



Request for Decision

Black Tusk Helicopters, Area D
Zoning Amendment Bylaw No. 1523-
2017 Third Reading & Adoption

Date of Meeting: Board Meeting – October 25, 2017

File No. 3360.20.97

Owner: Crown Land (Province) / Tenure Holder: Black Tusk Helicopters Inc.

Applicant/Agent: Cascade Environmental Resource Group

Location: Echo Lake, Electoral Area D

Legal description: THAT PARCEL OR TRACT OF LAND IN THE VICINITY OF MOUNT MURCHISON, GROUP 1, NWD.

OCP	Zoning:	ALR	DP Area:
Designation:	RR4 (Rural Resource	Status:	Wildfire Protection
Resource	4)	No	RAR
Management			Comprehensive

Recommendations:

THAT Bylaw No. 1523-2017, cited as "Squamish-Lillooet Regional District Electoral Area D Zoning Bylaw No. 1350-2016, Amendment Bylaw No. 1523-2017" be read a third time.

THAT Bylaw No. 1523-2017, cited as "Squamish-Lillooet Regional District Electoral Area D Zoning Bylaw No. 1350-2016, Amendment Bylaw No. 1523-2017" be adopted.

Key Information:

Black Tusk Helicopters (BTH), which operates a commercial recreational tenure on Crown land in Electoral Area D, has submitted an application for rezoning. The application received first reading at the May 24, 2017 Board meeting and second reading at the July 26, 2017 Board meeting.

THAT Bylaw No. 1523-2017, cited as "Squamish-Lillooet Regional District Electoral Area D Zoning Bylaw No. 1350-2016, Amendment Bylaw No. 1523-2017" be read a second time.

THAT the Board direct staff to schedule and advertise a public hearing and delegate the holding of the public hearing to Electoral Area D Director Tony Rainbow with Chair Jack Crompton as alternate delegate pursuant to Section 469 of the Local Government Act, for the consideration of Bylaw No. 1523-2017, cited as "Squamish-Lillooet Regional

District Electoral Area D Zoning Bylaw No. 1350-2016, Amendment Bylaw No. 1523-2017”.

The public hearing process has been completed and a summary of the comments received outlined later in this report.

The subject area would be rezoned from the existing RR4 zone to a new BC5 (Backcountry Commercial 5) zone. The subject area is the Echo Lake satellite camp in the Red Tusk zone of BTH's Crown Land tenure and is approx. 0.165 ha.

The applicant is basing their proposal on their 2013 management plan that has been approved by the Province. The Red Tusk zone of BTH's tenure is used for winter and summer activities (heli-skiing/boarding and heli-hiking/biking/fishing, requires a boat, helicopter or plane to access the area with the exception of Mount Sedgewick and has hiking trails to Henrietta and Echo Lakes.

The existing satellite camp consists of a helipad and camping area. The rezoning application proposes a small 2 level cabin with a maximum gross floor area (GFA) of ~150 m². It would contain two bathrooms, the lower level would have one bunkroom that sleeps 10 people with a small common area (~45 – 50 m²) and the upper level would have a kitchen, foyer, lounge, and deck (~100 – 105 m²). The rezoning application also includes two camping pads as no formal campsites currently exist. The cabin and the decks are all outside the 30 m riparian assessment area.

RELEVANT POLICIES:

Squamish-Lillooet Regional District Regional Growth Strategy Bylaw No. 1062, 2008
Electoral Area D Official Community Plan Bylaw No. 1135-2013
Squamish-Lillooet Regional District Electoral Area D Zoning Bylaw No. 1350-2016
Sea to Sky LRMP

PUBLIC HEARING SUMMARY:

The public hearing was held on September 13, 2017. Nine written submissions were received regarding the Black Tusk Heli rezoning application. Two people spoke to the application at the public hearing, both representing the applicant.

