Making a difference...together

SALT SPRING ISLAND TRANSPORTATION COMMISSION
Notice of Meeting on **Tuesday, March 29, 2016 at 4:30 PM**
Salt Spring Public Library, 129 McPhillips Ave, Salt Spring Island, BC

Wayne McIntyre	Nigel Denyer	Robin Williams	Gregg Dow
Ross Simpson	Seth Wright	Rod Martens (r)	Scott Simmons (r)

(r) Regrets

AGENDA

1. Approval of Agenda

2. Adoption of Minutes of February 22, 2016

3. Presentations/Delegations

4. Reports-Chair and Director

5. Outstanding Business

5.1 Speed Limits

6. New Business

6.1 Incorporation Transportation Issues-Commissioner Simpson

6.2 SSI Transit Reserves-Summary Schedule 2016-2020 Financial Plan

6.3 SSI Transit System-Proposed Three Year Expansion Plan

6.4 Development Permit Application for 111 Rainbow Road-SS-DP-2015.11

6.5 Transit Route Extension Request

That the Salt Spring Island Transportation Commission refer the route extension request made by I. Weston to BC Transit for consideration.

7. Next Meeting: April 25, 2016- Portlock Park Portable at 4:30 pm

8. Adjournment

NO QUORUM

To ensure a quorum, please contact Tracey Shaver if you are not able to attend

Making a difference...together

Minutes of the Regular Meeting of the Salt Spring Island Transportation Commission Held February 22, 2016, Portlock Park Portable Meeting Room, 145 Vesuvius Bay Road, Salt Spring Island, BC

DRAFT

Present: **Director:** Wayne McIntyre
Commission Members: Robin Williams, Scott Simmons, Gregg Dow, Seth Wright, Rod Martens (4:34), Ross Simpson (4:35)
Staff: Tracey Shaver, Recording Secretary
Absent: Nigel Denyer, Karla Campbell, Senior Manager

Others Present: BC Transit staff: M. Moore, T. Wegwitz, M. Boyd, I. de Jong; J. McClean; M. Ogilvie, E. Nolan.

Chair Williams called the meeting to order at 4:33 pm.

1. Approval of Agenda

MOVED by Commissioner Dow, **SECONDED** by Director McIntyre,
That the order of the Salt Spring Island Transportation Commission agenda of February 22, 2016 be approved.

CARRIED

2. Adoption of Minutes of January 25, 2016

MOVED by Commissioner Dow, **SECONDED** by Commissioner Simpson,
That the Salt Spring Island Transportation Commission minutes of January 25, 2016 be approved.

CARRIED

3. Presentations/Delegations

3.1 BC Transit

BC Transit staff were invited to attend and provide some information on fare options and operating costs for Route 1 (Ganges Local) and Route 9 (Ruckle Park summer trips).

The SSI Transit overall system outperforms similar sized regional transit systems (Agassiz-Harrison, Williams Lake and Quesnel) with an average of 16.6 riders per hour compared to 8.2. The cost recovery by passenger fares for the SSI transit operation is 38%. Although Route 1 performs lower than other SSI Routes, it still exceeds the other regional systems at a 9 riders per hour rate.

Route 1 is focused on the core area of the system and targets those with mobility challenges. The estimated revenue loss of converting Route 1 to a free service would be about $8,000 ($1.70 x 4700 rides). Route 1 runs along a common corridor being served by routes 1, 3, and 5 between Ganges and destinations further along Lower Ganges road. It is not recommended to allow different fare policies on routes operating on a common corridor.

Route 9 Ruckle Park summer service was run last year as a pilot project and considered to be successful. The service hours are already in place this year to continue this summer service along Beaver Point Road without an increase in operating hours.

MOVED by Commissioner Martens, **SECONDED** by Commissioner Dow,
That the Salt Spring Island Transportation Commission recommends to BC Transit that the summer service to Ruckle Park along Beaver Point Road be continued.

CARRIED
Commissioner Simmons Opposed

After further discussion it was recommend by BC Transit staff to seek a comprehensive fare study with a completion date of September 2016; the last fare study for SSI was 2012.

BC Transit will let the Transportation Commission know if transit staff workloads can accommodate this additional request. Most regional transit systems have a fare review study every three years and several are already underway for this budget year.

The Commission will need to provide some parameters and system goals in order for BC Transit staff to prepare an effective fare study.

Chair Williams invited Jenny McClean appear as a delegation

3.2 Jenny McClean – Bus Passes- Provincial funding

Ms. McClean advised that she learned of a change in the Provincial budget which will have an effect on Persons with Disability benefits and the BC Bus Pass program. Ms. McClean wanted to know if there would be a way to address any loss of ridership locally due to the changes.

BC Transit staff have not had a chance to assimilate the information as it was just released late last week. The fee structure changes can be addressed during the SSI Transit fare study.

4. Reports-Chair and Director

4.1 Director Report

- The three elected officials from Salt Spring Island sent a joint letter to the Minister of Transportation, Todd Stone, with a request to urgently address the current disrepair of roads on Salt Spring.
- Very impressed with the new transit busses.
- Recent study on Salt Spring estimated a core of about 100 people who are homeless on the island.
- CRD Board participated in emergency planning session with focus on oil spills, earth quakes and fire.
- Attended public consultation for the Ganges Boardwalk Project.
- Attended Island Pathways AGM and a local event for Coast Salish First Nations Day.
- Feasibility study underway for a First Nations Cultural Centre in Burgoyne Bay Regional Park.
- Liquid Waste Receiving Station project moving forward and to be run locally. Liquid Waste Commission is actively seeking replacement volunteers.
- Integrated Waste Management Number two priority of the CRD.

4.2 Chair Report

- Attended the Island Pathways AGM and presented information on current SSI Transportation projects
- Attended public consultation for the Ganges Boardwalk project or newly named "Ganges Harbour Walk"

5. Outstanding Business

5.1 Capital Budget Revision

In September of 2015 the Transportation Commission recommended approval of the draft budget for 2016. The draft budget is projected based on information available at that time. Once the year end reconciliation is done a Final Budget for 2016 is passed in March by the CRD Board which reflects definite numbers. The Schedule G in the agenda package shows a revision due to Canada 150 Grant not being awarded.

MOVED by G. Dow, **SECONDED** by R Martens,
That the Salt Spring Island Transportation Commission recommends to the Capital Regional Board that the 2016 Capital Budget Schedule G be approved as amended on the Schedule G

CARRIED

Chair Williams requested that item 5.2 North Ganges Transportation Plan and Project Management Plan be moved to item 6.2

5.3 Bus Shelters

Discussion took place to gain consensus regarding the bus shelter project for the next location which is considered "Heritage Place". Commissioners Wright and Williams will bring the desired timelines and scope of service for the RFP to the March meeting for consideration.

MOVED by Commissioner Martens, **SECONDED** by Commissioner Wright,
That the Salt Spring Island Transportation Commission proceed with the design build bus shelter competition for the Heritage Place location with a maximum contribution of $15,000 towards the total project costs.

CARRIED
Commissioner Simmons Opposed

5.4 Parking Issues

Establishment of a parking authority on Salt Spring Island is a long standing issue with many considerations. The CRD could pass parking Bylaws which could then be enforced by fine under the CRD Planning and Protection Services Department.

Director McInytre would support a working group to study the inventory background, enforcement consequences, economic factors and community consensus prior to establishing a parking authority for Salt Spring Island.

Parking will be brought back to the April agenda for further consideration.

6. New Business

6.1 Development Permit -111 Rainbow Road

Islands Trust planning staff sent over the layout designs for a development permit along a commercial property on Rainbow Road and the developer, Martin Ogilvie, was invited to share his opinion for the property and surrounding area.

