

SALT SPRING TRANSPORTATION COMMISSION
Notice of Meeting on **TUESDAY, January 29, 2013 at 4:00 PM**
Portable Meeting Room, 145 Vesuvius Bay Rd, Salt Spring Island, BC

AGENDA

1. Call To Order- Manager
 - 1.1 Introduction of new Commission Member: Mr. Robin Williams
 - 1.2 Election of Chair and Vice Chair
2. Approval of Agenda
3. Adoption of Minutes of December 18, 2012
4. Presentations/Delegations None
5. Reports
 - 5.1 CRD Director Verbal Report
 - 5.2 CRD Senior Manager EA- Project Report Attached
 - 5.3 Financial Reports-*preliminary December 2012 numbers to be handed out*
 - 5.4 Draft 5 year Capital Budget
 - 5.5
6. Old Business
 - 6.1 NGTP Phase Two: Project Manager (timing/funding)
 - 6.2 Speed Limits on SSI- working group project
 - 6.3 ICBC Crash Statistics
 - 6.4 HandyDart- Jean Taylor
 - 6.5 Car Stops- Nomi Lyonns
 - 6.6 Bus Shelters-Nomi Lyonns
 - 6.7
7. New Business
 - 7.1 BC Transit Workshop- recommendations from Jan 22, 2013
 - 7.2 Referral from the Trust: Star Barks
 - 7.3 Referral from the Trust: 151 Rainbow Road
 - 7.4 SSITC Priorities for 2013
 - 7.5 Ganges Hill Drainage
 - 7.6 Transition Town Fair (March Event)- Nomi Lyonns
 - 7.7
8. Correspondence/Information
 - 8.1 Experience the Gulf Islands
 - 8.2 BC Transit Ridership #'s
 - 8.3
9. Next meeting Date- Please NOTE: February 26, 2013
10. Adjournment

To ensure quorum, advise Tracey Shaver 250 537 4448 if you or your alternate cannot attend.



Making a difference...together

**Minutes of the Regular Meeting of the Salt Spring Island Transportation Commission
Held December 18, 2012 in the Portlock Park Meeting Room, Salt Spring Island, BC**

DRAFT

PRESENT: **Director:** Wayne McIntyre
Commission Members:; John Wakefield – Vice Chair; Andrew Haigh; Nomi Lyonns; Harold Swierenga; Jean Taylor; Kees Visser
Staff: Kees Ruurs, CRD Senior Manager; Carin Perrins, Administrative Secretary; Tracey Shaver, Recording Secretary
Excused: Donald McLennan – Chair

The Vice-Chair called the meeting to order at 4:00 pm.

1. Approval of Agenda

J. Wakefield advised that item 5.3 should say “Bus Shelter”, not “Bus Design”.
J Taylor reminded the group that the January 2013 meeting will include the election of officers.

MOVED by K. Visser, **SECONDED** by N. Lyonns,
That the agenda be adopted as presented.

CARRIED

2. Approval of Minutes

J. Wakefield advised that Sean McIntyre was not at the meeting and his name should be removed from the observers list.

MOVED by N. Lyonns, **SECONDED** by J. Wakefield,
That the minutes of the November 20, 2012 Regular Meeting be approved as amended.

CARRIED

3. Presentations / Delegations

There were no presentations at this time.

4. Reports

4.1 Chair Report

Vice Chair- provided handout with information he collected during D. McLennan’s absence. He highlighted the following items:

- Main Road received another 7 year contract for road maintenance from the Province.
- Public Safety announcements: Impaired driving down with new laws 104 lives saved. In Victoria, 13 pedestrians fatalities for November.

- New bus shelter designs in Victoria are receiving complaints that they lack enough shelter.
- BC Transit undergoing independent review
- ICBC and RCMP Stats will be out in the new year; once reviewed invite representatives to attend commission meeting.

4.2 CRD Director Report

W. McIntyre verbally reported the following items:

- Update on Governance Study for Salt Spring. 35 applicants to applied to participate. There will be 12 positions with the additional non-voting participation of the 2 trustees and CRD director.
- Salt Spring Island now has 3 weighted votes at the CRD Board. These voting numbers are based on Municipality populations.
- The Community Economic Development Commission is proceeding with their Economic Development study. Next round table will be on Jan 9th at the Lions Club and cover Health and Wellness.
- Mr. Ed Andrusiak has prepared a paper on: "experience the Gulf Islands". Mr Charles Kahn is the SSI coordinator for the project.
- Several changes happening in CRD Victoria Upper Management Positions.

4.3 CRD Senior Manager EA

4.3.1 Project Report

Mr. Ruurs provided the Project Status Report up to December 18, 2012. The following items were verbally addressed:

- 1.2 Final design to be forwarded to MOTI with permit.
- 1.3 Survey work done, Contracts signed for pre-design work.
- 1.7 NGTP phase 1-work has started and progressing. Contractor closed both directions and was reminded that there is a traffic plan involved with the contract for work. One lane will remain open with flagging direction.

4.4 Financial Reports

The SSI Transit Monthly Revenue Report for Operating Period ending November 30, 2012 was received for information.

The SSI Transportation Monthly Revenue Report for Operating Period ending November 30, 2012 was received for information.

The Chair previously requested more information on the general administration items in the budget. C. Perrins provided a verbal report on how various departments and staff charge for their services.

5. **Old Business**

5.1 Whims Road Pathway Maintenance

K. Ruurs assessed the trail to be approximately 490 m and currently in good condition. Annual maintenance is estimated to cost \$750 per year.

MOVED by J. Taylor, **SECONDED** by W McIntyre,

That the Transportation Commission approve the annual expenditure of \$750.00 and ask the PARC maintenance staff to include this 490 m trail known as Whims Road in their regular trail maintenance schedule.

CARRIED

QUESTION TO MOTION:

A Haigh questioned why the cost was so high for such a small bit of pathway. Is the cost estimate based on a fixed, actual or per hour basis?

K. Ruurs advised that the cost is based on experience from the other pathways which PARC currently maintains for the Transportation Commission. Final costs would be based on hours worked by staff at approximately \$30.00 per hour.

MOVED by J. Wakefield, **SECONDED** by N. Lyonns,
That the motion stand.

UNANOMOSLY CARRIED

5.2 Speed Limits

The Speed Limit Working Group submitted a report on the current status of their group and their recommendations. It was generally agreed to discuss more in the first part of the year once annual road safety reports are available. Need to work closely with RCMP and MOT to identify compromises.

5.3 Bus Design

N. Lyonns report that 2 designs ideas have been submitted and are varied in style. Nomi would like to attempt further media attention prior to the submission closing date. General discussion on shelter function versus aesthetics.

5.4 NGTP Update

Covered in managers report

5.5 NGTP Phase 2

Planning for grant application for phase 2 with a deadline of March 31, 2013. Actual cost from phase 1 project should be clear by end of February and will assist with application; Ministry will not allow construction during tourist season so start date most likely in fall of 2013. Director McIntyre suggested contacting the Ministry early to inform them of community plans for project and submission of grant application.

6. **New Business**

6.1 Mainroad meeting notes

Received for information. Generally agreed to keep CRD staff involved as a representative for meetings. SSI designated as part of an alternate route for the Mallahat during emergencies.

6.2 Bus Passes

The distribution and administration possibilities were discussed. General consensus was to decline due to lack of precedence and social issues.

6.3 SSITC Meeting Dates for 2013

MOVED by J. Wakefield, **SECONDED** by N. Lyonns,
that the meeting dates for 2013 be adopted.

CARRIED

7. **Correspondence and Information Items**

7.1 UBC Students

The correspondence was received for information. General discussion revolved around the cost versus value of work by student as all drawing must be stamped by professional.

MOVED by H. Swierenga, **SECONDED** by J. Taylor
That no action required

CARRIED

7.2 Traffic Calming

The correspondence was Information received for information. General discussion evolved around the use of roundabouts in rural areas of Cowichan Valley. Significant interest in additional information on cost, size, educational material and infrastructure requirements to be researched and used as a measure to compare MOT standards for Salt Spring.

8. **Next Meeting**

The next regular meeting is scheduled on January 22, at 4:00 to 6:00 pm.

9. **Adjournment**

MOVED by A. Haigh, **SECONDED** by H. Swierenga,
That the meeting be adjourned at 5:50 pm.

CARRIED

Project	Comments	Budget (B) Donations (D) Actual (A)
<i>ITALICS - new information</i>		
1. TRANSPORTATION		
1.1 Partners Creating Pathways	Project completed	
1.2 Hereford Merchants Sign Request	Discussed with MoT and IT. Obtained sign standards and provided those to merchant representative. Merchants developing sign design. Staff will submit application. MoT to replace curbs that were damaged after design has been received. Meeting held with merchants. Budget provided to them for installation costs and flower containers. Final design received, application to MOTI submitted.	
1.3 Ganges Hill/Regional Trail	Plans for the use of \$50,000 from Regional Parks for Ganges Hill cycling lanes have been discussed with the CRD Manager of Park Planning and Joshua F. It has been determined that a feasibility study and detailed design drawings can be prepared for that amount. As a result the project will be 'shovel' ready in case a cycling grant becomes available. Contracts signed for survey and pre-design work. Anticipated completion of feasibility study mid-late January.	\$50,000 (B)
1.4 Parking in Fulford	Letter reviewed from Fulford resident asking for assistance from SSITC for the parking issue in Fulford. Chair and Manager met with Mr. Alan Goldin. Report to Commission on previous agenda. Awaiting information from CRD Victoria Re: legalities of parking enforcement on Salt Spring Island	
1.5 Commission Handbook	The SSITC Handbook will be updated to reflect the new SSI Admin structure and new protocol.	
1.6 CIPP Grant Program	A new grant program for BC Government funding for bicycle lanes has been announced. CRD has submitted an application for phase 1 of the NGTP under this program.	
1.7. N.G.T.P. 1 st Phase	On August 8 th the CRD Board approved the contract in the amount of +/- \$1.2 million for the development of bike lanes and pedestrian pathways along appr. 1 km of Lower Ganges Road. Landscape contract completed. Notice to proceed with main contract to be issued 3 rd / 4 th week of November. Construction ongoing.	
1.8. 127 Rainbow Road	Mr. and Mrs. Todd have agreed to a similar amount as was set for 125 Rainbow Road to be put in a CRD reserve fund for when a pathway is developed in front of their property. This is in relation to their rezoning application to the Trust. Funds provided to CRD and put in Reserve fund.	
1.9. 151 Rainbow Road	Islands trust has been advised of recommendation by the Transportation Commission via letter. Recommendation was to require funds for trail work similar to 125 and 127 Rainbow.	
1.10. Rainbow path completion / grant Application	A timeline has been established to develop the pathway along the southern side of Rainbow Road. 2013 grant application for drainage study as well as completion of study. 2014: in house design of pathway. 2015 construction of pathway	
1.11. CRD Strategic Plan	In October the new Strategic Plan for CRD 2012-2014 has been published. Available on the CRD website	

Project	Comments	Budget (B) Donations (D) Actual (A)
<i>ITALICS - new information</i>		
1.12. CRD / SSITC website	In October information was provided to CRD I.T. regarding the updating of the website	
1.13. SSI Foundation Survey	Earlier this year the SSI Foundation released the results of its community. Needs survey. The survey identifies as the highest community needs: Housing, Community Health services, Poverty, Agriculture and food supply and Children's Youth and Family services. Transportation came tenth on the list which was considerably lower than the 2008 survey which means that the general population considers that Transportation issues are being addressed	

2. TRANSIT		
2.1 Painting of red marks for Vesuvius Ferry Parking Area	The Manager has arranged for BC Ferries to paint red lines/marks at the Vesuvius Ferry Parking area for the BC Transit Bus. MoTI informed us that the painting will occur when a hill stabilization project is completed this fall.	
2.2 Park N Ride Fulford Inn	The matter has been put on a back burner until real estate matters have been settled.	
2.3 HandyDart	BCT hopes to schedule a study to commence in 2013. It will take 6-12 months to complete and will be 100% funded by BCT.	