Comments from written submissions:

- The cabin will be positioned to minimize the impact to the area and on sight lines from the trail arriving to the lake.
- The possibility of such a cabin has been acknowledged as part of the Sea to Sky LRMP for the area, and would provide good recreational infrastructure and economic benefits for the corridor.
- There should be no more encroachment by commercial activities into any wilderness areas.

- Traffic on the highway is a significant issues, and no additional increases or changes in land use for tourists should be allowed until infrastructure improvements have been addressed.
- The proposed location is reasonably accessible by non-motorized traffic now, and visitation will likely increase if the proposed LNG plant is approved and constructed as the proponents of the LNG project have committed to facilitating access to that side of Howe Sound.
- Increased and alternate access may result in existing trails becoming revitalized and new ones being built furthering increasing access to the area, which could lead to conflicts between motorized and non-motorized users.
- The proposed site will also face challenges due to poor visibility and rain during many weeks in the winter.
- The SLRD should consider the possibility that the cabin might fail to succeed as a commercial venture, and what would happen in that situation, and how the cabin could be transferred to a non-commercial group.
- The proposed operation relies on regular helicopter flights for basic services and waste management. This seems problematic even as part of a commercial operation and potentially unrealistic if the visitation patterns were to shift to non-motorized/non-commercial visitors.
- Regarding the proposed waste management options, what happens during the slow seasons - will grey water go uncollected for months? What happens when the greywater freezes solid? The use of in-cabin composting toilets instead of a separate out-house building will also require ongoing maintenance.
- In general, when users of a cabin do not depend on a water source (the lake in this case) for their drinking water, they are also less likely to be concerned about preserving water quality.
- Members of the public are concerned about the possibility of ending up with another decrepit cabin in the woods. A long-term robust solution for drinking water collection and liquid waste management should be implemented from the start.
- The current helicopter traffic to Lake Lovely Water destroys the peace and tranquility of the area and they start as early as 6 am and end just after 9 pm at night. That area is in a Provincial Park too. There is a major concern that Echo Lake, which is not in a Provincial Park will suffer even more so from existing and expanded helicopter traffic.
- There are concerns about fire safety as people have had fires at Echo Lake during Provincial fire bans, and the potential increase in traffic would only make things worse.
- The proposed waste management approach does not clearly address wildlife attractants and best practices.
- There is currently a foot path to the lake and it is one of the last places to go where there are no crowds.

- Echo Lake is Squamish's last quiet, secluded lake within close proximity of town, and should be preserved and protected. Other lakes in the region such as Browning, Cat, Brohm, Alice, Garibaldi, Joffre, etc. are inundated with people, traffic, and noise.
- There is no public benefit to giving a portion of Echo Lake over to a helicopter company for use. The solitude of the place would be irreversibly changed with regular helicopter landings, with few if any benefits to the community.
- If the community wants to see a cabin at Echo Lake it should be owned by the community and for strictly non-motorized public access and use. Helicopter accessed accommodation is better located away from backcountry amenities that are already accessed by people on foot.
- Privatization of backcountry resources to benefit corporate interests should not be allowed. The local government should be protecting the interests of the public and preserving backcountry gems such as Echo Lake for future generations, protecting the quiet and solitude of the area.

Comments from verbal submissions:

- Black Tusk Helicopters has existing cabins in other tenure areas and is familiar with the operation and maintenance of such facilities.
- Composting toilets will be provided at the site, and all garbage/recycling/organics and wastewater will be flown out of the area by helicopter.
- The cabin will not be visible by the public upon arrival at the lake from the initial hike in, and its location has been chosen to minimize negative effects on the environment and visual aesthetics.

ANALYSIS:

The proposed amendment bylaw is attached to this report. The BC5 zone would permit a small cabin and two camping pads along with the helicopter landing pad. The proposed zoning would include a maximum height (8 m) and gross floor area (150 m²) restriction on the cabin. It will also include a provision to restrict the cabin to a maximum accommodation of 10 people as per the application information and Crown management plan. The two campsites would be limited to tent camping and also have a maximum gross floor area (10 m²) restriction on them.