The Transportation Commission will not provide any comment or recommendation on the permit application until a formal request for input is requested by the Islands Trust.

6.2 North Ganges Transportation Plan and Project Management Plan

The Transportation Commission reviewed the plan and requested a change to item 1.4 Project Scope.

MOVED by Commissioner Dow, **SECONDED** by Commissioner Simpson,
That the Salt Spring Island Transportation Commission recommends that under the Project Charter and Project Management Plan for North Ganges Transportation Plan, Phase 2 & 3, Item 1.4 Project Scope, specifically the numbers 7, 8 and 9 be changed from "OUT" to "MoTI" and remain in the Project Scope as the responsibility of the Ministry of Transportation to complete.

CARRIED

7. Next Meeting:

March 29, 2016, at the Salt Spring Island Public Library at 4:30 PM. Regrets noted from Commissioners Simmons and Martens for the March meeting.

8. Adjournment

MOVED by Commissioner Dow, **SECONDED** by Commissioner Simmons,
That the meeting be adjourned at 6:25 pm.

CARRIED

CHAIR

SENIOR MANAGER

Incorporation Transport Issues

This short draft note is not comprehensive and summarises some of the mainly transport issues of the Transport Commission concerning the potential Incorporation for Salt Spring Island (SSI). It has been prepared for presentation to the Transport Commission for their review and then subject to the member's comments to be forwarded to the Salt Spring Island Incorporation Study Team for their consideration. It is hoped that it will provide useful background material for the discussions at the March? meeting and for the subsequent meeting which the Chairman of the Incorporation Committee would attend.

Every effort has been made to write this note in an unbiased way and it should be noted that the Transport Commission has no official or unofficial views on the desirability or otherwise on incorporation.

Road Condition Risks

1 Network

Renewal is taking place at slow pace – Therefore the Island network is old.

Road surface condition is not the only criterion for condition – overall road section composition, quality and condition are of extreme importance. Residual strength is of vital importance.

Many roads on Salt Spring Island started as cart racks and have been developed without proper base courses and subbase courses e.g. Mansell Road. This appears to have been maintained using thin asphaltic concrete (AC) overlays on top of highly cracked surfaces. (More than 30% cracked and patched.) Therefore this poor residual condition would be potentially very expensive to replace and may require extensive reconstruction in the future.

2 Network Size

We have been advised that we have a dense network of roads per capita for a rural community. This is mainly because average lot sizes are relatively large and we have few high rise accommodation or office units. This factor puts us at high risk of high maintenance costs should Salt Spring Island incorporate. This is because a small community has to undergo the risk and cost of maintaining a large network.

3 Network Condition Concerns

As a commission we receive many complaints about the state of repair of the AC road surfaces due to deferred maintenance. We trust that the Provincial pavement condition survey to be carried out in December 2015 will record accurately the state of the pavements and will also enable comparisons to be made with other similar roads in the Province. We trust that a full pavement condition survey will be carried out which not only assesses the surface condition but enables the cost of remedial measures to restore the pavements to acceptable standards.

An example of poor pavement condition is in Ganges Hill. Many sections contain heavy alligator cracks and the surface is extremely poor for all road users. We have particular concerns for cyclists who no

longer use the narrow hard shoulders because of this heavy cracking and are using the main carriageway.

4 Network Sustainability

We would like the Consultants to advise on the future network condition if MOTI continues at their current level of funding. How does our level of maintenance both cost and condition compare with similar authorities? Compare with both incorporated and un-incorporated areas.

We believe that recent spending on roads has been less than in other Provincial Districts in BC If this is so then this level of spending should not be used in "an apples for apples" comparison. This current deferral of under spending indicates that maintenance costs could be much heavier in the future. We would be grateful for further Consultant's guidance on this subject

5. Identify Proposed Projects

Identify proposed:

- Major Capital Projects
- Annual Capital Projects
- Routine Maintenance Budgets

6. Impact of Non – dedicated Road Right of Ways

The Transport Commission would like the consultants to comment on the impact of Non – dedicated road Right of Ways. An example of such a problem is at Atkins Road where the ROW is not owned by the government.

7 Asset Management Plan

Will the Road Consultant Condition consultants produce am asset management plan?

8 Road Bench Risks

Sections where bench is unstable - this includes North Beach Road where road bench failures are believed to have occurred over at least the last 30 years. In extreme cases slides have occurred on the harbour side leading to half the road carriageway being closed. We are therefore of the opinion that further slides are a strong possibility. Any necessary remedial measures in this and any other similar locations would be very costly and difficult for a small municipality to finance.

9 Alignment Risks

The Commission notes that several roads have poor and in some cases potentially dangerous alignments. These would need to be rectified prior to a potential incorporation. We have not carried out surveys to see where these are necessary but would quote an example.

The Upper Ganges Road has some extremely tortuous alignment sections. This has been signed at extreme bends and may be acceptable in the short term. However in the longer term when the new Long Harbour Ferry schedule comes into being additional heavy vehicles are likely to make this section unsafe.

10 Landslides in Backslopes

Some road sections are susceptible to landslides resulting in fallen trees during wet and windy weather. It is also believed that there are some sites in the Fulford Ganges Road where landslides have occurred in earlier years and which are susceptible to subsequent slides. The remedial measures for such catastrophic failures may well be far beyond the provision of an annual maintenance budget.

11 Flooding

Unresolved drainage problems are a major concern for a road authority. The commission would like an undertaking that if the MOTI hands over the road network to an incorporated municipality that all identified drainage problems are solved prior to that handover.

A non-comprehensive selection of some flooding problems reported to the Transport Commission in the last two years are as follows:

Ganges Hill - Artesian water was recently observed at the foot of Ganges Hill indicating that a drainage problem still exists. It is understood that remedial remedies have been attempted but have failed over the last 10 years. This problem should be solved prior to any further consideration of incorporation.

Rainbow Road - The culvert outside Murakami Garage has surcharged across the road into SD 64 Maintenance Offices. The MOTI is analyzing drainage conditions at this location.

Jackson Road

A local resident reported that two years ago Jackson Road was overtopped alongside the Coop Gas Station. This was not a particularly large storm. This situation is untenable since roads must be designed not to overtop and it is of concern that a larger storm may flood the Gas Station.

Intersection with Lower Ganges Road Rainbow Road

Gulley at NW corner LGR frequently blocked. A retired Engineer has recommended that the solution to potential flooding along SD 64 Main Offices would be to redirect the Rainbow Road ditch into a culvert draining into the Harbour.

The engineering solutions to these drainage problems are probably of medium cost for the MOTI to fix but would be expensive for a small Municipality.

12 Shoulder Widening Fulford Harbour to Long Harbour Ferry Terminal (Major Rural Highway Section – See Map 4 PCMP – Short Term Facility Recommendations.

The Letter of Agreement between the Ministry of Transport and Highways and the Island Trust – Subject: Road Standards, Classification and MOTH/IT Consultative Process in the Islands Trust Area, dated October 22, 1992 addresses AC shoulder standards.

Section E paragraph 1a states: "The classification will have a 1.2 metre (shoulder) width on each side of the travel way will provide for cycling, pedestrian and emergency parking use." (For this section of Major Rural Highway)

This recommendation has not in fact been implemented and the AC shoulder width over most of this section is only 0.6 metres.

Apart from the 1992 Agreement other groups have recommended the widening of the shoulders in this section to 1.2 metres in the short term and 1.5 metres in the long term to accommodate bike lanes. (See

also the CRD Pedestrian and Cycling Master Plan: Salt Spring Island Edition (December 2013) Table 5 – Recommended PIC Facility Improvements and Recommended Phasing.

