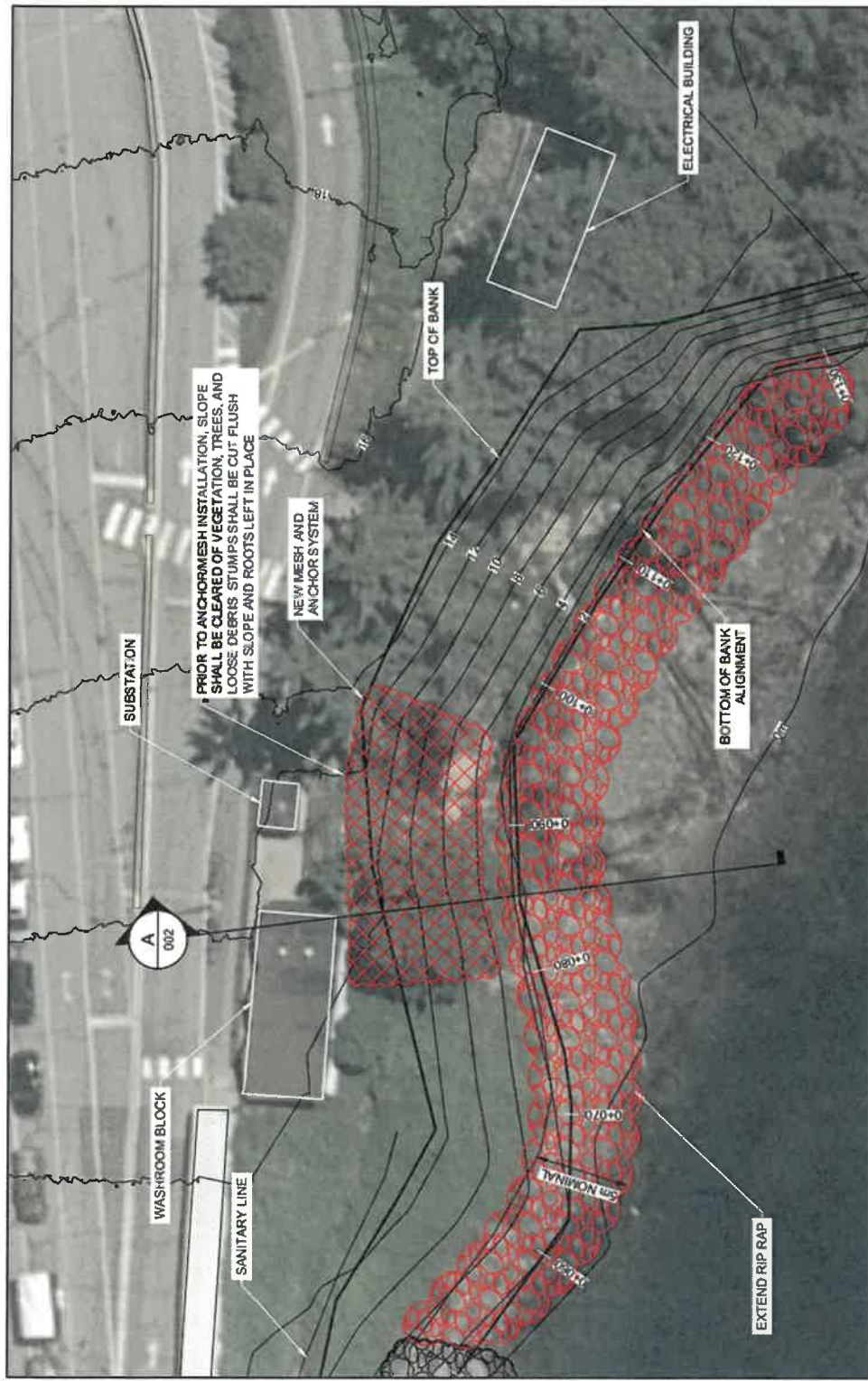


I hereby certify this to be Schedule A which is attached to and forms part of Development Variance Permit No. PLDVP20250110.