While there is the potential for conflict between motorized (helicopter access) and non-motorized users of backcountry areas, the proposed cabin is located in an existing helicopter accessed commercial recreation tenure. The Province has already given a helicopter company commercial tenure over the area - it would be the responsibility of the Province to curtail the encroachment of commercial activities on public land and backcountry areas.

There are already helicopters carrying people into the area as part of that commercial operation. The lack of a cabin has not prevented the helicopter flights as part of the commercial operation as there is an existing helipad and camping area. The proposed cabin does not necessarily mean that there would be a substantial increase in commercial use of the area. It is possible that helicopter flights could remain the same or be reduced given that there would be an ability for guests to be accommodated comfortably for several nights. This

could potentially remove the need for several daily return flights carrying guests back and forth.

The application proposes that all waste (garbage, recycling, organic) and residual wastewater will be flown back to Squamish. No septic system planned therefore, and a composting toilet will be used at the site. All water and wastewater systems must be approved by Vancouver Coastal Health Authority (VCHA). Before any building permits are approved, the SLRD would need confirmation from VCHA regarding the approved water and wastewater systems. To address any wildlife attractant management, solid waste management and wildfire protection concerns, the SLRD can use existing guidelines in the Comprehensive Development Permit Area (DPA) and the Wildfire Protection DPA in the Area D OCP to address those concerns prior to any building permits being approved.

Options:

- (1) Give Bylaw No. 1523-2017 third reading and adopt the bylaw.
- (2) Refer back to staff for more information prior to giving the bylaw third reading or adoption.
- (3) Refuse the application.

Preferred Option: Option 1 is the preferred option.

Regional Considerations: While the actual application area located within Area D is quite small, it is connected to the larger BTH commercial tenure area. BTH operates out of the District of Squamish throughout its tenure covering a large portion of Electoral Area D.

Attachments:

- Appendix 1: Squamish-Lillooet Regional District Electoral Area D Zoning Bylaw No. 1350-2016, Amendment Bylaw No. 1523-2017
- Appendix 2: Written Submissions for Public Hearing

Submitted by: Ian Holl, Senior Planner

Reviewed by: Kimberly Needham, Director of Planning and Development Services

Approved by: Lynda Flynn, Chief Administrative Officer

**SQUAMISH-LILLOOET REGIONAL DISTRICT
BYLAW NO. 1523-2017**

A bylaw of the Squamish-Lillooet Regional District to amend the Squamish-Lillooet Regional District
Electoral Area D Zoning Bylaw No. 1350-2016

WHEREAS the Board of the Squamish-Lillooet Regional District wishes to amend Squamish-Lillooet Regional District Electoral Area D Zoning Bylaw No. 1350-2016;

NOW THEREFORE, the Regional Board of the Squamish-Lillooet Regional District, in open meeting assembled, enacts as follows:

1. This bylaw may be cited for all purposes as “Squamish-Lillooet Regional District Electoral Area D Zoning Bylaw No. 1350-2016, Amendment Bylaw No. 1523-2017”.
2. Squamish-Lillooet Regional District Electoral Area D Zoning Bylaw No. 1350-2016 is amended as follows:
 - (a) By rezoning the subject property outlined in bold dashed lines included in Schedule 1, which is attached to and forms part of this bylaw, from the existing RR4 zone to the new BC5 (Backcountry Commercial 5) zone.
 - (b) By inserting the new section 11.7 BC5 – Backcountry Commercial 5 Zone into section 11 Commercial Zones as follows.

SECTION 11.7 – BC5 – BACKCOUNTRY COMMERCIAL 5 ZONE (Black Tusk Helicopters)

Intent

- 11.7.1 The intent of this zone is to provide for commercial recreation-associated uses located within the Black Tusk Helicopters Inc.’s Echo Lake crown land tenure area.