The cost[1] of the widening in this 18.2Km section on both sides to 1.2m is estimated conservatively (low estimate) at $14 million. Further widening to 1.8 metres to accommodate cycle lanes is estimated at $36.3.5million. It should be noted that due to budget constraints these improvements would need to be constructed over several decades. A newly formed Municipality could be under considerable pressure to implement these recommendations. The cost of these recommendations would be extremely high for a small Municipality. It is therefore recommended that in the eventuality that incorporation takes place that either the MOTI continues to maintain and improve the section of road between Long Harbour and Ganges at the Ministries' own expense or alternatively a grant for the full cost of this work is made to the new Municipality.

13 Asphalt Shoulder Widening Ganges to Vesuvius

It should be noted that in 2017 there will be an extended Ferry service between Tsawassen and Long Harbour. This will make it very attractive time and cost wise for cars and trucks to come to Salt Spring Island and then to travel to the Vesuvius ferry terminal before proceeding to Duncan and other northern towns on Vancouver Island. This will increase the importance of providing a safe route for all road users along this section including the provision of AC shoulders and in certain sections bicycle lanes as proposed in the CRD Pedestrian and Cycle Plan. There are no hard shoulders alongside most of this section, and therefore the cost of these provisions is relatively high, and is estimated at very roughly $12 million. It should also be noted that if the new route attracts a large proportion of heavy trucks then the existing roadway width will become more than proportionately difficult to maintain.

14 Shoulder Widening Fulford Harbour to Long Harbour Ferry Terminal (Major Rural Highway Section – See Map 5 PCMP – Long Term Facility Recommendations.

The cost of providing cycle lane shoulders for 37.8Km of other recommended roads is estimated at $97m.

Current Status of Other Proposed CRD Cycle Lanes

The Salt Spring Island Pedestrian and Cycling Master Plan recommended that the proposed Salt Spring Island Inter-Regional Trail, between Vesuvius and Fulford, should be included in the CRD Regional Transport Plan (2014).

It should be noted that "Implement Pedestrian and Cycling Master Plan- Salt Spring Island Edition and Southern Gulf Island Cycling and Pedestrian Draft Trail Plan recommended cycling facilities and amenities is rated as a 4.1 Priority Action. (This is a high priority and appears as 7th on a list of 14.)

Continued co-funding of trails expansion[2] and management would be done through a regional funding program under the guidance of the TAC. The Traffic Commission is very appreciative of continued funding from the Federal Gas Tax Fund (RSFP) but we would ask the consultants to comment on the potential Municipal Authority to obtain matching funds.

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[1] Costs estimated at 2015 figures including overheads and supervision. Costs estimates are approximate and not based on detailed engineering plans.

[2] Exhibit A.5 Map of Existing Bikeway Network in the CRD of the RTP shows no Existing PIC Bikeways on Salt Spring Island.

15 Provisions for Other Cycle Routes.

It should be noted that the CRD Pedestrian and Cycle Master Plan review recommendations were preliminary in nature and many other cycle provisions were not included but would likely be recommended after detail investigations. For this reason no costing is currently available for these other routes. Never the less the cost is likely to be very high because *"property acquisitions or easements in several locations, realignment of the roadway at spot locations so that the pathway can be continuous on one side of the road, and relocation of power poles."*

It is understood that the MOTI is not responsible for the provision of sidewalks or separated paths for pedestrians or cyclists. These are the responsibility of the CRD if considered necessary. Nevertheless the Transport Commission is of the opinion that the MOTI is responsible for providing safe passage for all road users and providing suitable hard shoulders.

The high cost of these measures may well be essential for safety reasons it is therefore a source of major concern to the Transport Commission should the cost become the responsibility of a small municipality.

These improvements have not been implemented partly because there have been no fatalities in recent years. However it is inevitable that if there is a serious accident either the Province or the Municipality would be constrained to construct many of these provisions urgently. This would of course be of particular concern and a large risk for any authority and we request the consultants to advise on this aspect.

16 General Incorporation Study Concerns of the Transport Commission

In respect to the above, the Transport Commission is aware that it is not in the remit of the Incorporation Consultants to take into consideration improved levels of service in their study findings. Nevertheless we are of the opinion that any new municipality would face irresistible pressures to institute essential safety improvements such as described above.

In this regard we have been advised by other consultants that because of accessibility to the electorate local councils are more prone than "remoter authorities such as the MOTI to submit to local spending demands. We would therefore request that the Consultant advises on this aspect.

We understand also that it is not in your remit to consider organization "creep" in your report. This is not a solely transportation issue but since there is a strong potential for this we would appreciate you bringing this and our other concerns to the attention of the public. This will enable them to have the full information should you recommend that a referendum is called.

One major concern is that should a small Municipality be set up then it would not have the resources to respond to major or catastrophic events. Although not a transport issue we appreciate that the Province was able to take care of the compensation package for the Grace Island incident. A settlement of this magnitude would have been difficult for a small Municipality which does not have the same ability to spread risk.

We understand that the Consultant's assessment methodology is to a large extent based on an apples to apples basis. This methodology assumes that the costs comparisons before incorporation would remain largely unchanged after incorporation. This methodology may work very well for say a parks department. It is not a good model for a road maintenance department where maintenance costs have not kept pace with deterioration. In these cases all conventional road deterioration models indicate that

the costs of delayed maintenance[3] leads to greatly increased costs of ensuing reconstruction. (Some models indicate almost asymptotic rises in costs.)

Our overall view is that since the urban population, (mainly Ganges), is very low that we are primarily a rural community and our interests should be assessed accordingly. In this context the risk of repairing major damage to the network may well be beyond the capacity of a small community to absorb.

Annex 1 overleaf

[3] As reported in the Incorporation Meeting held in Ganges on November 23, 2015

Annex 1 Grand Summary Costs all Cycle Shoulder Lanes to 1.8m Main Rural Roads and 1.6 m Other Roads.

The Letter of Agreement of October 20, 1992between the Ministry of Transport and Highways and the Island Trust sets out road width and shoulder standards for Major rural and other roads and has a major objective to "establish cycle route plans and roadway standards to accommodate safe cycling."

Estimates for the long term costs for these network standards have been prepared using a quick generalized methodology but never the less are considered conservative. It should be noted that it may well take several decades to achieve these standards and not all may be required.

Section	**Length Km**	**Pavement Only Cost millions**	**Including Civils Cost millions**	**Sub Total Pavement Only Cost millions**	**Sub Total Inc Civil Cost millions**
Long Harbour to Fulford	14.56	21.2	29.9		
Vesuvius to Ganges	3.7	5.4	7.3	26.5	37.2
Long Term Measures	37.8	71.0	97.2	71.0	97.2
Grand Total $	56.044	97.6	134.4	97.6	134.4
Cost/ Km				1.74	2.40

SSI Transit Reserves
Summary Schedule
2016 - 2020 Financial Plan

Reserve/Fund Summary

		Budget				
	2015 Estimate	2016	2017	2018	2019	2020
Reserve Account	276,470	264,470	247,410	226,320	201,120	171,720
Equipment Replacement Fund	5,244	5,244	5,244	5,244	5,244	5,244
Total	**281,714**	**269,714**	**252,654**	**231,564**	**206,364**	**176,964**