Abbreviations:

CRD	Capital Regional District	RoW	Right-of-Way
MoT	Ministry of Transportation (Provincial)	SROW	Statutory Right-of-Way

CAPITAL REGIONAL DISTRICT - SCHEDULE G

**CAPITAL BUDGET FORM
 2013 to 2015 & Forecast 2016 to 2017**

Service #: 1.238
 Service Name: Salt Spring Island Transportation

Note: ↓ indicates a drop down menu is available for selection - Type Code (2); Funding Source (4); Participants (8)

Year (1)	Type Code (2)* ↓	Specific Project Description (3)	Capital Expense	Funding		Grant Program Sponsor (6)	Loan Authorization # (7)
				Source (4) ** ↓	Amount Total (5)		
2013	S	North Ganges Transportation Plan	300,000	C	50,000		
				G	150,000	Ministry of Transportation	
				G	100,000	CRD Gas Tax	
2013	S	PCP Pathways	25,000	O	25,000	Partners Creating Pathways	
2014	S	North Ganges Transportation Plan	450,000	C	74,970		
				G	225,000	Ministry of Transportation	
				G	150,030	CRD Gas Tax	
2014	S	Fulford/Ganges Hill Bike Lanes	250,000	G	125,000	Provincial Grant	
				G	125,000	CRD Gas Tax	
2014	S	PCP Pathways	25,000	O	25,000	Partners Creating Pathways	
2015	S	North Ganges Transportation Plan	450,000	C	75,000		
				G	225,000	Ministry of Transportation	
				G	150,000	CRD Gas Tax	
	S	Fulford/Ganges Hill Bike Lanes	250,000	G	125,000	Provincial Grant	
				G	125,000	CRD Gas Tax	
	S	PCP Pathways	25,000	O	25,000	Partners Creating Pathways	
2016	S	PCP Pathways	25,000	O	25,000	Partners Creating Pathways	
2017	S	PCP Pathways	25,000	O	25,000	Partners Creating Pathways	
*** Please insert more lines here (above this line) if required. ***							

TOTAL		1,825,000	1,825,000
Type Codes (2) *		Funding Source Codes (4) **	
L = Land	D = Debenture Debt (new debt only)		
S = Engineering Structures	E = Equipment Replacement Fund		
B = Buildings	G = Grants (Federal, Provincial)		
V = Vehicles	O = Donations / Third Party Funding		
E = Equipment			

Kees Ruurs

From: Kees Visser ~~<kvisser@shaw.ca>~~
Sent: Thursday, January 03, 2013 2:25 PM
To: John Wakefield; Donald and Judy McLennan
Cc: Kees Ruurs
Subject: Fw: RCMP input

Happy New Year to you all,

Last week I did receive two emails from sergeant Jenkins (see below),and apart form two changes, he generally agrees with the recommendations.

I am somewhat hesitant to have a meeting with him ,and rather discuss this all first at our Transportation Committee meeting.

At our last meeting in Decemebr our report was tabled but not discussed. However I sense that some of the Commissioners like to discuss this first before we continue on this road.

I realize this will be slower than we like, but some of these recommendations are fairly revolutionary for Salt Springers, and it is better to have the full weight of the Commission, the Director and the RCMP behind it,

Kees Visser

----- Original Message -----

From: George JENKINS
To: ~~<kvisser@shaw.ca>~~
Sent: Thursday, December 27, 2012 12:28 PM
Subject: Progress Report

Good afternoon Kess, I hope you've had a good Christmas.

I like most of what I see in the progress report except a couple of things. I'd like to see the Long Harbour 80 zone remain and the Ganges 30 zone boundaries tightened as follows:

- a/ Rainbow Rd to north end of Windsor Plywood
- b/ Lower Ganges to Park Drive
- c/ Exclude Upper Ganges
- d/ Fulford Ganges at Seaview

My reasoning is that the zones, as initially proposed, will not be adhered to and will pose an enforcement challenge for police.

George

Sgt G.M. JENKINS
NCO I/C Salt Spring
250-537-5555

Good evening Kess. Apart from the suggestions I've made, I'm in agreement with the committee respecting the remainder of the recommendations in your planning document. I like your ideas for Cusheon Lake Rd and am of the opinion that traffic calming measures generally work.

I agree with you that we wont get everything we ask for due to financial restraint, but unless we ask nothing will happen.

I would be happy to discuss this further in the New Year at your convenience.

5 December, 2012

Speed limit working group

Yve Blick
Nomi Lyonns
Robert Procinski
Kees Visser

Background

The speed limit working group was formed in late August/early September at the request of the Transportation Commission in their August 21 meeting. Due to vacations, the group started only to work on this in mid October.

First, all members put their initial thoughts on paper, and had their first meeting ,on November 20, 2012. The result may not be what everybody had in mind, but we were all willing to compromise.

Introduction

The group represents already a range of different opinions, probably not unlike what we would find in the overall Salt Spring population, although I suspect there will be more extreme views in the community on this topic, from no control to 30km/h over the whole island.

It became quickly clear that we agreed on the following major points:

- Speed limit signs in themselves are not the main issue, because most drivers will drive within their comfort zone or just because of old habits
- Nevertheless, a legal limit will have to be imposed, just to remind drivers of the legal requirements
- Too drastic changes or too many alternating different signs will only confuse drivers, so uniformity in the speed level limits is advisable. Speeding might be as much of a problem as too slow driving.
- The main focus or push should be *on calming and traffic smoothing devices* in order to control speed and to make traffic safer.

Traffic calming consists of engineering and other measures put in place on roads for the intention of slowing down or reducing motor-vehicle traffic. This is done in order to improve safety for pedestrians and cyclists as well as to improve the living conditions for residents living along the road

- We could learn from other nearby jurisdictions, specifically North Cowichan, which is a rural community and have made great strides with traffic calming, or from overseas jurisdictions, where many if not millions of the calming devices are already in place for 40 years plus.

Recommendations

1. General speed limits

To keep it simple we recommend only three different speed limits: 30- 50-70 km/hr., with warning signs (the square yellow signs) in appropriate zones.

2.Island speed limit

Except for special zones, such as school zones, playground zones, high density areas, we recommend 50km/hr (as it is at present), but we also recommend a minimum speed of 40km/hr. There should be signs indicating this at the three ferry terminals (50 km maximum and 40km minimum, or as otherwise posted). A minimum speed is enforced in Hawaii and is making traffic smoother and alleviating driver frustration. A car is not a fauteuil on wheels, and drivers should be attentive and not be lulled into a false sense of safety.

3. End School zone/playground zone signs

As in most other jurisdictions, there should be end school zone and end playground signs, so you don't have to guess where these zones end. On Salt Spring Island this is lacking.

4. Fulford/Ganges Road.

This road is at present 80km and 50km from Fulford Hall to the ferry. The road is fairly straight with a few subtle curves which makes it a bit challenging for some inexperienced drivers. Most houses are well off the road.

We recommend 70 km, preferably with a minimum speed of 60km for the road, 50 from Fulford Hall to Beaver Point Road, and 30 within Fulford. There should be appropriate yellow warning signs near the aforementioned curves, as there are already now. In addition there should be warning signs at one or two curves on the section Burgoyne Bay triangle to Fulford Hall. Passing zones where appropriate.

Thoughts should be given to a calming device, such as a few speed platforms or chokers (see below) near the two curves on this sections

4. Long Harbour Road

This road is presently 80km, and likely can be driven quite safe with this speed, but for uniformity sake we recommend also 70 km (preferably minimum 60km), with warning sign at appropriate spots. Passing zones where appropriate.

5 Lower Ganges /Vesuvius Bay Road.

This road is at present a melange of playground zones, 60km, 50 km and warning signs. School buses and fuel trucks use this road frequently and therefore we recommend 50km for the whole road (minimum 40km), with the appropriate warning signs, with exception of the playground zone near the Parks office and in Vesuvius Bay, where as a residential area it should be 30km.

No passing zones.

6 Ganges Town, Vesuvius Bay and Fulford.

The speed limit should be 30km.

Ganges town speed zone area should be defined to :

- a/ Rainbow Road to the swimming pool
- b/Lower Ganges Road to the Foxglove intersection
- c/Upper Ganges Road to Churchill Road
- d/Fulford Ganges Road to Drake Road

The Vesuvius Bay 30km zone area should be defined from the Sunset Drive intersection

Fulford speed zone area should be defined from Beaver Point Road intersection.

At all these five points, we should consider a speed platform

7. All other roads would be 50km max, 40km min as per the signs at the ferry terminals, except of course school, playground zones and some higher density areas.

As mentioned the main thrust should be on traffic calming devices to control speed and to smoothen traffic to limit stop and go traffic.

Many of these devices are used extensively in western Europe with great success, and becoming increasingly common in the USA and in some Canadian communities such as North Cowichan (Duncan, Crofton and Ladysmith) and Vancouver (Kitsilano), Victoria, Nanaimo etc.. Salt Spring as a progressive island community could be at the fore front of these devices and become a model in Canada.

Below I am copying a traffic engineering report, to describe some of the traffic calming devices, which are extensively used in Europe and Asia, but not so much yet in North America.