Permitted Uses

- 11.7.2 In the BC5 *Zone* the *use* of land, *buildings* and *structures* is limited to the locations shown on the current provincially-approved Black Tusk Helicopters Crown Land Tenure Management Plan and restricted to:
- commercial cabin
 - tent campsite
 - helicopter landing pad
 - *accessory uses*

Regulations

- 11.7.3 On a parcel located in the BC5 *Zone*, no *building* or *structure* shall be constructed, located or altered, and no plan of subdivision approved which contravenes the regulations set out in the

table below in which Column I sets out the matter to be regulated and Column II sets out the regulations.

COLUMN I Matter to be Regulated		COLUMN II Regulations
.1	Minimum <i>parcel area</i> for new subdivisions	0.165 ha
.2	Maximum <i>gross floor area</i> for <i>permitted uses</i> <ul style="list-style-type: none"> commercial cabin tent campsite 	<ul style="list-style-type: none"> 150 m² 10 m² per campsite
.3	Maximum number of people accommodated in the commercial cabin	10
.4	Maximum number of tent campsites	2
.5	Maximum <i>gross floor area</i> of each tent site associated with the tent campsite <i>use</i>	10 m ²
.6	Minimum <i>setback</i> from a waterbody for all <i>uses</i>	30 m
.7	Maximum <i>height</i> of commercial cabin	8 m

Parking and Loading

11.7.4 Motor vehicle and bicycle parking and loading shall comply with the requirements of Section 5 of this bylaw.

READ A FIRST TIME this 24th day of MAY, 2017.

READ A SECOND TIME this 26th day of JULY, 2017.

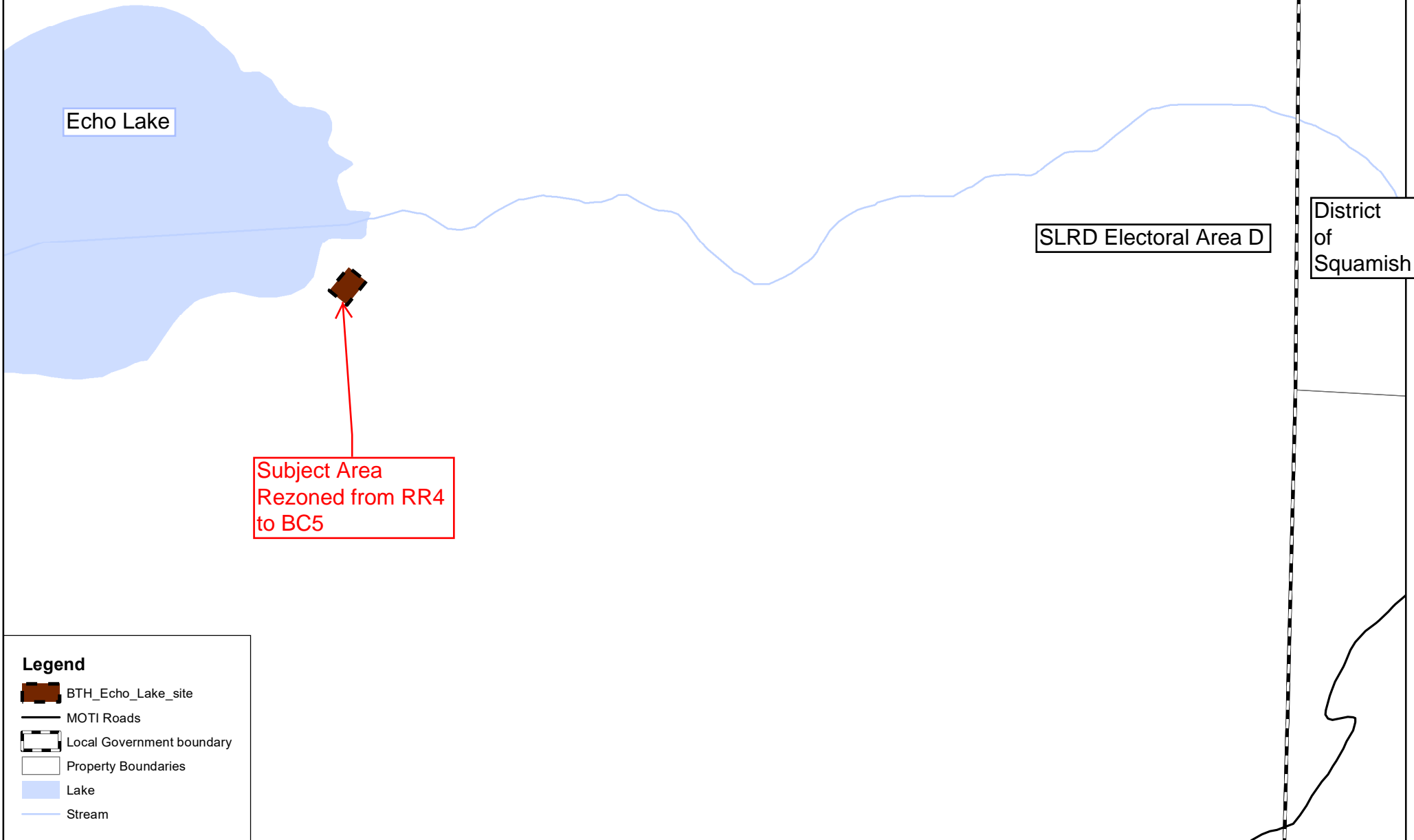
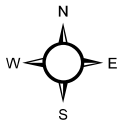
PUBLIC HEARING held on the 13th day of SEPTEMBER, 2017.