Salt Spring Island Transit System

Proposed Three Year Expansion Plan - Based on Service Review Recommendations

For Discussion Purposes Only

Service Option	Buses**	Additional total kms	Service Hours	Rides	Total Revenue	Total Costs	Net Local Share of Costs	BC Transit Share of Costs	Rides per Hour	Cost per Ride
2016/17										
No Expansion										
2017/18										
Additional Winter Morning Service	0	25,800	820	7,900	$13,400	$49,800	$10,200	$26,200	9.7	$6.29
Increased Summer Saturday Frequency on 2 Fulford Harbour	1	3,800	120	1,900	$3,200	$34,600	$26,600	$4,800	15.8	$4.75
Total 2017/18	**1**	**29,600**	**940**	**9,800**	**16,600**	**84,400**	**36,800**	**31,000**		
2018/19										
Extended Evening Service Monday - Thursday	0	13,300	420	2,900	$4,900	$25,500	$7,200	$13,400	6.9	$8.78
Total 2018/19	**0**	**13,300**	**420**	**2,900**	**4,900**	**25,500**	**7,200**	**13,400**		
Three Year Total	**1**	**42,900**	**1,360**	**12,700**	**21,500**	**109,900**	**44,000**	**44,400**		

Notes:
* Based on 2014/15 AOA Budget. Final costs may change based on final budgets and confirmation of final operational details.
** The vehicle requirements shown here appear feasible but would need to be confirmed by BC Transit's Fleet Standards department closer to the implementation date. ***Annual local share of lease fee costs for a medium-duty vehicle used in these estimates is $25,500.***

Version: February 29, 2016

Memorandum

Salt Spring Island Transportation Commission
Agenda March 29, 2016
Item 6.4

Date	March 16, 2016	File Number	SS-DP-2015.11
To	Salt Spring Island Transportation Commission		
From	Shelley Miller, Planner 1, Islands Trust		
Re	Development Permit Application for 111 Rainbow Road, Salt Spring Island		

The Salt Spring Island Local Trust Committee adopted the following resolution at its March 10th Local Trust Committee Meeting:

> ***SS-2016-62***
> ***It was MOVED and SECONDED,***
> *that the Salt Spring Island Local Trust Committee refer application SS-DP-2015.11 for Lot 13, Block B, Section 1, Range 3 East, North Salt Spring Island, Cowichan District, Plan 1371, to the Salt Spring Island Transportation Commission for review and comment (111 Rainbow Road).*
>
> **CARRIED**

The proposed development plans for 111 Rainbow Road can be found in the attached Staff Report and Draft Development Permit. The Islands Trust respectfully requests that the Salt Spring Island Transportation Commission provides comment on whether the development proposal meets the transportation related Development Permit Area guidelines listed below, and if not, please provide recommendations as to how these guidelines could be met.

> *E.1.4.4 Major new commercial, industrial and multi-family developments should include construction of a sidewalk or walking path on adjacent road rights-of-way. All sidewalks and internal site circulation routes should ensure barrier-free access.*
>
> *E.1.4.5 Site access to commercial and multi-family developments should encourage use by pedestrians and cyclists. Internal circulation routes for pedestrians and cyclists should be segregated from vehicular routes, with an emphasis given to pedestrian and cyclist safety over vehicular convenience if necessary. Site plans of large new developments should show how transit stops could be accommodated in the future. Site access in Ganges Village should be arranged to coordinate with the Ganges Public Pathway System, including the seawalk. Potential routes for the system are shown in a conceptual way on Map 17.*
>
> *E.1.4.7 Where appropriate, buildings in the Ganges Village Core, Channel Ridge Village Core and in Fulford Harbour should be connected with arbours, courtyards and pathways to make them inviting to pedestrians. Along pedestrian routes, attractive public seating and resting areas should be incorporated into project designs.*
>
> *E.1.5.5 In Ganges, between Jackson Avenue and Lower Ganges Road, new developments proposed along the north side of McPhillips Avenue, both sides of Hereford Avenue and the south side of Rainbow Road should allow for the development of a rear lane way (where topography permits) that provides access to parking lots in the rear and minimizes access breaks along the streets. The lane way should be about 7.5 m in width and should be landscaped and paved to make it an attractive pedestrian route. Consideration could be given to using arcades, hidden courts or other architectural features that would encourage development of secondary retail frontage along the lane.*

A reply with comments is respectfully requested by March 31st, 2016. Please provide the response to the attention of Shelley Miller at ssiinfo@islandstrust.bc.ca.

STAFF REPORT

Date: February 23, 2016 **File No.:** SS-DP-2015.11

To: Salt Spring Local Trust Committee for March 10, 2016 meeting

From: Shelley Miller, Planner 1, Local Planning Services

Re: Development Permit Area 1 – Island Villages

Owner: Martin Ogilvie
Applicant: Martin Ogilvie
Description: Lot 13, Block B, Section 1, Range 3 East, North Salt Spring Island, Cowichan District, Plan 1371
PID: 000-131-920
Civic Address: 111 Rainbow Road

PRELIMINARY REPORT

THE PROPOSAL:

This Development Permit application is for the construction new mixed-use building, which includes indoor retail sales, offices, storage of goods, and an outdoor restaurant (food cart). Future uses include a dwelling unit accessory to a commercial use and a garage. The subject lot is within Development Permit Area 1 – Islands Villages and Heritage Conservation Area 1 – Ganges Village Core.

BACKGROUND:

In 1992, a Development Permit (DP 1991.10) was issued to permit the existing building on the subject property. The proposed redevelopment of the lot requires a new development permit under Development Permit Area (DPA) 1.

On November 30, 2015, a Heritage Alteration Permit (SS-HAP-2015.1) was issued, which permitted the removal of 47 mature Leyland Cypress trees that were considered "protected heritage" under the Salt Spring Island Official Community Plan Bylaw No. 434. As per permit requirements, the property owner paid a security fee of $3000, to ensure that the land be revegetated within two years of the permitted tree removal. The landscaping plan associated with this Heritage Alteration Permit may be superseded by a landscaping plan that forms part of a permit issued under DPA 1. Removal of the Leyland Cypress trees has been largely completed, with only the tree stumps remaining.

SITE CONTEXT:

The subject property is 0.08 hectares (0.2 acres) in area, and is located in Ganges Village along a mixed commercial and institutional use street with access onto Rainbow Road. The lot currently contains a modest commercial building located at the rear of the property. There is a parking lot adjacent to the west, a commercial service use adjacent to the east, and commercial use properties to the south.

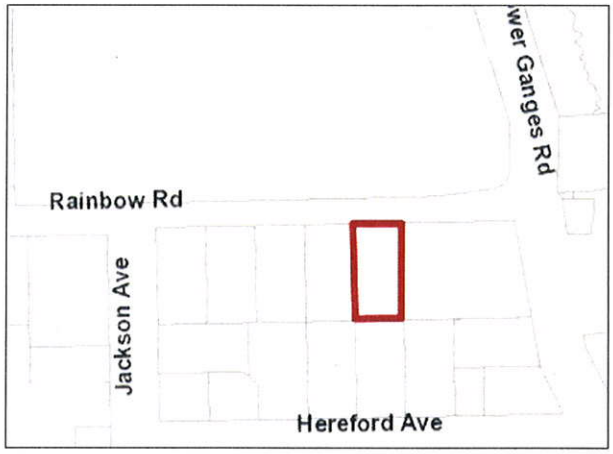


Figure 1: Location of subject property.

Figure 2: 2013 Orthophoto of subject property.