Traffic calming can include the following engineering measures, grouped by similarity of method:

Make the street or even just a single lane narrower. Narrowing traffic lanes differs from other road treatments by making slower speeds seem more natural to drivers and less of an artificial imposition, as opposed to most other treatments used that physically force lower speeds or restrict route choice. Such means include:

- Chokers , which are curb extensions ,and traffic islands, that narrow the roadway to a single lane at points (Crofton, near the elementary school).¹⁸¹
- Road diets: actively remove a lane from the street.
 - Allowing parking on one or both sides of a street. This in effect also a type road diet as it reduces the number of driving lanes.
 - Pedestrian small islands in the middle of the street.
- *Provide vertical deflection, i.e. a physical reminder.* These include:
 - Speed bumps, sometimes split or offset in the middle to help emergency vehicles reduce delay
 - Speed humps, parabolic devices that are less aggressive than speed bumps and used on residential streets.
 - Speed cushions, two or three small speed humps sitting in a line across the road that slow cars down but allows (wider) emergency vehicles to straddle them so as not to slow emergency response time.
 - Speed tables, long flat-topped speed humps that slow cars more gradually than humps
 - Raised pedestrian crossings, which act as speed tables.
 - Changing the surface material or texture (for example brick)
- *Provide horizontal deflection, i.e. make the vehicle swerve slightly.* These include:
 - Chicanes, which create a horizontal deflection causing vehicles to slow as they would for a curve.
 - Pedestrian refuges again can provide horizontal deflection, as can curb.
- *Provide attention devices,i.e. make the driver more attentive.* These include
 - Hanging orange flashing lights over the road, visual attention (Lakes Road, Duncan)
 - Rumbling strips, audio attention

We are not advocating to use all of these yet, but some of these we should:

8. Speed platforms or cushions (see above)

Since the 1980's these are very common in western Europe; there are tens of thousands of them. Every village has them at all entries or near higher density zones, playgrounds, school zones etc. These are usually 5 to 7 m long and about 10 cm high, and usually painted with yellow stripes (France) or bright red (Spain). I have seen them now as well at Victoria airport.

- They should be constructed at Cusheon Lake Road. The community there is rightly concerned about the traffic in their area. The build up area is unique on Salt Spring, the houses are backing up right into the road, with many blind corners and nooks. Accidents have happened regularly and will continue to happen, if nothing is done. Moreover, the road is next to Cusheon Lake, which is a drinking water reservoir. Signs of any kind have been tried, and although working for a short time, speeding continues. It is clear only physical impediments will work here, and speed tables are probably the answer. At least three tables, possibly more are needed, two on either end of the build up area and one or more in the middle. These should be well indicated by signs, preferably painted and a 30 km zone should be indicated from beginning to end.

- They could be constructed at the 4 entries of Ganges Town, Vesuvius Bay, Fulford at the points where the 30km zones begin..

9. Traffic circles

Again there are tens of thousands of these in western Europe, and they appear now also in Duncan, Ladysmith and Vancouver. Traffic circles are safe and green; they prevent T-bone collisions, lower speed and prevent the stop and go traffic as in 4-way stops (which create higher carbon emissions).

These traffic circles should be two level ones, an outside one for normal vehicle traffic, and an inner slightly raised circle (usually with bricks) to allow large semi trailers to pass. The municipality of North Cowichan has twelve of these and their population is now petitioning for more. On their website they have excellent educational film clips re. traffic circles and other traffic calming devices.

The Central intersection, where a 4-way stop was introduced in early 2012, is a prime candidate. Another candidate is the Upper Ganges/Lower Ganges Road (which is in the NGTP), and there are others.

A Duncan ,Lakes Road type of circle would easily fit these two examples, without having to have extra land. In Kitsilano and Victoria there are even smaller circles, where large trucks regularly pass. Costs for these types of circles are in the order of \$300,000 (North Cowichan source).

In Salt Spring we could have a typical island design, such as art and flower beds in the small inner circle (as they actually have in Spain)

10. Orange flashing lights and rumbling strips.

These are used extensively in the USA and more locally also in Duncan (Lakes Road) and are low cost options (\$4000, North Cowichan source)

Potentially difficult intersections should have a 4 way orange flashing light hanging over the intersection. Prime examples are Beddis Road/Fulford-Ganges Road, North End Road/Fernwood Road, Beaver Point Road/Stewart Road and there are undoubtedly more examples.

In combination with these, we recommend to install rumble strips. Rumble strips could also be used on themselves, when smaller roads intersect with busier roads.

We are convinced that these lights and strips will slow drivers down, make them more alert and will result in safer traffic.

11. White reflective lines at sides of roads.

These are used almost everywhere in the USA. Especially in dark and rainy weather, what Salt Spring has a lot of, these lines are life savers. Many drivers here have forgotten how to dim when approaching or driving behind other vehicles, resulting in blinding. When that happens most drivers are usually still able to see the side of the road, and white reflective lines will be crucial.

Besides the yellow middle lines for the main roads, we recommend to have white side lines painted on all roads, and especially on the minor roads, and repainted every fall. This is also a low cost option to calm speeds and prevent accidents.

12. Road maintenance

In our opinion, road maintenance on Salt Spring is poor, badly planned and shows tax money waste and 1950's thinking.

Without going into details, there are many examples the working group came up, to prove this.

It is recommended that the Transportation Committee plays an active role in planning, quality control and budget control of Salt Spring road maintenance. Good and modern road maintenance will induce drivers to drive within the limits and therefore safer.

13 Driver/Bicycle education

It is clear that driver and bicycle education is lacking in Canada, and certainly on Salt Spring Island. The major concerns are that drivers overtake cyclists where they can't, and cyclists riding on the wrong side of the road, but there are many others.

The Group recommends that the Transportation Committee takes an important role to enhance driver and cyclist education, using Driftwood, and expertise of RCMP, ICBC, CRD.

Conclusion

- Speed limit signs in themselves are not the main issue, because most drivers will drive within their comfort zone or just because of old habits
- To keep it simple we recommend only three different speed limits: 30- 50-70 km/hr., with warning signs (the square yellow signs) in appropriate zones.
- Except for special zones, such as school zones, playground zones, high density areas, we recommend 50km/hr (as it is at present). We also recommend a minimum speed of 40km/hr
- There should be signs at the three ferry terminals (50 km maximum and 40km minimum, or as otherwise posted).
- .-The main focus or push should be on calming and traffic smoothing devices in order to control speed and to make traffic safer.
- We could learn from other nearby, similar jurisdictions, such as North Cowichan, or from overseas jurisdictions, where many if not millions of the calming devices are already in place for 40 years plus.
- Examples of these calming devices are speed tables, traffic circles, orange flashing lights, rumbling strips.
- The two major areas where these should be constructed are the Central intersection (traffic circle) and Cusheon Lake Road (speed tables)
- The Transportation Committee should have a major role in road maintenance and traffic education.
- At first any kind of implementation of speed calming devices, new speed limits and traffic circles will meet resistance, but the experience of other jurisdictions is that this resistance is quickly turned into enthusiasm.

Kees Visser
Speed limit Working Group
Salt Spring Island Transportation Commission

ICBC Incident Stats – SSITC

J. Wakefield
January 21, 2013

The Commission last received the “Crashes & Top Crash Location” report from ICBC in July 2011. The data included the top ten crash sites from 2000-2010.

Following up from last months meeting, the same data sets have been requested for the 2002-2012 period. Unfortunately, there is at least a 3-month timeframe until data availability; the complete report for 2012 will not be available until at least May 2013.

In the meantime, an interim report is attached that includes incident numbers up until September 30, 2012. (Note that the first table totals are higher than the last report as incidents involving parked cars and parking lots are now included in the totals.)

Also, a wish for visual data comes true by way of an excellent online mapping tool released by ICBC in 2012, that includes data until the end of 2011.

<http://public.tableausoftware.com/views/AzIntersectionCrashesforVancouverIsland20072011/VIDashboard?:embed=y>

If the above link does not work, you can access the same webpage by going through icbc.com: [http://www.icbc.com/about-ICBC/news room/icbc stats](http://www.icbc.com/about-ICBC/news_room/icbc_stats)

The commission may wish to discuss preferences for the format, timing and timeliness of future reports.

Title:	Crashes
Location:	Salt Spring Island, BC
Period:	2000 - 2010
Reported By:	ICBC

CRASH COUNT YEAR	SEVERITY		Grand Total
	CASUALTY	PROPERTY DAMAGE ONLY	
2000	46	183	229
2001	49	157	206
2002	48	177	225
2003	78	129	207
2004	49	149	198
2005	44	162	206
2006	57	166	223
2007	51	184	235
2008	52	170	222
2009	44	176	220
2010	35	166	201
Grand Total	553	1,819	2,372

Definitions:

CASUALTY: Crash incident resulting in injury or fatality

PROPERTY DAMAGE ONLY: Crash incident resulting in material damages to vehicles with no injuries or fatalities

Title:	Top Crash Locations (by Severity)
Location:	Salt Spring Island, BC
Period:	2000 - 2010
Reported By:	ICBC

RANK	CRASH COUNT (By Severity)		ROAD LOCATION
	CASUALTY	PROPERTY DAMAGE ONLY	
1	34	41	LOWER GANGES RD & NORTH END RD & UPPER GANGES RD & VESUVIUS BAY RD
2	13	11	CROFTON RD & LOWER GANGES RD & PARK DR
3	10	13	LOWER GANGES RD & RAINBOW RD
4	5	16	BEAVER POINT RD & NORTH EAST RD & STEWART RD
5	7	13	BEDDIS RD & CHARLESWORTH RD & FULFORD-GANGES RD
6	8	11	CRANBERRY RD & FULFORD-GANGES RD
7	11	5	ATKINS RD & LOWER GANGES RD
8	6	9	MOBRAE AVE & VESUVIUS BAY RD
8	7	7	CUSHEON LAKE RD & FULFORD-GANGES RD
10	3	8	BEAVER POINT RD & REYNOLDS RD
10	5	6	FULFORD-GANGES RD & LEE RD
10	3	8	ROBINSON RD & STARKS RD & WALKERS HOOK RD
10	4	7	ROBINSON RD & UPPER GANGES RD

Ranking is based on total crash count by road location

Title: Crashes
Location: Salt Spring Island, BC
Period: January 2002 – September 2012
Reported By: ICBC

YEAR	SEVERITY		Grand Total
	CASUALTY	PROPERTY DAMAGE ONLY	
2002	53	357	410
2003	84	317	401
2004	53	342	395
2005	49	329	378
2006	62	361	423
2007	58	371	429
2008	60	367	427
2009	48	393	441
2010	41	390	431
2011	44	389	433
2012 (Jan - Sep)	21	272	293
Grand Total	573	3,888	4,461