READ A THIRD TIME this 25th day of OCTOBER, 2017.






ADOPTED this 25th day of OCTOBER, 2017.

Jack Crompton
Chair

Kristen Clark
Corporate Officer

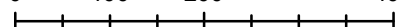


Legend

-  BTH_Echo_Lake_site
-  MOTI Roads
-  Local Government boundary
-  Property Boundaries
-  Lake
-  Stream

Schedule 1: Zoning Amendment Bylaw No. 1523-2017

0 100 200 400 Meters



Ian Holl

From: Planning
Sent: Tuesday, September 5, 2017 9:35 AM
To: Ian Holl; Claire Daniels
Subject: FW: Public Hearing: Brew Creek Centre and Black Tusk Helicopters (Echo Lake) rezoning applications

Follow Up Flag: Follow up
Flag Status: Completed

FYI

From: Patrick Smyth [REDACTED]
Sent: September 5, 2017 9:33 AM
To: Planning [REDACTED]
Subject: RE: Public Hearing: Brew Creek Centre and Black Tusk Helicopters (Echo Lake) rezoning applications

Dear Sirs:

At this time any increase in usage or changes in the zoning in the SLRD by tourists should be put on hold until infrastructure improvements, specifically traffic have been addressed. I am also opposed to any more encroachment by commercial activities into any wilderness areas.

Let's see how the SLRD and its member municipalities come up with pressing solutions to growth first please.

Regards,

Patrick Smyth
PO Box 666, Whistler BC V0N 1B0



Guillaume

Text Message
Monday 7:42 PM

Hi - was trying to reach you but sounds like you are out guiding. I am just touching base as we have been working to put a cabin at Echo Lake over the last 15+ years. We have now got to the point of public hearing with the SLRD and I am looking for letters of support. The cabin will be positioned to minimize and impact to the area and sight lines from the trail arriving to the lake. It is a cabin that will accommodate 10 people and be available for use by guests that choose to hike in as well as helicopter access. Should you have any questions please let me know or you can attend the meeting in support of the project at the SLRD regional office in Pemberton on Sept 13th at 7pm. Alternatively, you can email a letter to