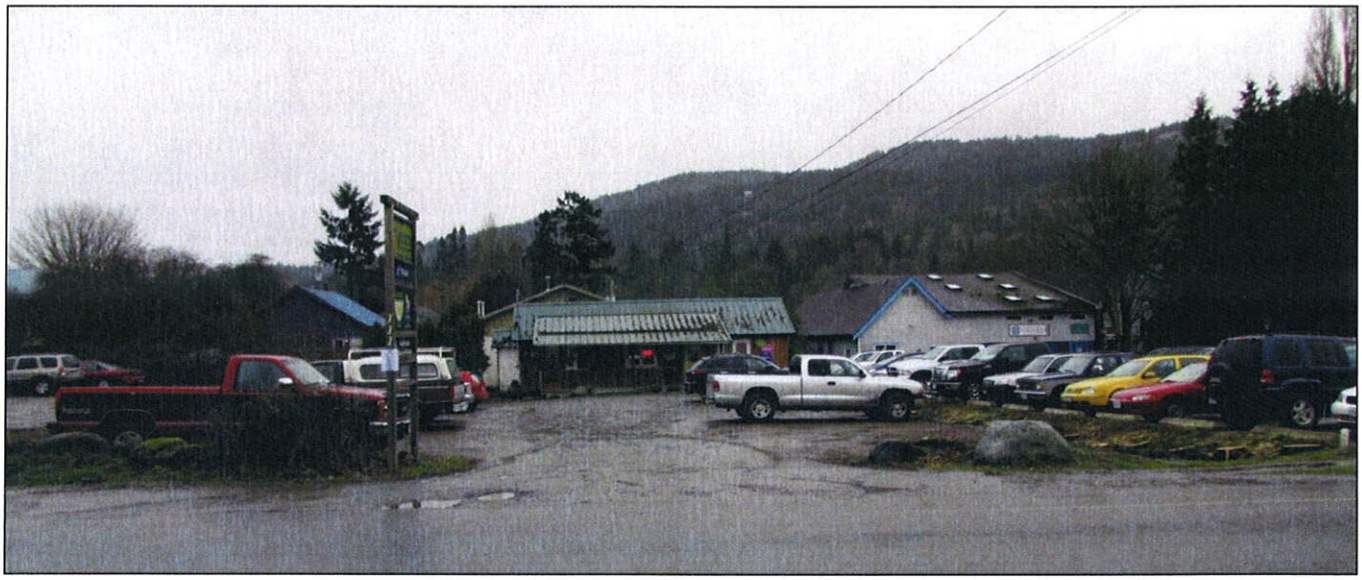


Figure 3: Street view of subject property, facing south from Rainbow Road (February 2016, 1pm).

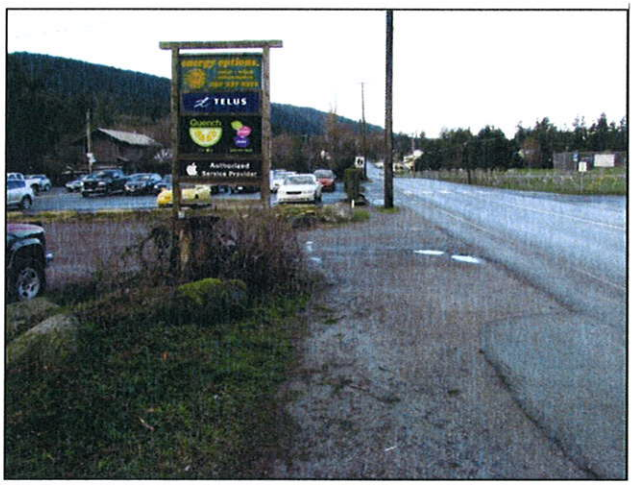


Figure 4: Rainbow Road right-of-way, adjacent to subject property (February 2016, 9 am).

Figure 5: View of subject property, taken from southeast corner (February 2016, 9 am).

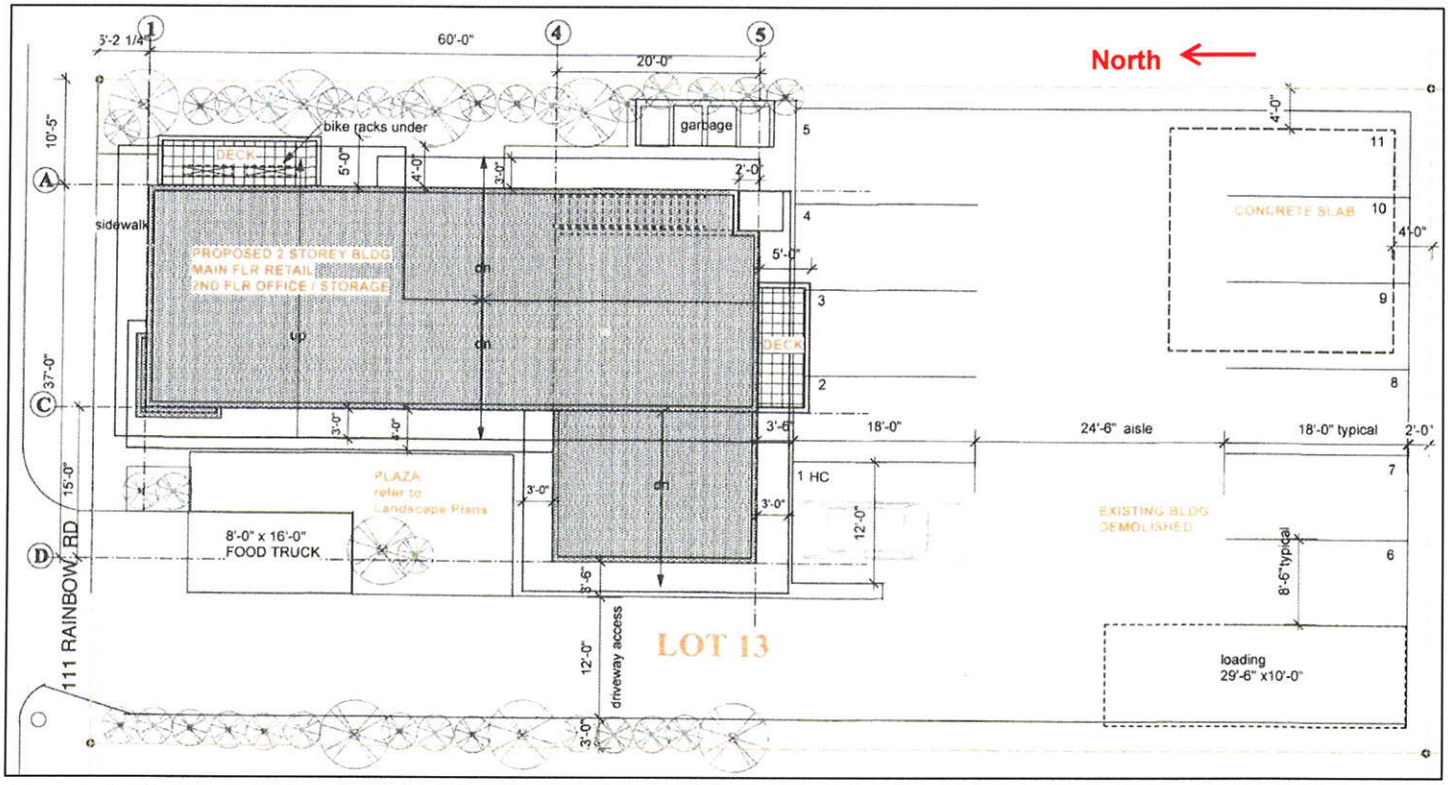


Figure 6: Proposed site plan of redevelopment on subject property.

CURRENT PLANNING STATUS OF SUBJECT LANDS:

Official Community Plan

The subject property is designated Ganges Village – Core (GVC) in the Salt Spring Island Official Community Plan Bylaw No. 434 (OCP). The Ganges Village designation includes a number of objectives including, most centrally, "to accommodate those land uses that allow Ganges to remain the commercial, social, cultural, and institutional center for residents of Salt Spring Island." The proposed development is consistent with Ganges Village objectives.