Notes:

Data includes crashes in parking lots and crashes involving parked vehicles
 ICBC data takes approximately three months to settle

Definitions:

CASUALTY: Crash incident resulting in injury or fatality

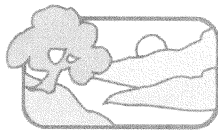
PROPERTY DAMAGE ONLY: Crash incident resulting in material damages to vehicles with no injuries or fatalities

Title: Top Crash Locations (by Severity)
Location: Salt Spring Island, BC
Period: January 2002 – September 2012
Reported By: ICBC

RANK	SEVERITY		Grand Total	Road Location
	CASUALTY	PROPERTY DAMAGE ONLY		
1	32	45	77	LOWER GANGES RD & NORTH END RD & UPPER GANGES RD & VESUVIUS BAY RD
2	12	12	24	CROFTON RD & LOWER GANGES RD & PARK DR
3	9	13	22	LOWER GANGES RD & RAINBOW RD
4	4	16	20	BEAVER POINT RD & NORTH EAST RD & STEWART RD
4	8	12	20	BEDDIS RD & CHARLESWORTH RD & FULFORD-GANGES RD
6	14	5	19	ATKINS RD & LOWER GANGES RD
7	8	9	17	CRANBERRY RD & FULFORD-GANGES RD
8	7	8	15	MOBRAE AVE & VESUVIUS BAY RD
9	8	5	13	CUSHEON LAKE RD & FULFORD-GANGES RD
10	3	9	12	BEAVER POINT RD & FULFORD-GANGES RD
10	4	8	12	SUNSET DR & VESUVIUS BAY RD

Notes:

Data excludes crashes in parking lots and crashes involving parked vehicles
 ICBC data takes approximately three months to settle
 Ranking is based on total crash count by road location



Islands Trust

STAFF REPORT

Date: November 22, 2012 **File No:** SS-RZ-2012.3 **X-ref:** SS-TUP-2011.2

To: Salt Spring Island Local Trust Committee, for the meeting of December 13, 2012
From: Caitlin Brownrigg, Planner, Local Planning Services

Re: **OCP Amendment and Rezoning Application**

Owner: R. S. and Barbara Aust, Andrew Aust

Applicant: R.S. Aust

Location: 1415 and 1429 Fulford-Ganges Road

Legal: Strata Lots A and B, Section 78, South Salt Spring Island, Cowichan District, Strata Plan VIS6760 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form V

Preliminary Report:

Interim Report:

Final Report:

THE PROPOSAL:

The owners of 1415 and 1429 Fulford-Ganges Road propose to amend the Land Use Bylaw and the Official Community Plan to permit a wider range of uses on the subject properties. They also propose smaller lot sizes which would enable further subdivision of the property. This proposal does not include any new construction but would enable additional commercial/industrial uses not currently permitted by zoning. Staff seek LTC direction to refer the application and attached Draft Bylaws to advisory committees and key referral agencies for comment.

SITE CONTEXT:

Retail store Star Barks is currently operating on 1429 Fulford-Ganges Road and shares the lot with Mid-Island Marine, a boat service and repair shop, as well as a building offering storage units. A Temporary Use Permit allows Star Barks to operate on this industrial zoned parcel. 1415 Fulford-Ganges has been used as a landscaping supply yard and the applicant contemplates storing RVs and boats on the property in the future. The site has been remediated and is considered an environmental low risk according to a report prepared by Wittich Environmental Services Ltd. dated October 18, 2004. To the south is a split zoned lot, with In2 zoning adjacent the property boundary and rural zoning in the Agricultural Land Reserve. The portion of the adjacent lot zoned In2 is under a Temporary Use Permit for a Mobile Abattoir to operate on the site.

The property is subject to SS-DP- 2008.1, a Development Permit for Development Permit Area 2, issued to authorize a storage building on the site. The fencing and outdoor display area is currently not in compliance with the Development Permit.



Figure 1: Subject Properties with Orthophoto and Zoning



Figure 2: Subject properties from Garner and Fulford-Ganges Road

BACKGROUND:

This rezoning application is in response to a Bylaw Enforcement file. The In2 zone permits accessory retail sales, but the business Star Barks is operating as a principle use. The zoning on this property reflects the uses in place when the original CRD Zoning Bylaw was enacted in 1971. The property was subdivided in 2004. A covenant was registered on title to protect Ford Creek at the rear of the parent parcel.

CURRENT PLANNING STATUS OF SUBJECT LANDS:

TRUST POLICY STATEMENT

Should the Local Trust Committee resolve to proceed with the application, staff will follow up with the Directives Only Checklist in accordance with Section 1.9 “Policy Statement Implementation” of the Islands Trust Policy Manual. This preliminary report provides analysis of Official Community Plan directives.

OFFICIAL COMMUNITY PLAN (OCP) BYLAW 434

Development Permit Areas:

The properties are subject to:

- Development Permit Area 2: Non-Village and Industrial Development Permit Area
- Development Permit Area 4: Lakes Streams and Wetlands

Previously Issued Development Permit on both properties:

- SS-DP-2008.1

OCP Property Designation

The properties are in the *Rural Neighbourhoods* (RL) designation. While the zoning is Industrial, the Salt Spring Island Official Community Plan designates the property as RL (Rural Neighbourhoods). The objectives and applicable policies for Rural Neighbourhoods are as follows:

- *B.2.4.1.1 To continue to provide for a range of medium density residential uses consistent with the community's rural character.*
- *B.2.4.1.2 To continue to accommodate non-residential uses that are compatible with medium density residential use.*
- *B.2.4.2.4 Rezoning applications could be considered to rezone commercial and industrial property to residential use at a density similar to that allowed on neighbouring properties.*

This application requires an OCP amendment. The designation would have to be amended to *Industrial and Commercial Services* (I) to reconcile the Official Community Plan with the existing industrial zoning and the proposed zoning.

OCP ISSUES SUMMARY:

Below is a summary of the issues to consider when deliberating on this application. Please see Appendix 1 for all pertinent OCP policies.

Settlement Patterns:

The OCP does not support accommodating commercial uses outside of existing villages. Policies on climate change, settlement patterns, and village planning all direct commercial development to the villages. OCP Objective B.5.1.1.5 states: “To avoid the development of commercial strips along roads leading into island villages.” Implementation of B.5.1.1.5 is provided for through a number of other policies designed to guide village planning.

Development of commercial operations outside of villages is envisioned in OCP Policy B.2.3.2.3:

“The intent of village containment boundaries is to keep village development compact, and prevent ‘leap frog’ development, reduce the need for additional infrastructure and services, minimize the loss of rural lands, and minimize impacts on sensitive ecosystems and other environmentally sensitive areas. The Local Trust Committee should not approve rezoning applications that would allow large new commercial, institutional or multifamily development outside Village Designations. Exceptions should be made for new village or hamlet applications, for applications to provide affordable housing, for neighbourhood convenience stores and for home based businesses.

This policy is echoed in OCP Policy B.5.1.2.3, emphasizing the possible exceptions to the direction to contain development within the villages which include; a convenience store, new village or hamlet applications, campgrounds, and home based businesses. These policies do allow for some forms of commercial land use and support the idea of hamlets outside of villages.

Other *Industrial and Commercial Services* objectives of the OCP offer support for commercial and light industrial land use where there is community need:

B.3.3.1.2 To accommodate additional commercial and light industrial land uses where there is a community need, with a preference for those with a low demand for transportation and energy infrastructure requirements. To carefully consider the addition of other clustered sites for light industrial operations, to keep needed businesses on the island or to attract needed businesses onto the island.

The lot has been remediated from previous levels of contamination that were the result of past industrial uses and is now considered environmental low risk. The lot is therefore considered to be a “brown field” site. Redeveloping brown field sites is favourable and distinct from “green field” development where previously undisturbed lands are converted to industrial or commercial uses. The identification of this property in *Development Permit Area 2 for Non-village commercial and industrial land* does suggest an accommodation of uses on this site through the form and character design guidelines.

Industrial Land:

The Salt Spring Official Community Plan recognizes the need for careful review of existing and future industrial land needs on the island and recommends relocating existing industrial land out of residential areas to more appropriate places:

B.3.3.2.6 The Local Trust Committee should consider rezoning applications that would transfer industrial development potential from inappropriate locations to more suitable ones.

The OCP also directs a no net loss of industrial land:

B.3.3.2.4 Local Trust Committee should not make zoning changes that would result in a net loss of developable industrial land on Salt Spring Island.

Local Economy:

Several OCP policies speak to strengthening the island economy. OCP Policy 4.6.3 encourages “small, locally owned businesses whose revenues remain on the island, especially those which expand local production and consumption to meet the needs of islanders.” Consideration is also given to employment of island residents:

A.4.6.3: To encourage living-wage, meaningful, year-round employment and income-generating opportunities that especially enable young people and families to remain on the island.

Agriculture:

The strata development is adjacent to a large parcel of agricultural land. Policy B.6.2.2.18 mandates that any zoning changes contemplated that may affect neighbouring agriculture require buffering and consultation with the AAC.

LAND USE BYLAW NO. 355

According to the Salt Spring Island Land Use Bylaw No. 355 both properties are zoned Industrial 2 (In2).

	In1	In2	In3	In4
Principal Uses, Buildings and Structures				
<i>Light industry</i>	◆		◆	◆
<i>Indoor commercial, art and vocational schools</i>	◆		◆	◆
<i>Funeral homes</i>	◆		◆	◆
<i>Indoor sales of building supplies, appliances and furniture, with accessory outdoor sales and storage</i>	◆		◆	◆
Storage, with the exception of <i>outdoor</i> storage of derelict vehicles and equipment, <i>commercially</i> licensed trucks, bulk fuel products, or waste materials	◆	◆	◆	◆
<i>Indoor service</i> and repairs to vehicles, equipment, machinery and boats	◆	◆	◆	◆
Sales and rentals of vehicles, equipment, machinery and boats				◆
<i>Boat building</i>			◆	◆
<i>Indoor wholesale sales</i>	◆		◆	◆
Processing of wood products produced or to be used on Salt Spring Island, including saw mills and planing mills			◆	◆
Processing and sorting of construction aggregates for use on Salt Spring Island, excluding asphalt				◆
Storage of fuel products for use on Salt Spring Island				◆
Processing, sorting and storage of timber produced on Salt Spring Island or to be used on Salt Spring Island				◆
Veterinarian clinics and animal hospitals	◆		◆	◆
Collection of recyclable materials, excluding <i>outdoor</i> sorting and storage	◆	◆	◆	◆
Collection of recyclable materials, including <i>outdoor</i> sorting and storage				◆
<i>Public service uses</i>	◆	◆	◆	◆
Automobile and equipment parking		◆	◆	◆
Accessory Uses				
<i>Retail sales accessory to a permitted principal use</i>	◆	◆	◆	◆
<i>One dwelling unit accessory to industrial use</i>	◆	◆	◆	◆

In2 permits the fewest range of uses and density of development of the industrial zones. In1 and In3 both permit 75 percent lot coverage and In2 and In4 (which permits all the industrial uses contemplated by the bylaw) permit 33 percent lot coverage.