GO



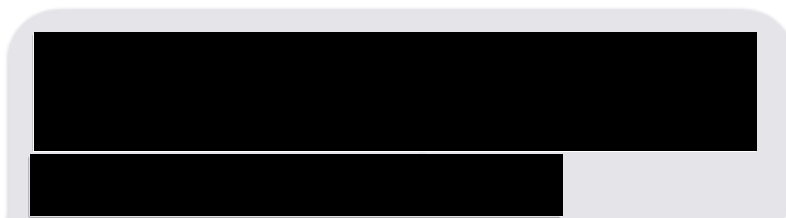
Guillaume

hearing with the SLRD and I am looking for letters of support. The cabin will be positioned to minimize and impact to the area and sight lines from the trail arriving to the lake. It is a cabin that will accommodate 10 people and be available for use by guests that choose to hike in as well as helicopter access. Should you have any questions please let me know or you can attend the meeting in support of the project at the SLRD regional office in Pemberton on Sept 13th at 7pm. Alternatively, you can email a letter to planning@slrd.bc.ca. More information can be found at

slrd.bc.ca



Yesterday 8:45 AM



Ian Holl

From: Don Schwartz [REDACTED]
Sent: Wednesday, September 13, 2017 4:05 PM
To: Planning
Subject: Echo Lake

September 11, 2017

SLRD
1350 Aster Street Pemberton, BC

To Whom It May Concern,

I am writing this letter in support of the proposed Black Tusk Helicopter Inc. Echo Lake Cabin. As a Whistler resident, ski guide and local business owner I see the value in diversifying offerings made to guests looking for their next backcountry adventure.

I respect the progress and foresight of this long time local family-run business and support the addition of this well thought out cabin to our local backcountry offerings.

Given the change in the community over recent years, the increase in backcountry accessibility and the growing popularity of our corridor, offering a location for residents and visitors alike to our area to enjoy just makes sense. The care and thought that has gone in to reducing the impacts this cabin will have to the surrounding area is key to its success. More and more, cabins are becoming a popular choice for people new to the backcountry experience and experienced backcountry enthusiasts who choose to continue enjoying the delights our corridor offers.

As this cabin has been specifically provided for in the Sea to Sky LRMP and will be open to guests who choose to utilize helicopter access or those who choose to hike in, I believe offering an experience of this nature is exactly the way to ensure the longevity of our beautiful backcountry and fully support the installation of a cabin at Echo Lake

Don Schwartz,
Local Ski Guide
Whistler Resident of 25 years Whistler Business Owner

Ian Holl

To: Danielle Brooks
Subject: RE: Echo Lake Cabin

From: david scanlon [REDACTED]
Sent: Monday, September 11, 2017 8:50 PM
To: Danielle Brooks [REDACTED]
Subject: Re: Echo Lake Cabin

Danielle

I'll let you forward this or use as you see fit.

To whom it may concern.

We all realize that for these many past decades the places for out of door enthusiasts to venture to has not changed. Hence the vast overcrowding of those areas that are still left here for us. A case in point is the new British Columbia Mountaineering Clubs Watersprite Lake cabin east of Squamish. On any given weekend day during this past summer there would be up to 100 hikers go to the lake.

Any proposal by anyone to try to alleviate this horrific overcrowding is something that i would fully support. Private or otherwise. In this proposal I see that all of the requirements have been addressed so i see no reason to not allow this Echo Lake very imaginative, very thought out proposal to proceed.

The Echo lake proposal is something that I fully support.

David Scanlon
Past President
Board member
British Columbia Mountaineering Club
604 230 2601

Ian Holl

From: Planning
Sent: Monday, September 11, 2017 4:32 PM
To: Ian Holl
Subject: FW: echo lake rezone

From: jay [REDACTED]
Sent: Monday, September 11, 2017 12:39 PM
To: Planning [REDACTED]
Subject: echo lake rezone

I am strongly opposed to the Black Tusk Helicopter rezoning.
The helicopter traffic has destroyed the peace and tranquillity of Lake lovelywater and the surrounding flight paths.
The helicopters start as early as 6am and the latest one was at 9:15 at night. And this is a provincial park !
I can only imagine what echo lake will be like with no regulations.