The subject property is within Heritage Conservation Area 1 – Ganges Village Core and a Heritage Alteration Permit has already been issued (SS-HAP-2015.1).

The subject property is within Development Permit Area 1 – Island Villages (DPA 1). The DPA 1 designation guides the community's most significant, concentrated and visible new development so that it is compatible with existing buildings, the natural environment and community objectives for villages.

The relevant objectives of this Development Permit Area are:

> E.1.3.1 To encourage the development of attractive, compact villages that harmoniously combines commercial, residential, cultural and recreational facilities in a way that encourages pedestrians and enhances village economies.
>
> E.1.3.3 To encourage creative designs that continue to reflect the diversity and richness of Salt Spring Island. To avoid design controls that would make island villages appear architecturally sterile or contrived.
>
> E.1.3.5 To keep the secure character of villages.

E.1.3.6 To encourage the use of local artisanship and materials.

E.1.3.8 To protect property owners from flooding or detrimental changes to storm water runoff, flow regimes or quality that can result from the construction of new impervious surfaces on upslope properties.

The applicable DPA 1 guidelines and staff comments are attached as Appendix 2. These include guidelines for general site design, building location and access, off-street parking lot location and design, building form, landscaping and parking surfaces, lighting, signage and storm water drainage and water pollution. The key issues that have arisen from this application will be discussed in the Staff Comments section of this report.

Land Use Bylaw

The subject property is zoned Commercial 1 (C1). The proposed uses in this Development Permit application include indoor retail sales, offices, storage of goods, a restaurant, and a dwelling unit accessory to a commercial use. All proposed uses are consistent with the current zoning. The proposal is also consistent with other land use regulations including building height, building siting and parking requirements.

Sensitive Ecosystems and Hazard Areas

According to Islands Trust mapping, there are no sensitive ecosystems or hazards areas located on the subject property.

Archaeological Sites

Remote Access to Archaeological Data (RAAD) indicates that there is archeological potential and a known archeological site (DfRu-9) within 50 meters of the subject property. The applicant has corresponded with the BC Archaeology Branch and is aware of their responsibilities under the *Heritage Conservation Act*. Notwithstanding the foregoing, and by copy of this report, the owners are advised that the unearthing of any archaeological resource should be reported to the BC Archaeology Branch.

Covenants

There are no covenants, easements, or statutory rights of way registered on the subject property.

Riparian Areas Regulation

The property is within 40 metres of a Riparian Areas Regulation watercourse.

Setbacks from Public Highway

The applicant has received a permit from the BC Ministry of Transportation and Infrastructure in order to reduce the building setback to less than 4.5 meters from the property line fronting a provincial public highway. The proposed front lot line setback is 1.6 metres.

Water Servicing

The property is currently serviced by North Salt Spring Water Works (NSSWW). The NSSWW Board has approved the redevelopment plans for a new building with two commercial units. The second floor of the proposed mixed use building is designed so that it can accommodate a dwelling unit accessory to a commercial use. NSSWW has advised the applicant that any additional service for residential use is not available.

Sewer Servicing

The subject property is serviced by the Capital Regional District (CRD) Ganges Sewer System. CRD staff have indicated that they have no concerns regarding this proposed redevelopment.

Climate Change Mitigation and Adaptation

The subject property is located within the Ganges Village - Core, and is within easy walking distance of public transit, Lower Ganges Road, shopping, and other amenities. The building will be easily accessible by foot, bicycle, or public transit, which may help reduce vehicle use and associated greenhouse gas emissions in the local community. However, the proposed building plans do not include energy efficient features. The property is not at immediate risk due to sea level rise as it is approximately 75 meters away from the natural boundary of the sea, and approximately 8 metres above sea level. However, the property may be at risk of drainage issues associated with extreme precipitation events.

Transportation Studies

The 'North Ganges Village Transportation Management Plan' identified options for the construction of cyclist and pedestrian facilities on Rainbow Road[1]. The report prioritized future construction of a sidewalk on the south side of Rainbow Road (the subject property's side) when adjacent properties are rezoned. Figure 7 below shows an up-to-date version of the Ganges Village Pathway Network map, developed by Island Pathways. Note that there is a completed pathway that terminates at the subject property, and there are sidewalks proposed for Rainbow Road.

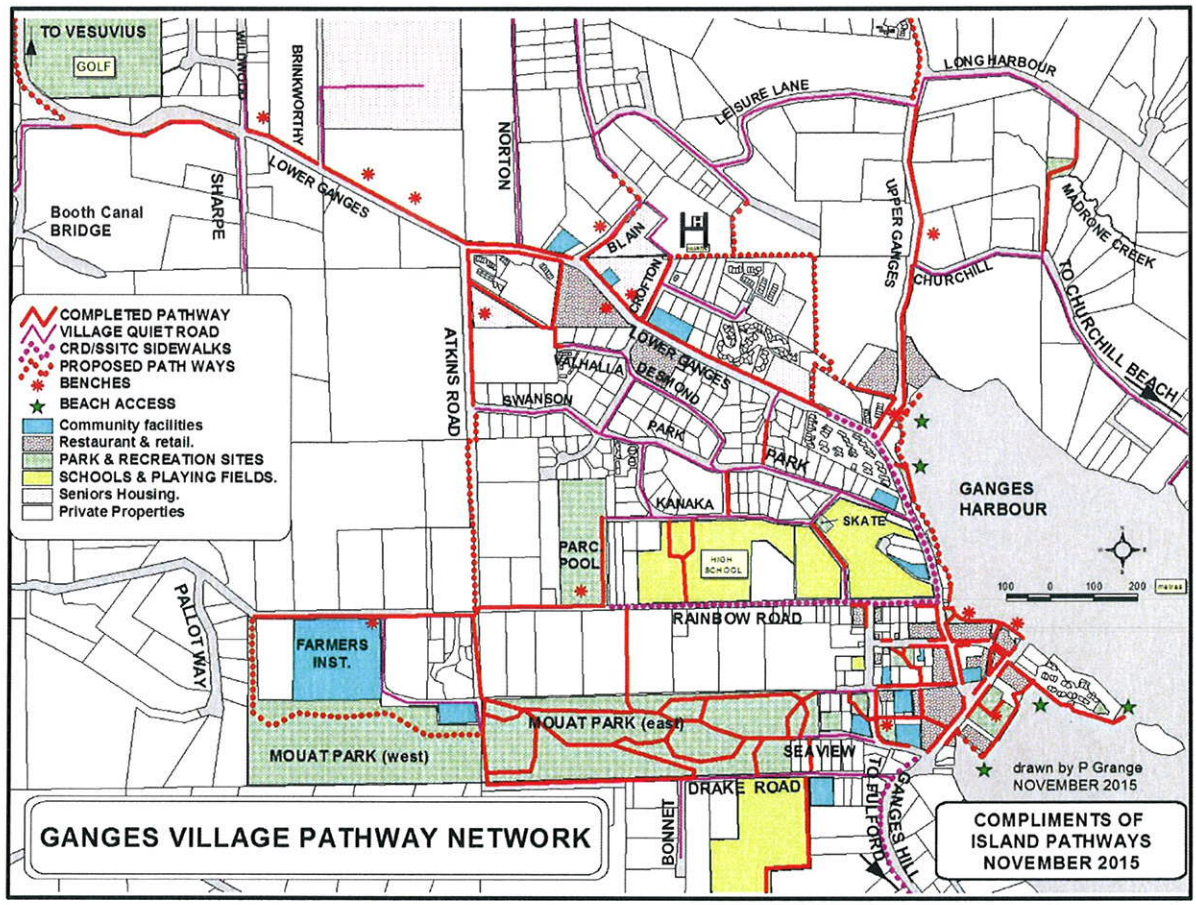


Figure 7: Ganges Village Pathway Network, developed by Island Pathways.