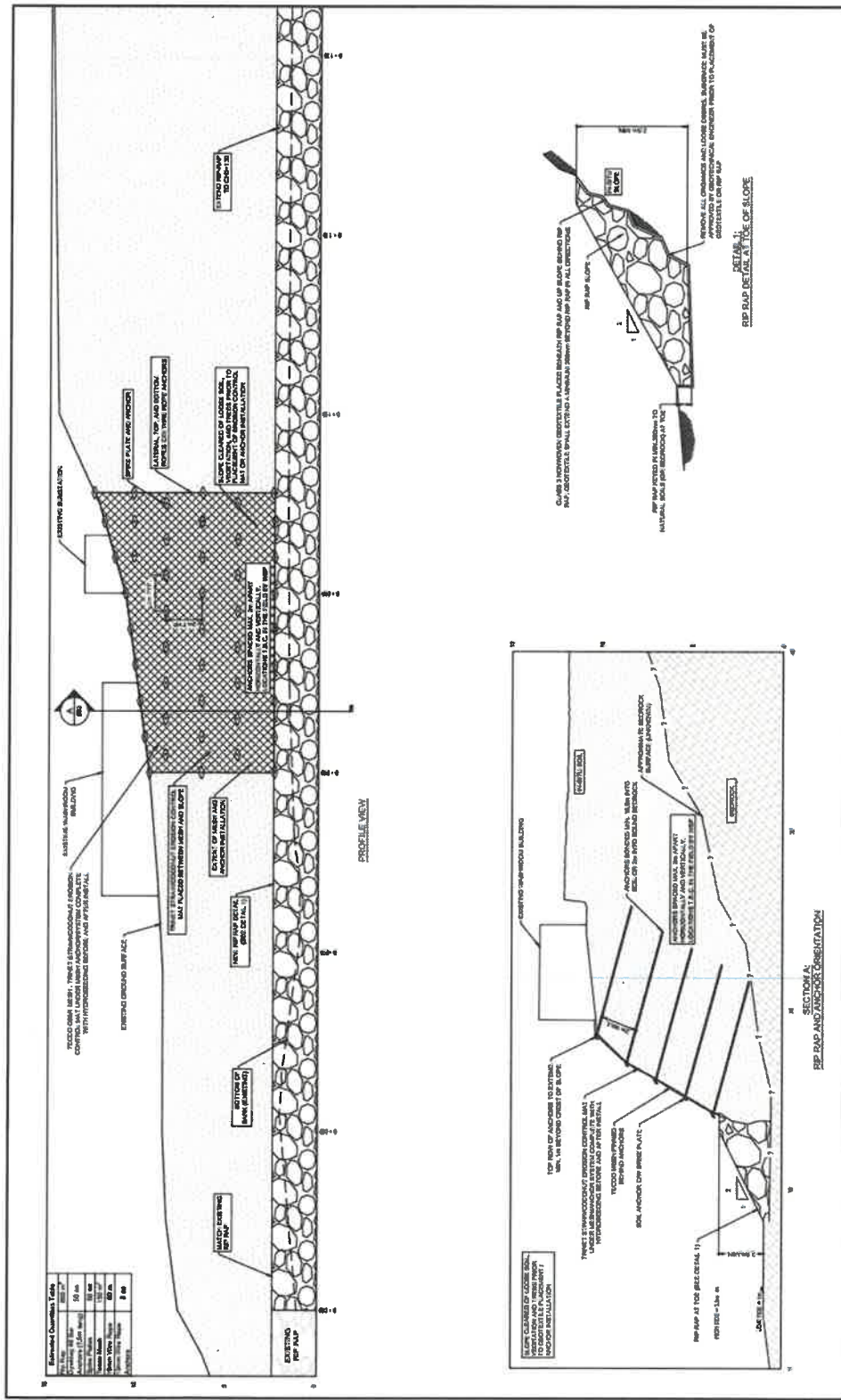
J. Chubb
 Signature of Islands Trust Official

April 30, 2025
 Date of Issuance

SCHEDULE 'A' (2 of 2)



SCHEDULE 'B' (1 of 2)



I hereby certify this to be Schedule B which is attached to and forms part of Development Variance Permit No. PLDVP20250110.

Signature of Islands Trust Official

April 30, 2025

Date of Issuance

MAYNE ISLAND LOCAL TRUST COMMITTEE

PLDVP20250110

SCHEDULE 'B' (2 of 2)

| | | | |
|--|--|---|--|
| <p>DETAIL 5: TOP WIRE ROPE ANCHOR</p> | <p>DETAIL 4: TYPICAL SOIL ANCHOR</p> | <p>DETAIL 2: TESCO MESH CONNECTION DETAIL</p> | <p>DETAIL 2: TESCO MESH CORNER CONNECTION DETAIL</p> |
| <p>DETAIL 3: BOTTOM/LATERAL WIRE ROPE ANCHOR</p> | <p>DETAIL 6: SPINE PLATE ORIENTATION</p> | <p>DETAIL 2: TESCO MESH CONNECTION DETAIL</p> | <p>DETAIL 2: TESCO MESH CORNER CONNECTION DETAIL</p> |