During the fire ban there was people having fires up at echo lake and I can only imagine things getting worse with helicopter loads of people being flown to the area.
The lack of toilet facilities will result in people defecating all over the place. Before long there will be clearings everywhere for tents, illegal campfires, chopped down trees for firewood.
They are going to fly out the grey water ?!!!! Come on, no one will do that. There's going to be grey water everywhere with bits of food attracting bears in no time.

There is currently a foot path to the lake and it is one of the last places to go where there are no crowds.

There should be a public information meeting in squamish with the residents of squamish notified, not just a post on slrd website that no one looks at.

This lake will be destroyed. With so many lakes within a 15 minute flight, why wreck this peaceful local lake ?

Jay

Ian Holl

To: Steven Jones
Subject: RE: Comments re: Amendment Bylaw No. 1523-2017 (Black Tusk Helicopters - Echo Lake Rezoning)

From: Steven Jones [REDACTED]
Sent: Wednesday, September 13, 2017 4:25 PM
To: Ian Holl [REDACTED] Planning [REDACTED]
Subject: Re: Comments re: Amendment Bylaw No. 1523-2017 (Black Tusk Helicopters - Echo Lake Rezoning)

Thanks Ian,

I believe in the value of upholding the LRMP and I'm not going to fight a local business for no reason. With the amendment, the LRMP makes it clear that a cabin would be allowed. I do not want to be on the record as opposing this project.

However, I would like to submit this comment in isolation:

"Although I wish the proponent the best of success with their business venture, there will be challenges. The proposed location is reasonably accessible by non-motorized traffic and visitation will likely increase after the proposed LNG plant is finished. The proponents of the LNG project have committed to facilitating access to that side of Howe Sound. It's unclear what form that may take but access to a proper boat dock is one possibility that may result in existing trails becoming revitalized and new ones being built. Given how close and accessible the proposed cabin is to Squamish, it is unclear how many people will pay for a helicopter ride to the location. Given that the site will be accessed by helicopter, it is unfortunate that the proponents did not select a site that is further from town and less accessible to non-motorized visitors. The proposed site will also face challenges due to poor visibility and rain during many weeks in the winter.

I would like the SLRD to consider the possibility that the cabin fails to succeed as a commercial venture. At that point, the most logical solution would be for the cabin to be transferred to a non-commercial group and run as a public cabin.

As the proposal is written, the cabin relies on regular helicopter flights for basic services (e.g. flying out all greywater.) This seems potentially problematic even as a commercial heli-access venture and completely unrealistic if the visitation patterns were to shift to non-motorized/non-commercial visitors. What happens during the slow seasons - will grey water be collected for months? What happens when the greywater freezes solid? The use of in-cabin composting toilets instead of a separate out-house building will also require ongoing maintenance.

In general, when users of a cabin do not depend on a water source (the lake in this case) for their drinking water, they are also less likely to be concerned about preserving water quality.

With that in mind, I would like the SLRD to require that the cabin is built right from day one so that we don't end up with another decrepit cabin in the woods (we have many of those already!) That means that a long-term robust solution for drinking water collection and liquid waste management should be implemented from the start. As is proposed, it sounds like the cabin is an environmental liability without frequent helicopter flights but the proponent has no reasonable way to guarantee regular helicopter flights over the full life of the cabin.

The amendment should require the cabin will be functional and environmentally sound with an absolute minimum amount of maintenance flights/year. "

Sincerely
Steve

Ian Holl

From: Amica Antonelli [REDACTED]
Sent: Wednesday, September 13, 2017 3:08 PM
To: Planning
Subject: Zoning amendment at Echo Lake

To the SLRD Board,

I oppose the zoning amendment proposed for Echo Lake, which would allow a helicopter company to build a cabin for commercial use on the shore of the lake.