ISLANDS TRUST FUND

There are no Island Trust Fund properties or interests in the vicinity of the subject property.

BYLAW ENFORCEMENT

This property was subject to Islands Trust Bylaw Enforcement investigation following complaints from several neighbours. A Temporary Use Permit (SS-TUP-2011.2) remedied the Bylaw Enforcement action.

SENSITIVE ECOSYSTEMS

Ford Creek runs along the rear of the property. It is recognized as a sensitive ecosystem by the Islands Trust Sensitive Ecosystem Mapping and identified as part of *Development Permit Area 4*. While there is a covenant addressing the creek it does not protect any environmental sensitivities that may be present; see below under "Covenants." The area is identified on OCP Maps 9b and 12 as an area of high biodiversity (seasonally flooded agricultural field) and potential or existing fish habitat.

HAZARD AREAS

The subject property contains no known hazard areas.

COVENANTS

There is a covenant on the property restricting the construction of buildings within 15 metres of the creek; it also restricts habitation, business, or the storage of goods from being located with a 1.5 metre elevation of the creek. The covenant does not provide additional protection of the creek than that already provided by Land Use Bylaw 355 setback requirements. There are two easements on the property that allow for maintenance of water and septic infrastructure.

ARCHAEOLOGICAL SITES

Based on the data provided by the Provincial Remote Access to Archaeological Data, there are no known archaeological sites or areas of significant potential to contain unknown but protected archaeological sites on the subject property.

RIPARIAN AREA REGULATION

The subject property is located in a Riparian Area Regulation designated watershed. A RAR assessment report has been submitted and is on file.

WATER SERVICE AREA/ SEPTIC

The property is part of a bare land strata under the Strata Property Act. Member strata lots share a small community water system and share septic disposal system infrastructure (two wells and two septic fields are being shared by the two strata lots; the third strata lot has rights to the infrastructure but is not connected). The two wells are capable of supplying a total of 77,400 litres of water per day according to a report by Lowen Hydrogeology Consulting dated June 16, 2004. The applicant has not yet provided data regarding the septic capacity.

AGRICULTURAL LAND RESERVE

One of the strata lots (not part of this application) is located adjacent to the Agricultural Land Reserve (ALR). The Ministry of Agriculture developed guidelines to promote compatibility along the ALR boundary. The adjacent agricultural land is owned by Ducks Unlimited Canada and is used for conservation purposes.

LOCAL GOVERNMENT ACT

Section 879 of the LGA requires early and ongoing consultation with affected agencies when considering OCP amendments.

INDUSTRIAL TASK FORCE REPORT

The Industrial Task Force (2009) suggested simplifying the industrial zoning classifications to three zones: Industrial 1 (light), Industrial 2 (medium), and Industrial 3 (heavy). The Salt Spring Land Use Bylaw currently defines *light* and *heavy industry*, it does not have a definition for medium industry. The applicant has requested a *light industry* zone. The definition of light industry in the Land Use Bylaw is:

“industry, light” means an industry that takes place *indoors*, and comprises the manufacture, from previously prepared materials, of finished products or parts, including processing, fabrication, assembly, treatment, packaging, repairs, incidental storage, sales and distribution of such products, but excluding basic industrial processing from raw materials.

This application may be used to review the site specific implications of the range of uses proposed for the *light industry* classification concurrently with the current public process to implement the remaining recommendations of the Industrial Task Force.

One of the issues raised during the course of the Industrial Task Force investigations was that there is already adequate supply of light industrial properties, specifically that the Merchant Mews Development at Robinson and Upper Ganges Road was not being fully utilized. There was discussion that smaller industrial lots are not as useful for the kind of industry developing on Salt Spring Island. Some members of the community maintained that the need for light industry is met by the home-based businesses on the Islands.

STAFF COMMENTS:

The location of the property on Fulford Ganges Road is on the transit route and offers ease of access and enough parking to accommodate the increase in traffic that would likely be associated with an increased range of uses. The OCP policies which discourage settlement patterns outside of villages are at odds with the other OCP policies directing a no net loss of Industrial land on Salt Spring. The OCP designation does not support increasing the range of industrial uses or permitting commercial uses. Other policies encourage applications that would relocate industrial land to appropriate designations.

The OCP does not give criteria to evaluate where it would be appropriate to locate industrial land, but the Industrial Task Force did. This site does not fulfill all ten criteria; it is not within 5 km of Ganges or Fulford village, three phase power is not near the site, there is a creek running near the site, and it is adjacent to a sensitive ecosystem. However, it is on the main road, the slope of the property is good and there is adequate servicing in place. As a brown field site already zoned industrial, retaining the industrial zoning and broadening the uses to include commercial uses has merit. Further, there is a perception of a shortage of industrial land on Salt Spring. A mixed use development may be an approach that is in line with a broad range of OCP objectives. This application could be considered as a pilot for exploring the site specific implications of addressing existing historical industrial zoning that reflects the uses in place on lots when the original zoning bylaw was implemented.

Consideration of Industrial zoning:

The subject properties have had industrial zoning since the 1970s, so broadening the range of uses on this property would not be as significant a change for neighbouring property owners as rezoning a residential property would be. As an application for a commercial use on an industrially zoned property, this application should be considered within the context of a potential shortage of industrial land.

Recommendation:

Staff consider that this proposal is not in conflict with the OCP as a whole, although it is necessary to redesignate the subject properties from Rural Neighbourhoods to Industrial and Commercial Services to support both the existing and the proposed zone. An increase in the range of uses and amendment of the Official Community Plan could be compatible with the existing uses on the properties and the surrounding area. There is merit in further deliberation of zoning with advisory committees and the LTC. Agencies that may be affected by the proposed OCP amendment include CRD Transportation Commission, BC Transit, Ministry of Transportation and Infrastructure, and the Agricultural Land Commission. Staff are seeking LTC direction to refer the application and draft bylaws attached as

Appendix 2 and 3 to relevant advisory committees and referral agencies for comment. In accordance with recommendations received, staff would then prepare a report and amended bylaw amendment for LTC consideration.

RECOMMENDATION:

THAT the Salt Spring Island Local Trust Committee **REFER** the application and attached draft bylaw and OCP amendment to the Advisory Planning Commission, the Agricultural Advisory Committee, the Environmental Advisory Committee, CRD Transportation Commission, BC Transit, Ministry of Transportation and Infrastructure, and the Agricultural Land Commission (Aust, 1415 and 1429 Fulford-Ganges Road, SS-RZ-2012.3).

Respectfully submitted by:

Caitlin Brownrigg, Planner 1

Date

Concurred by:

Leah Hartley, Regional Planning Manager

Date

Appendix 1- OCP Policies

Appendix 2- Draft Bylaw

Appendix 3- Draft OCP Amendment

APPENDIX 1- OCP POLICIES

OCP Policies

The following land use objectives and policies are relevant to the proposal to expand the range of permitted uses in this location:

A.4.1.3 To retain our island's rural character and peaceful and quiet atmosphere; to guide development so that it complements the outstanding natural beauty that surrounds us and reflects our unique community character. To ensure that the predominant feature of Salt Spring Island remains the natural environment, rather than manmade structures.

A.4.4.4 To preserve and protect human diversity in our community by ensuring that the island's people are accommodated by a broad spectrum of appropriate and accessible housing and facilities, transportation choices, service opportunities and choices of livelihood, with a local focus to minimize transportation needs.

A.4.4.7 To recognize that development should be managed to protect our sense of community and maintain our ability to absorb changes.

A.4.4.8 To identify creative and proactive ways through which a diverse, liveable and vibrant community can be created within the confines of our island's finite land base and resources.

A.6.1.1 To consider the impacts of climate change as a central factor in land use decision-making.

A.6.1.5 To support actions to minimize greenhouse gas emissions and to adapt to the impacts of climate change in land use decision-making.

A.4.6.1 To recognize the important role that varied livelihoods and a vibrant economy play in our community's unique character.

A.4.6.2 To maintain and encourage a diverse and creative community by providing a wide range of opportunities and locations for earning a living that are compatible with and can take advantage of the protection and preservation of the island's beauty and character. In particular, to encourage small, locally owned businesses whose revenues remain on the island, especially those which expand local production and consumption to meet the needs of islanders.

A.4.6.3 To encourage living-wage, meaningful, year-round employment and income-generating opportunities that especially enable young people and families to remain on the island.

B.2.3.1.2 To redirect the island's future pattern of settlement from one of "modest overall density" to one that includes clusters of development interspersed with large areas of open space, protected areas, and resource lands. To guide future development into clusters and towards existing or new villages and hamlets where non-automotive transportation alternatives and appropriate services are available and most efficiently and affordably provided.

B.2.3.1.3 To create future settlement patterns that reduce dependency on private automobiles and encourage other forms of transportation such as walking, cycling and public transit.

B.2.3.1.6 To promote efficient land use with zoning that accommodates mixed or shared uses where appropriate and by encouraging joint use of major community developments.

B.2.3.2.2 The Local Trust Committee could consider rezoning applications that would effectively transfer existing development potential from Development Potential Donor Areas into new hamlets or villages in the Rural Neighbourhoods Designation. Proposals for new hamlet or village sites should follow the guidelines in Appendix 4.

B.2.3.2.3 Village containment boundaries for Ganges, Fulford and Channel Ridge Village are identified by the Village Designations on Map 1. The intent of village containment boundaries is to keep village development compact, and prevent 'leap frog' development, reduce the need for additional infrastructure and services, minimize the loss of rural lands, and minimize impacts on sensitive ecosystems and other environmentally sensitive areas. The Local Trust Committee should not approve rezoning applications that would allow large new commercial, institutional or multifamily development outside Village Designations. Exceptions should be made for new village or hamlet applications, for applications to provide affordable housing, for neighbourhood convenience stores and for home based businesses.