[1] Capital Regional District. (2007). *North Ganges Village Transportation Management Plan.* Retrieved from https://www.crd.bc.ca/docs/default-source/salt-spring-island-ea-pdf/main-body-and-appendix-a-(part-1).pdf?sfvrsn=0

Local Government Act
Section 490 of the *Local Government Act* authorizes the Local Trust Committee to deliberate on the issuance of a Development only in accordance with the applicable guidelines specified in the Official Community Plan.

STAFF COMMENTS:

Staff have analysed the application against 55 applicable DPA 1 guidelines, and there are several issues that would benefit from Local Trust Committee and Advisory Planning Commission consideration. These issues include the following:

Handcrafted Products

Staff recommend that handcrafted products such as doors, exterior details, and/or signs, be incorporated into the Development Permit plans in order to satisfy DPA 1 guidelines (E.1.6.13, E.1.6.14, E.1.9.4). This is supported by the following DPA 1 objectives:

> *E.1.3.3 To encourage creative designs that continue to reflect the diversity and richness of Salt Spring Island. To avoid design controls that would make island villages appear architecturally sterile or contrived.*
>
> *E.1.3.6 To encourage the use of local artisanship and materials.*

Screening

The proposed landscaping plan does not include vegetation screening for a large portion of the rear lot line (See Appendix 1, Schedule 2). While there is existing invasive species (English Ivy and Himalayan Blackberry) on this portion of the lot, Staff recommend that the wood fence and Salal plantings be extended along the rear (southern) lot line to ensure compliance with Guidelines E.1.4.1, E.1.7.4, and E.1.7.16. This would promote the removal of invasive species, encourage the use of native species, provide parking lot screening, and improve visual aesthetics of the adjacent property. The applicant indicates that the construction of a future garage will provide screening. However, the garage is not part of the application under review, and thus full screening is warranted as part of this Development Permit.

Soft Landscaping

Soft landscaping covers less than the required 20% of the parcel area (Guideline E.1.7.5). The rear (southern) portion of the lot has minimal landscaping. The applicant indicates that vegetation cannot be planted along the rear portion of the eastern and western sides of the parking lot due to installation of buried leaching chambers used for site drainage. However, Staff recommend that the amount of soft landscaping be increased, either through creative measure (i.e. green roof), or by a green parking lot design. One solution would be to reduce the amount of parking spaces, which would allow space for additional soft landscaping in the rear portion of the lot.

Parking

The proposed development requires the provision of 11 vehicle parking spaces (one of which must be designated as disabled), 2 bicycle parking spaces, and one loading space. Therefore, the concrete slab at the southeast corner of the property must be made level to grade in order to provide adequate parking at this stage of development. If the upper floor of the mixed-use building is converted to a dwelling unit, then vehicle parking requirements will be reduced to 8 spaces.

Guideline E.1.7.16 allows for a reduction in parking space requirements in order to accommodate adequate parking lot landscaping. Staff recommend a reduction in vehicle parking space requirements in exchange for an increase in parking lot landscaping only if additional bicycling

parking spaces are provided. This approach is supported by the following OCP Automobile and Bicycle Parking Objectives:

> *C.2.3.1.2 To encourage, through parking policies, environmentally-friendly transportation forms such as public transit, walking, bicycling and small automobiles.*
>
> *C.2.3.1.3 To minimize the land area devoted to automobile parking.*
>
> *C.2.3.1.4 To reduce the visual, environmental and social impacts of automobile parking areas.*

Pedestrian Routes

Guideline E.1.4.4 states that major new commercial developments should include construction of a sidewalk or walking path on the adjacent road right-of-way. As major is not defined in local Bylaws, the Oxford Dictionary defines major as: "important, large, serious, significant".[2] Figure 8 shows that while the subject property may not be large, Staff consider this proposal to be a significant and important redevelopment in Ganges Village Core, and thus provision of a sidewalk is a community amenity that should result from this application. However, work within the road right-of-way requires Ministry of Transportation and Infrastructure (MOTI) approval. The Approving Officer at MOTI has indicated that sidewalk construction in the right-of-way on the south side of Rainbow Road may be an issue right now due to in progress and upcoming drainage studies.

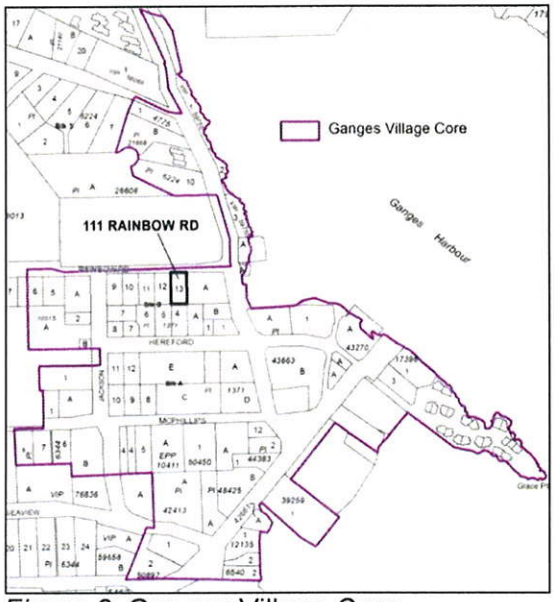


Figure 8: Ganges Village Core

Guidelines E.1.4.5, E.1.5.5 and E.1.4.7 require pathways connections to promote pedestrian routes in Ganges Village Core. In lieu of a sidewalk in the road right-of-way, Staff recommend that the internal circulation route at the front of the lot be designed to function as a pedestrian route along Rainbow Road (See Figure 9). In order to achieve this design, Staff recommend that the development plans include barrier free access on the east and west sides of the of the internal circulation route. Landscaping in the northeast and northwest corners of the lot should be designed so that this pedestrian route is continuous and connected to adjacent pathways. The concrete needs to be level to grade with the adjacent road right-of-way to ensure a safe, unobstructed walkway along Rainbow Road.

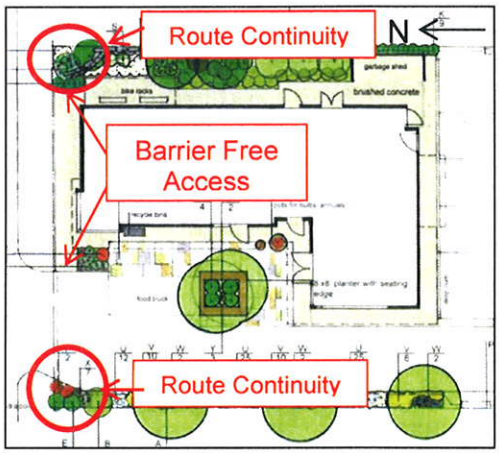


Figure 9: Proposed landscaping plan.