Echo Lake is Squamish's last quiet, secluded lake within proximity of town. Most people I know avoid other lakes in the region (Browning, Cat, Brohm, Alice, Garibaldi, Joffre, etc) because they are inundated with people, traffic, and noise. The last quiet lake in the region should be preserved as such. Given that the SLRD has no ability to restrict the number of flights to the area or monitor use of the lake and cabin, it is my opinion that the SLRD should take steps now to restrict helicopter-accesses recreation/accommodation at the lake.

I see no public benefit to giving a portion of Echo Lake over to a helicopter company for use. The solitude of the place would be irreversibly changed with regular helicopter landings, with few if any benefits to the community. If you look at backcountry forums online, regret is often expressed about helicopter access to Lake Lovely Water. The noise, crowds, garbage, and impacts on the water quality all reduce peaceful enjoyment of the area.

If the community wants to see a cabin at Echo Lake it should be owned by the community (i.e. ACC or VOC, etc.) and for strictly non-motorized public access and use. Helicopter accessed accommodation is better located away from backcountry amenities that are already accessed by people on foot.

It is an old, out-dated way of thinking to allow privatization of backcountry resources to benefit corporate interests. Our local government should be protecting the interests of the public but preserving backcountry gems such as Echo Lake for future generations, protecting the quiet and solitude of the area so that the next generation might get a glimpse of what was. I suggest BlackTusk Helicopter go farther afield and find a location for their business that doesn't infringe on the community of Squamish.

Additionally, holding the public hearing in Pemberton is a barrier to attending for many in Squamish. I would like to see the bylaw voted down, or in the very least deferred so that a hearing can be scheduled in the affected community. I would also like to see some competing proposals come forward from the local outdoor groups, so the Board could fairly consider what the best possible use of the area is. I would be happy to work with the VOC or ACC to bring forward a proposal if given the time and opportunity.

Thank you,

Amica Antonelli, MEDes

[REDACTED]

Ian Holl

From: John Furneaux [REDACTED]
Sent: Wednesday, September 13, 2017 2:02 PM
To: Planning
Subject: Black Tusk Heli Rezoning

I support Black Tusk proposal for a cabin at Echo Lake, it would be a asset to the area and am looking forward to enjoying it in the future.
25 year Squamish Local

Thank You,

John Furneaux
[REDACTED]

Mountain Guide

www.globalmountainadventures.com



September 13, 2017

Greg Gardner
41601 Brennan Road
Squamish, B.C.
V0N 1T0
[REDACTED]

Squamish-Lillooet Regional District
PO Box 219, 1350 Aster St.
Pemberton, B.C.
V0N 2L0

Dear Squamish-Lillooet Regional District:

Re: Black Tusk Heli Rezoning Application

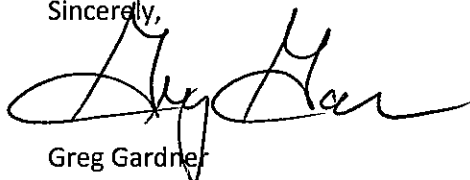
I write in support of the application by Black Tusk Heli to rezone 0.165 ha at Echo Lake to allow for a 150 m2 cabin for commercial use.

It is my understanding that the proposed use is within the applicant's existing tenure and is also consistent with the provisions of the LRMP allowing for a commercial cabin. The site is in a very attractive location near two lakes and providing excellent hiking and viewing opportunities. It is difficult to access other than by helicopter. The proposed structure would not impact existing views from Howe Sound or the Squamish Valley.

Moreover, the proposal would allow a recreational back country experience and the associated economic benefits that are not readily available in the Squamish area. While Bridge River, Pemberton and Whistler all have many such opportunities including heli-skiing, heli and fixed wing cycling and snowmobiling, such activities are not yet well developed in the Squamish.

In my opinion this proposal is beneficial to our area and would generate significant recreational activity with minimal impact. I respectfully request that the SLRD grant the requested rezoning as recommended by staff.

Sincerely,



Greg Gardner