B.3.2. Expansion or extension of containment boundaries should only be considered where there are no available sites within the containment boundaries. Any such expansion or extension should incorporate land next to an existing boundary, lands which do not contain sensitive ecosystems, lands which do not exhibit geo-technical or other hazards, lands that are along existing transportation routes, and lands which can provide efficient access to potable water and other services.

B.3.3.1.1 To provide an adequate amount of land zoned for industrial use that is affordable, appropriately serviced and well located to accommodate local industry.

B.3.3.1.2 To accommodate additional commercial and light industrial land uses where there is a community need, with a preference for those with a low demand for transportation and energy infrastructure requirements. To carefully consider the addition of other clustered sites for light industrial operations, to keep needed businesses on the island or to attract needed businesses onto the island.

B.3.3.2.4 The Local Trust Committee should not make zoning changes that would result in a net loss of developable industrial land on Salt Spring Island.

B.3.3.2.5 The Local Trust Committee should undertake a review and inventory of existing industrially zoned land and facilities, assess existing and future projected demand for industrial land, and on the basis of this assessment, consider re-designating and rezoning land.

B.3.3.2.6 The Local Trust Committee should consider rezoning applications that would transfer industrial development potential from inappropriate locations to more suitable ones.

B.5.1.1.5 To avoid the development of commercial strips along roads leading into island villages.

B.5.1.2.3 To protect the economic vitality of island villages, the Local Trust Committee should not consider rezoning applications that would result in large new retail stores, restaurants, office complexes and multi-family developments outside Village Designations. Exceptions are: home-based businesses and industries, neighbourhood convenience stores, campgrounds, the commercial uses specifically allowed in other Designations and the potential development of a new village as outlined in Policy B. 2.3.2.2.

B.6.2.2.18 When it considers rezoning applications for land that borders or drains into agricultural land, the Local Trust Committee will ensure that zoning changes are not made in a way that would have a negative effect on farming. For example, the Committee could require that a vegetation buffer be maintained on land that is being rezoned next to farm land, if the proposed use could result in conflicts with a farming operation. The Committee should also ensure that a zoning change would not result in detrimental changes to natural drainage or pollution of water supplies. The Agricultural Advisory Committee will be asked for advice about rezoning applications on land that borders or drains into agricultural land.

DRAFT

SALT SPRING ISLAND LOCAL TRUST COMMITTEE BYLAW NO. 463

**A BYLAW TO AMEND "SALT SPRING ISLAND LAND USE BYLAW, 1999",
BEING BYLAW NO. 355**

The Salt Spring Island Local Trust Committee, being the Trust Committee having jurisdiction in respect of the Salt Spring Island Local Trust Area under the *Islands Trust Act*, enacts as follows:

1. Salt Spring Island Local Trust Committee Bylaw No. 355, cited as "Salt Spring Island Land Use Bylaw, 1999", is amended as follows:

1. By inserting in Subsection 9.7.5 – Exceptions in Particular Locations – the following new Industrial 2 Zone Variation (b) – In2(b) after Zone Variation – In2(a):

"Zone Variation – In2(b)

Despite all other regulations of this bylaw the following additional *principal* uses permitted within lands zoned In2(b) are:

- (a) Indoor *retail sales* and rentals
- (b) *Storage* and *sales* of aggregates
- (c) Processing and sorting of construction aggregates for *use* on Salt Spring Island.
- (d) *Light industry*, excluding *uses* that consume or *use* more than 1600 litres/day of water
- (e) Offices for *use* by *building* construction professionals and trades
- (f) Automobile rentals with a maximum of five vehicles stored on-site

Despite all other regulations of this bylaw the following additional *accessory uses* permitted within lands zoned In2(b) are:

- (g) *Dwelling units accessory* to, and located above, another permitted *use*.

Despite all other regulations of this bylaw the lands zoned In2(b) the minimum area of an individual *lot* that may be created through *subdivision*, provided each *lot* has an individual on-site sewage treatment system and an adequate supply of *potable* water is .2(ha):

And by making consequential numbering alterations to effect this change.

2. By changing the zoning classification of Strata Lots A and B Section 78 South Salt Spring Island Cowichan District Strata Plan VIS6760 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form V from Industrial 2 to Industrial 2 (b) – In2(b) as shown on Plan No. 1, attached to and forming part of this bylaw, and by making such alterations to Schedule "A" of Bylaw No. 355 as are required to effect this change.

2. This Bylaw may be cited as "Salt Spring Island Land Use Bylaw, 1999, Amendment No. 6, 2012".

READ A FIRST TIME THIS DAY OF , 20__

READ A SECOND TIME THIS DAY OF , 20__

PUBLIC HEARING HELD THIS DAY OF , 20__

READ A THIRD TIME THIS DAY OF , 20__

APPROVED BY THE EXECUTIVE COMMITTEE OF THE ISLANDS TRUST THIS

DAY OF , 20__

ADOPTED THIS DAY OF , 20__

SECRETARY

CHAIRPERSON

DRAFT

SALT SPRING ISLAND LOCAL TRUST COMMITTEE BYLAW NO. 462

**A BYLAW TO AMEND "SALT SPRING ISLAND OFFICIAL COMMUNITY PLAN
BYLAW NO. 434, 2008"**

The Salt Spring Island Local Trust Committee, being the Trust Committee having jurisdiction in respect of the Salt Spring Island Local Trust Committee Area under the *Islands Trust Act*, enacts as follows:

1. Salt Spring Island Local Trust Committee Bylaw No. 434, cited as "Salt Spring Island Official Community Plan, 2008", is amended as follows:
 - 1.1 By amending Schedule 'A' – Map 1 (Plan Area with Land and Shoreline Designations) of Volume 1, as shown on Plan 1 of this amending bylaw.
3. This Bylaw may be cited as "Salt Spring Island Official Community Plan, 2008, Amendment No. 2, 2012".

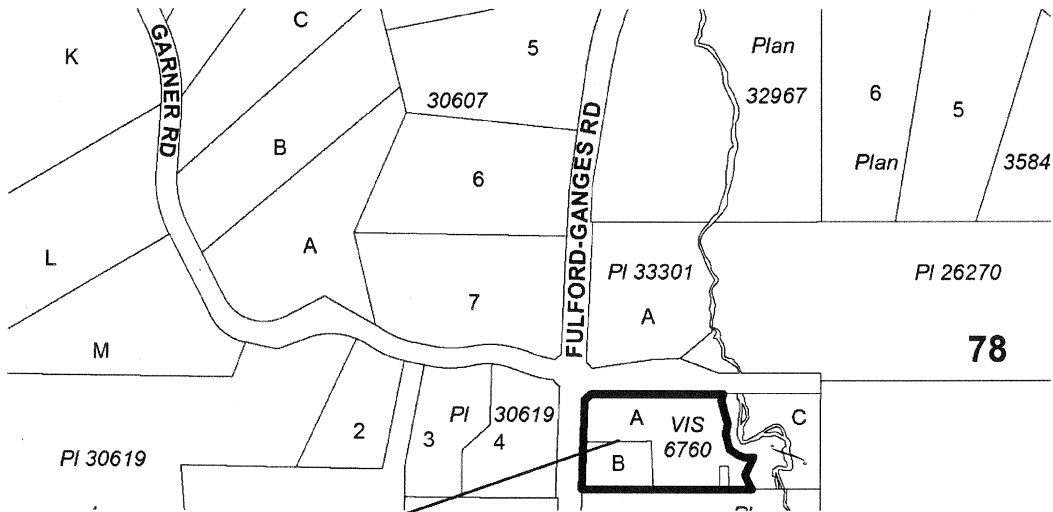
READ A FIRST TIME THIS	DAY OF	,20__
PUBLIC HEARING HELD THIS	DAY OF	,20__
READ A SECOND TIME THIS	DAY OF	,20__
READ A THIRD TIME THIS	DAY OF	,20__
APPROVED BY THE EXECUTIVE COMMITTEE OF THE ISLANDS TRUST THIS	DAY OF	,20__
APPROVED BY THE MINISTER OF COMMUNITY DEVELOPMENT THIS	DAY OF	,20__
ADOPTED THIS	DAY OF	,20__

CHAIR

SECRETARY

**SALT SPRING ISLAND LOCAL TRUST COMMITTEE
BYLAW NO. 462**

Plan No. 1



SUBJECT AREA

From: RURAL NEIGHBOURHOODS (RL)

To: INDUSTRIAL & COMMERCIAL SERVICES (I)

PI 45191



Islands Trust

STAFF REPORT

Date: January 2, 2013 **File No:** SS-RZ-2012.1 **X-ref:** SS-BE-2011.22

To: Salt Spring Island Local Trust Committee, for the meeting of January 10, 2013
From: Caitlin Brownrigg, Planner 1, Local Planning Services

Re: Proposal to amend the Land Use Bylaw from R6 to C2 Variant

Owner: Sombak'e Holdings Ltd & Janet S. Harvey
Applicant: Eric Booth
Location: 151 Rainbow Road
Legal: Lot 6, Section 1, Range 3 East, North Salt Spring Island, Cowichan District, Plan 5827

Preliminary Report:

Interim Report (#2):

Final Report:

THE PROPOSAL:

The rezoning proposal is to amend the Land Use Bylaw zoning from Residential 6 to a Commercial 2 variant for 151 Rainbow Road. The proposal does not include any immediate construction, but would enable a broad range of commercial uses not permitted under the current zoning. The purpose of this staff report is to present the responses to the preliminary referrals and an updated analysis of the proposal, and to seek LTC consideration of the attached draft amendment to the Land Use Bylaw.

BACKGROUND:

At the meeting of September 20, 2012, the Local Trust Committee (LTC) referred the application to the Agricultural Advisory Committee (AAC) and the Advisory Planning Commission (APC). The LTC also directed staff to refer the application to the Capital Regional District's Transportation Commission. This staff report adds to the preliminary staff report dated September 13, 2012. That report was based on an understanding that the applicant was amenable to a discussion of a C4(a) zone. At the September 20, 2012 LTC meeting and the December 11, 2012 APC meeting the applicant indicated that this was not the case and that he intends to pursue a C2 zone. In the December 9, 2012 submission the applicant indicated that he is amenable to a C2 zone variant with 33% lot coverage. In subsequent correspondence, the applicant further requested a modified range of uses

The Agricultural Advisory Committee (AAC) met on October 4, 2012 and passed the following resolution:

*It was **MOVED** and **SECONDED**, on the basis of the minimal impact on the adjacent land in the Agricultural Land Reserve, that the Agriculture Advisory Committee forward the application on to the Salt Spring Island Local Trust Committee for a decision. **CARRIED***

The Advisory Planning Commission (APC) met on October 18, 2012 and considered the application. The applicant was unable to attend the meeting to present his submission as requested in the original LTC referral. This matter was revisited at an additional APC meeting on December 11, 2012 so that the applicant could attend and speak to the application, and to his presentation materials. A second

submission dated December 9, 2012 was received at the APC meeting and is attached as Appendix 2. The APC passed the following resolution (from the draft minutes):

*It was **MOVED** and **SECONDED** that the Advisory Planning Commission request that staff come back with a report that responds to the issues raised in the December 9, 2012 correspondence from the applicant as well as matters discussed at the APC meeting today. **CARRIED***

RESULTS FROM CIRCULATION:

Staff referred the application to the CRD Transportation Commission (SSITC). On October 18, 2012, the following comments were received:

The SSITC considered the matter at its meeting on October 16, 2012 and the following consensus emerged from the discussion:

- *the referral is of particular interest to the SSITC because of the transportation implications*
- *the North Ganges Transportation Plan (NGTP) calls for construction of a sidewalk on the south side of Rainbow when adjacent properties are rezoned for commercial uses*
- *the OCP calls for sidewalks to be provided with any new commercial development*
- *there are three recent precedents for re-zoning applicants to make payments-in-lieu to the CRD for the construction of an eventual pathway/sidewalk on Rainbow Road*
- *The SSITC is on record as to the priority to be given to the construction of pedestrian and cycling infrastructure in the school district on both sides of Rainbow Road*
- *MoT has advised CRD that ideally, it would like to see an overview plan for Ganges taking drainage issues into account rather than be presented with License of Occupation applications for individual sidewalk segments*
- *the SSITC has formed a Ganges Pathway/Sidewalk Working Group whose goal is to:*
 - *formulate a view on which areas might benefit most from sidewalk installation or improvement*
 - *develop a concept overview plan with an order of first priorities for consideration by the SSITC, Island Pathways, CRD, the Islands Trust and MoT*

LAND USE BYLAW NO. 355:

Current zoning – The property is currently zoned Residential 6 (R6).

Proposed zoning – The applicant is proposing to amend the LUB to rezone the parcel as Commercial 2 (C2). The applicant has indicated that they are amenable to a C2 zone variant restricting lot coverage with a modified range of uses, including mobile food vending. With a parcel area of 0.073 hectares, the residential density permitted in the C2 zone of 37 units/ ha would yield a maximum of 2 units.

Mobile food vending:

This application proposes to permit an existing mobile food cart on the subject property. Other jurisdictions permit a similar use. A discussion of mobile food vending can be found in Appendix 3.

R6	
Principal Uses, Buildings and Structures	
Single-family dwellings	◆
Two-family dwellings	◆
Dental and medical office services for a maximum of two medical practitioners.	◆
Elementary schools, pre-schools and child day care centres	◆
Hospitals and public health care facilities	◆
Community halls	◆
Non-commercial outdoor active recreation	◆
Churches	◆
Public service uses	◆
Accessory Uses	
Home-based businesses, subject to Section 3.13	◆

C2	
Principal Uses, Buildings and Structures	
Indoor retail sales and rentals	◆
Indoor retail services, excluding Laundromats	◆
Outdoor retail sales of nursery plants and home gardening supplies	◆
Indoor production of food and drink items, clothing, crafts, artwork, jewellery and similar items for retail or wholesale sales, provided there is a retail outlet on the premises and provided water consumption does not exceed 1600 L/day	◆
Offices	◆
Banks and credit unions	◆
Indoor commercial recreation and amusement facilities	◆
Restaurants	◆
Churches	◆
Libraries	◆
Offices for use by building construction professionals and trades	◆
Automobile rentals with a maximum of five vehicles stored on-site	◆
Veterinarian clinics and animal hospitals	◆
Indoor commercial and vocational schools	◆
Daycare centres for children, seniors, or people with special needs	◆
Multifamily dwelling units	◆
Commercial guest accommodation in hotels or guest houses.	◆
Public service uses	◆
Accessory Uses	
Dwelling units accessory to a commercial use	◆
Home-based businesses accessory to residential use	◆

Comparison of Uses: R6 and C2

C2 zoning would permit the following additional uses:

- Indoor and outdoor (nursery) retail sales and services
- Banks and credit unions
- Indoor commercial recreation and amusement facilities
- Restaurants
- Libraries
- Automobile rentals
- Veterinarian clinics and animal hospitals
- Daycare centre
- Commercial guest accommodation in hotels or guest houses.
- Broader use of office space

The C2 zone permits multifamily and accessory residential use, but does not permit single family dwellings. The C2 zone would not permit hospitals or community halls which are currently permitted by the R6 zoning and would permit indoor recreation instead of outdoor recreation.

Density – 33 percent lot coverage would amount to a maximum building footprint of 2587 ft²/240m² or total floor area of 5174 ft²/480m².

Parking—Under the maximum permitted lot coverage of 33%, a maximum of 20 parking spaces would be required for general commercial uses (1 per 25 sq.m. of combined floor area and outdoor sales area). Should the existing dwelling unit be used for general commercial uses, 4 parking spaces would be required.

OCP

Staff note that this site-specific zoning proposal does not advance OCP policy B.5.1.2.2 – “Commercial zoning should be simplified with fewer zones and a broader range of uses allowed in each.”

TRUST POLICY STATEMENT

The Directives Only Checklist is attached as Appendix 4 in accordance with Section 1.9 “Policy Statement Implementation” of the Islands Trust Policy Manual.

RIPARIAN AREA REGULATION

The subject property is located in a Riparian Area Regulation designated watershed. A RAR assessment report has not yet been submitted with the proposal.

REFERRAL AGENCIES:

- Ministry of Transportation and Infrastructure
- CRD Ganges Sewer Commission
- Salt Spring Island Chamber of Commerce
- School District #64

STAFF COMMENTS

Mobile Food Vending

Mobile food vending is not currently deliberately regulated by the Land Use Bylaw. Staff interpretation of the Land Use Bylaw is that mobile food carts are permitted in zones that permit restaurants if they function as an outdoor restaurant. This requires that the outdoor restaurant provides seating. The attached draft bylaw includes a definition of a mobile food cart in the Land Use Bylaw as requested by the applicant. Staff note that including a definition of mobile food cart in the Land Use Bylaw will restrict the operation of mobile food carts in other commercial zones. The issue of permitting mobile food carts is part of a larger policy discussion. If the LTC is inclined to be permissive to food carts, they may direct staff to seek to permit food carts in zones beyond this site specific rezoning application by placing this issue on the LTC work program.

Comparison of C2 and R6

The subject property is across Rainbow Road from lands designated Educational and staff highlight this issue for discussion as the frequency of traffic and delivery vehicles generated by some of the permitted uses in the C2 zone may be considered incompatible with the safety of school children. Not all uses permitted by the C2 zone may be appropriate for the subject property and staff suggest further deliberation about appropriate uses for this parcel based on traffic impacts.

Community Benefit

The Salt Spring Island Transportation Commission has indicated that this application is of particular interest and the objective of developing a pathway along Rainbow Road is high on the list of priorities for this organization. Recent applicants for rezoning have made payments of cash-in-lieu to the CRD for the eventual construction of a pathway that would provide a community benefit associated with their proposal. The provision of a pathway that would improve both pedestrian safety and the accessibility of the subject property would potentially address the concerns related to increased traffic to the site and safety issues associated with the proximate schools. The applicant has not indicated formally whether the owner is prepared to contribute to sidewalk provision.

Should the application proceed, it is anticipated that the LTC would refer the application to CRD Ganges Sewer commission and North Salt Spring Waterworks to ensure that the parcel may be connected to the Ganges Sewer and water in accord with OCP policies for Ganges Village Core. It may also wish to solicit input from business organizations such as the Chamber of Commerce as well as School District #64.

LTC OPTIONS

1. Give first reading to the attached draft bylaw and refer the bylaw to key public agencies.
2. Consider amending the bylaw subject to confirmation that the applicant is supportive of an amended bylaw. Request comment regarding servicing from key referral agencies.
3. Deny the application due to the range of proposed uses.

Staff Recommendation:

Staff consider that a commercial variant could be compatible on the subject property, and recommend further deliberation of the applicant’s zoning proposal. Staff have prepared a preliminary draft bylaw to inform LTC deliberation. This draft bylaw represents the applicant’s proposal as submitted in writing and discussed with staff in December 2012.

RECOMMENDATION

THAT the Salt Spring Island Local Trust Committee **REFERS** draft Land Use Bylaw amendment No. 464 to the Ministry of Transportation and Infrastructure, CRD Ganges Sewer Commission, Salt Spring Island Chamber of Commerce, School District #64, and North Salt Spring Waterworks District for comment (Booth, 151 Rainbow Road, SS-RZ-2012.1).

THAT the Salt Spring Island Local Trust Committee requests that the applicant submit a RAR report and written response to all referral agency recommendations prior to giving first reading to Draft Bylaw 464 (Booth, 151 Rainbow Road, SS-RZ-2012.1).

Respectfully submitted by:

Caitlin Brownrigg, Planner 1

Date

Concurred by:

Leah Hartley, Regional Planning Manager

Date

- Appendix 1: Draft Bylaw**
- Appendix 2: Applicant submission to APC December 9, 2012**
- Appendix 3: Mobile Food Vending**
- Appendix 4: Directives Only Checklist**

DRAFT

SALT SPRING ISLAND LOCAL TRUST COMMITTEE BYLAW NO. 464

A BYLAW TO AMEND "SALT SPRING ISLAND LAND USE BYLAW, 1999," BEING BYLAW NO. 355

The Salt Spring Island Local Trust Committee, being the Trust Committee having jurisdiction in respect of the Salt Spring Island Local Trust Area under the *Islands Trust Act*, enacts as follows:

1. Salt Spring Island Local Trust Committee Bylaw No. 355, cited as "Salt Spring Island Land Use Bylaw, 1999," is amended:

1. By inserting in Subsection 9.2.4 – Exceptions in Particular Locations – the following new Commercial 2 Zone Variation (b) – C2(b) after Zone Variation – C2(a):

"Zone Variation – C2(b)

(9) The following additional *use* is permitted:

(a) *Dwelling units.*

(10) Despite Subsection 9.2.2, the maximum combined *lot coverage* of all *buildings* and *structures* is 33 per cent."

And by making consequential numbering alterations to effect this change.

2. By changing the zoning classification of Lot 6, Range 3 East, North Salt Spring Island, Cowichan District, Plan 5827 from Residential 6 – (R6) to Commercial 2 Zone Variation (b) – C2(b), as shown on Plan No. 1 attached to and forming part of this bylaw, and by making such alterations to Schedule "A" to Bylaw No. 355 as are required to effect this change.

2. This Bylaw may be cited as "Salt Spring Island Land Use Bylaw, 1999, Amendment No. 1, 2013"

READ A FIRST TIME THIS DAY OF , 20__

PUBLIC HEARING HELD THIS DAY OF , 20__

READ A SECOND TIME THIS DAY OF , 20__

READ A THIRD TIME THIS DAY OF , 20__

APPROVED BY THE EXECUTIVE COMMITTEE OF THE ISLANDS TRUST THIS DAY OF , 20__

ADOPTED THIS DAY OF , 20__

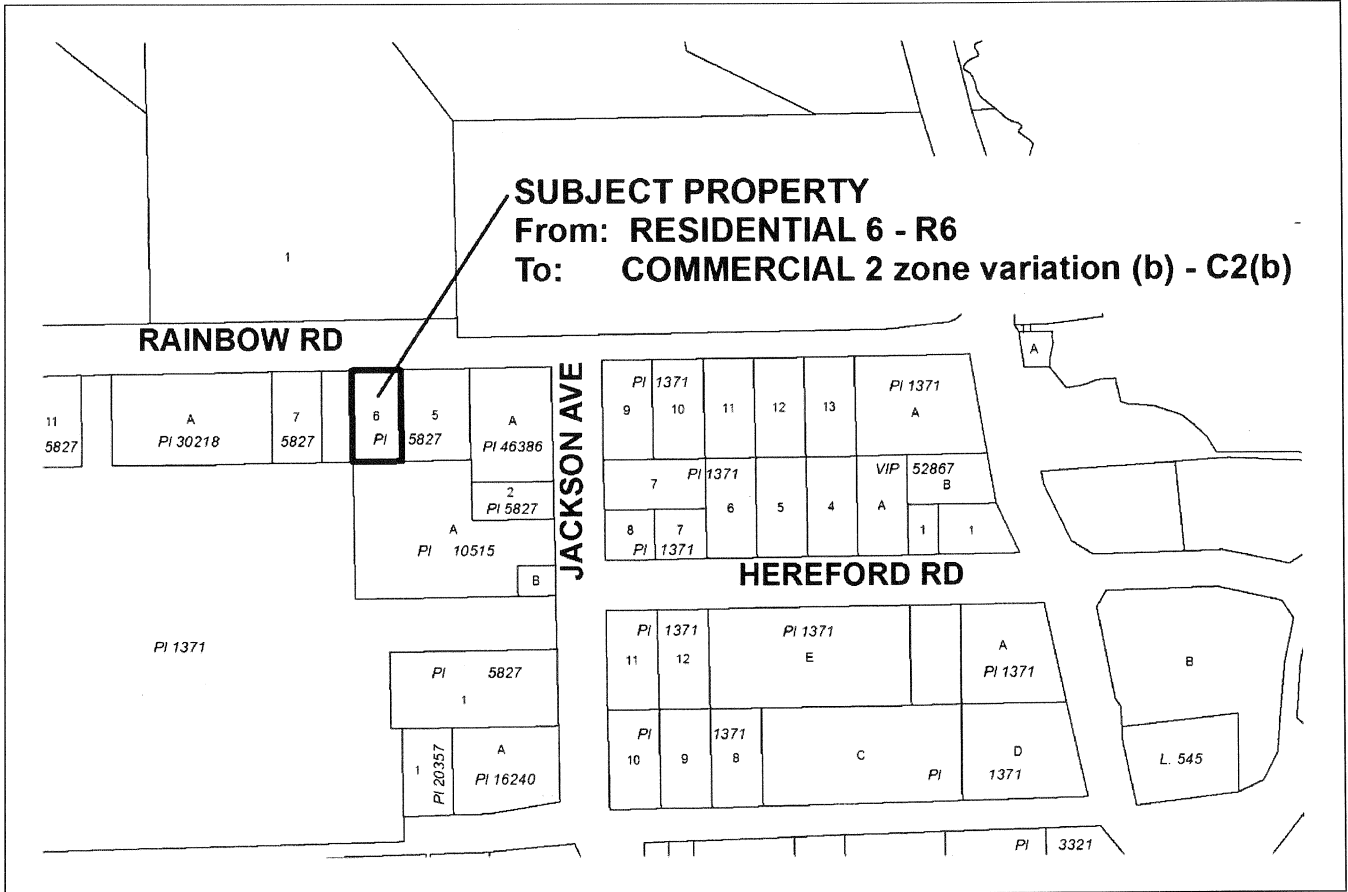
SECRETARY

CHAIRPERSON

SALT SPRING ISLAND LOCAL TRUST COMMITTEE

BYLAW NO. 464

Plan No. 1



List pulled from minutes of July 17, 2012

SALT SPRING ISLAND TRANSPORTATION COMMISSION
Minutes July 17, 2012
Page 4 of 6

8.1 SSITC Priority Project List

The Chair introduced the list of Capital Projects that have been identified as priority projects in the past

MOVED by D. McLennan, SECONDED by J. Taylor,
That the SSITC recommend to the CRD Director that he consider the following Capital Projects in order of priority when considering the overall plans for SSIEA CRD budgeting 2013:

- Phase II of the NGTP(a multi-use pathway in the school district on Rainbow Rd)
- CRD Regional Trail-follow up for the \$50,000 directed towards the "Ganges Hill" portion of the Regional Cycling Trail System
- Partners Creating Pathways- continue to support the new Island Pathways Projects with \$15,000 of annual contributions.
- Painting Yellow curbs throughout Ganges to signal no parking areas.

CARRIED

“EXPERIENCE THE GULF ISLANDS”

**Presented at the Mayne Island Public Information Meeting, October 24, 2012,
Mayne, BC**

Prepared and Presented by Edward Andrusiak (250.539.2322, Ed.Andrusiak@gmail.com)

What is “Experience the Gulf Islands”?

ETGI is a unifying theme to enrich the lives of residents and visitors through outdoor recreation and direct contact with the land and waters, communities, people, events and heritage of the Gulf Islands.

Developing and providing the support system for enriched experiences will be a catalyst for community and economic development.

A key building block of ETGI will be the development of a system of major trails and water routes interconnecting communities, events, amenities and supporting businesses throughout the Islands. A major trail across and interconnecting each of the Southern Gulf Islands will be proposed for designation as part of the Trans Canada Trail network.

ETGI is one of six initial priorities adopted by the Southern Gulf Islands Economic Development Commission at its September 18, 2012 meeting on Pender Island as a common “platform” across the SGI for specialized tourism and community development.

Capitalizing on National and Regional Initiatives

- The Trans Canada Trail is being formalized from Hope to Horseshoe Bay. There is an opportunity to advance it across the Southern Gulf Islands from Vancouver Island via a route from Victoria or Saltspring and linking to Tsawwassen as part of the Trans Canada Trail network.
- Metro Vancouver and Fraser Valley Regional Districts have spent \$3.5 million actively developing “Experience the Fraser” a concept to develop a recreation, tourism and heritage corridor from Hope to the Salish Sea. We can extend this concept across the Southern Gulf Islands.
- CRD is actively extending its regional trails and the Trans Canada Trail to connect with other regional trail systems to northern Vancouver Island. This ensures that trail users can get to the Southern Gulf Islands and can continue their travels after leaving the Islands.

Key Elements of ETGI

1. A pedestrian and cycling trail system (with possible equestrian components) across each Gulf Island interconnecting the Southern Gulf Islands, Saltspring, Vancouver Island and the Mainland. Ideally, a major trail across each Gulf Island will be designated as part of the TCT network.
2. Water connections between communities and each of the Gulf Islands. This system could/should be independent of BC Ferries and build on the water taxi and other services using CRD-managed docks on each Island.

3. Clusters or “nodes” of supporting services and amenities such as an interpretive centre, museum, educational opportunities, food and accommodations services, a dock or marina, outdoor recreational equipment rentals and services, tour and guiding services and so on.
4. Linked thematic opportunities for edu-tourism, agri-tourism, food and beverage tourism, cultural and heritage tourism and other specialized opportunities for residents and visitors

Benefits and Advantages of ETGI

- Builds on the strengths and advantages of the Southern Gulf Islands.
- Will alleviate and eventually remove pedestrian and cycle congestion on narrow Gulf Island roads.
- Will encourage non-motorized visitation to the Islands because of increased safety and capacity provided by the trails.
- Infrastructure development and ongoing provision of services will facilitate community development and job creation.
- Trails and water route infrastructure will provide a framework for properly planned, located and approved recreational, cultural, heritage and service amenities.
- Development of non-ferry water connections will facilitate community building and visitation between the Islands, rekindling historic relationships and patterns that built the Island communities.
- Linkages to national and regional brands like the Trans Canada Trail and Experience the Fraser will facilitate user acceptance through brand recognition.
- Acting jointly with Saltspring within a regional context will make it easier to gain CRD Board acceptance facilitating access to regional, provincial, federal, foundation and private sector funding and investment.

Benefits of the Trans Canada Trail (<http://www.tctrail.ca/>)

- Health and Well Being – inspiring Canadians of all ages to be active and keep fit
- Environment – preserving green space, promoting conservation and encouraging active transportation
- Education – helping to educate and inform individuals of all ages about Canada’s history, culture and biodiversity
- Economic Development – promoting tourism, contributing to economic growth in large and small communities

Opportunities for the Southern Gulf Islands

- Advance trail development by identifying and completing a major route across the SGI that could be designated as part of the TCT network and that will act as a spine for a trails network on each Island
- Leverage funding to build trail segments that are priorities for the groups/agencies managing those segments and that together form the TCT across the SGI
- Become part of a regional trail and water network interconnecting the Southern Gulf Islands, the region and Canada, that will provide recreational benefits to Islanders while creating more options for ongoing maintenance and education along the trails (e.g., TCT’s BioKits for biodiversity education)

Kees Ruurs

From: Ineke de Jong <ssttransit@telus.net>
Sent: Saturday, January 05, 2013 12:26 PM
To: Donald & Judy McLennan
Cc: Kees Ruurs; SSI Transportation Commission
Subject: Ridership for 2012
Attachments: BCT CusParaStats 2012_13_ssi.xls

Hello, Donald, Kees,

I thought you might be interested in the end-of-year ridership stats. I attach the stats sheet. Note that the fiscal year for BCT is till the end of March so my annual no's would differ from theirs.

My total for 2012 calendar year is 94,183. Last year was 74,823. The increase therefore is 25.87%.

Ridership in the last couple of months seems to be levelling out over last year.

Happy New Year to you and yours! Thanks.

Ineke de Jong
Saltspring Island Transit
System Operator
250-537-6758