The Salt Spring Islands Transportation Commission (SSITC) is responsible for Transportation planning on Salt Spring Island. The SSITC reviewed the proposed site plans on February 22, 2016; however, they require a formal referral from the Local Trust Committee in order to provide comments. Therefore, Staff recommend that this application be referred to the SSITC to ensure the

[2] Barber, K. (Ed.). (1998). *The Oxford Dictionary*. Don Mills, ON: Oxford University Press Canada.

proposed site design is congruent with transportation plans regarding sidewalks and pathway connections. This is supported by the following OCP Land Transportation policy:

> *C.2.2.2.4 The Local Trust Committee will seek community advice regarding land transportation issues through the Salt Spring Island Transportation Commission.*

Stormwater Drainage
Staff recommend that the Local Trust Committee defer permit issuance until the applicant submits a drainage plan prepared by a Professional Engineer that identifies any conditions that should be incorporated into the development permit to protect property from flooding, erosion or from other undesirable impacts as the result of changes to storm water runoff. The draft Development Permit attached in Appendix 1, does not currently contain any conditions related to storm water drainage other than the presence of buried leaching chambers.

The request for a drainage plan is supported by the following facts:

- The proposed plans include 260 square meters of impervious surfaces being created by the new building and hard surfacing. This is replacing the existing building, resulting in 165 square meters of *new* impervious surfaces.
- The previous Development Permit issued for the subject property (DP-11-91) required a drainage plan to be approved the CRD prior to issuance of a building permit. Neither the CRD, the Islands Trust, nor the current property owner have a historic drainage plan for the subject property.
- Ministry of Transportation and Infrastructure staff have indicated that there are drainage issues and ongoing drainage studies on the south end of Rainbow Road.
- The removal of 47 mature Leyland Cypress trees is expected to significantly alter the site drainage regime.
- The subject property is neighbored by an asphalt parking lot to the west. There is a depression along the west side of the subject property that may currently mitigate drainage issues. However, the proposed development plans show the property grade to merge with existing grade of the adjacent lot to the west. Therefore, changes to storm water drainage are expected.
- The property is within 40 metres of a Riparian Areas Regulation watercourse. DPA 1 guideline E.1.10.3 requires that particular care be taken to ensure that there are no detrimental impacts on fish bearing watercourses because of water pollution. Therefore, a drainage plan is necessary to ensure that this watercourse will not be negatively impacted by stormwater drainage.

It is important to note that DPA 1 was created under the *Local Government Act* to protect development from hazardous conditions that could result from changes to stormwater drainage. Therefore, Staff recommend that the intent of DPA 1 be upheld to professional standards.

To assist the applicant in meeting DPA 1 guidelines and to assist the LTC in evolution of the merits of these guidelines, Staff recommend that the application be referred to the Salt Spring Island Transportation Commission for formal consideration, and to the Advisory Planning Commission for feedback regarding vegetation screening, landscaping, parking, and general form and character.

RECOMMENDATIONS:

1. **THAT** the Salt Spring Island Local Trust Committee refer application SS-DP-2015.11 for Lot 13, Block B, Section 1, Range 3 East, North Salt Spring Island, Cowichan District, Plan 1371, to the Salt Spring Island **Advisory Planning Commission** for review and comment (111 Rainbow Road).

2. **THAT** the Salt Spring Island Local Trust Committee refer application SS-DP-2015.11 for Lot 13, Block B, Section 1, Range 3 East, North Salt Spring Island, Cowichan District, Plan 1371, to the Salt Spring Island **Salt Spring Island Transportation Commission** for review and comment (111 Rainbow Road).

3. **THAT** the Salt Spring Island Local Trust Committee request that the applicant submit a drainage plan prepared by a Professional Engineer that identifies conditions to be incorporated into a development permit to protect the property from flooding, erosion or from other environmental impacts as the result of storm water runoff alterations (SS-DP-2015.11).

Prepared and Submitted by:

March 2, 2016

Shelley Miller — Date

Concurred in by:

March 2, 2016

Stefan Cermak, Regional Planning Manager — Date

Attachments:
A1 – SS-DP-2015.11 – Draft Development Permit
A2 – SS-DP-2015.11 – DPA 1 Guidelines

Appendix 1

DRAFT

Islands Trust

SALT SPRING ISLAND LOCAL TRUST COMMITTEE
DEVELOPMENT PERMIT NO. SS-DP-2015.11

TO: Martin Ogilvie

1. This Permit (the "Permit") applies to the land described below and all buildings, structures and other developments therein:

   PID 000-131-920
   Lot 13, Block B, Section 1, Range 3 East, North Salt Spring Island, Cowichan District, Plan 1371.

2. This Permit is authorized in accordance with the following schedules attached to and forming part of this permit as signed and dated by the Deputy Secretary of Islands Trust:

Schedule 1	Drawing A-01 – "Site Plan Roof Plan Stat Summary" by Neil Morie Architect, Revised February 18, 2016.
	Drawing A-02 – "Main Floor Plan" by Neil Morie Architect, Design Review December 9, 2015.
	Drawing A-03.1 – "Second Floor Office Plan" by Neil Morie Architect, Revised January 25, 2016.
	Drawing A-03 – "Second Floor Plan – future Apartment" by Neil Morie Architect, Design Review December 6, 2015.
	Drawing A-06 – "North [street] Elevation" by Neil Morie Architect, Revised January 25, 2016.
	Drawing A-07 – "West Elevation" by Neil Morie Architect, Design Review December 14, 2015.
	Drawing A-08 – "South Elevation" by Neil Morie Architect, Revised January 25, 2016.
	Drawing A-09 – "East Elevation" by Neil Morie Architect, Design Review December 14, 2015.
Schedule 2	111 Rainbow Road Commercial Building Planting Plan by Whitepine Consulting Ltd., dated February 2, 2016.
Schedule 3	Wood Screen Fence representation by Martin Ogilvie.
Schedule 4	Bicycle Rack specifications.
Schedule 5	Lighting specifications submitted by Martin Ogilvie.

3. The Permit is subject to the following conditions:

3.1 Building Elevations
Building elevations shall be substantially in accordance with Schedule 1, Drawings A-06, A-07, A-08 and A-09.

3.2 Architectural Elements
Architectural form and character elements shall be substantially in accordance with Schedule 1.

3.3 Siting
The location and configuration of the building, plaza, structures, driveway access, and parking areas shall be substantially in accordance with Schedule 1, Drawings A-01, A-02.

3.6 Signage

3.6.1 Signage shall be substantially in accordance with Schedule 1, Drawings A-06 and A-07.

3.6.2 Signage shall be substantially in accordance with Development Permit Area 1, Guidelines found in Section E.1.9 of the Salt Spring Island Official Community Plan, Bylaw No. 434.

3.7 Lighting
Lighting shall be substantially in accordance with Schedule 5.

3.8 Landscaping

3.8.1 The subject property will be revegetated, substantially in accordance with Schedule 2, within two years of issuance of this Development Permit.

3.8.2 The security fee of three thousand dollars ($3000.00), received by the Islands Trust in November 2015 to guarantee the performance of the terms, requirements and conditions of Heritage Alteration Permit SS-HAP-2015.1, shall be returned to the property owner upon satisfactory completion of condition 3.8.1 above.

3.8.2 Prior to issuance of a building occupancy permit, all hard and soft landscaping shall be substantially in accordance with Schedule 2. Upon completion, a signed statement by a landscape professional indicating that the landscaping is in substantial accordance with Schedule 2 shall be submitted to Islands Trust.

3.8.3 All landscaping work on the Property shall meet the British Columbia Landscape Standard of the British Columbia Society of Landscape Architects and the British Columbia Nursery Trades Association.

3.8.4 Fencing shall be substantially in accordance with Schedule 3.

3.8.5 Bicycle parking structure(s) shall be substantially in accordance with Schedule 4.

4. Any alterations requiring a development permit and not specifically authorized in this Permit may require a new Development Permit or a Development Permit Amendment.

5. This is not a Building Permit, nor does it remove any obligation on the Permittee to obtain all other approvals necessary for the lawful completion of the proposed development.

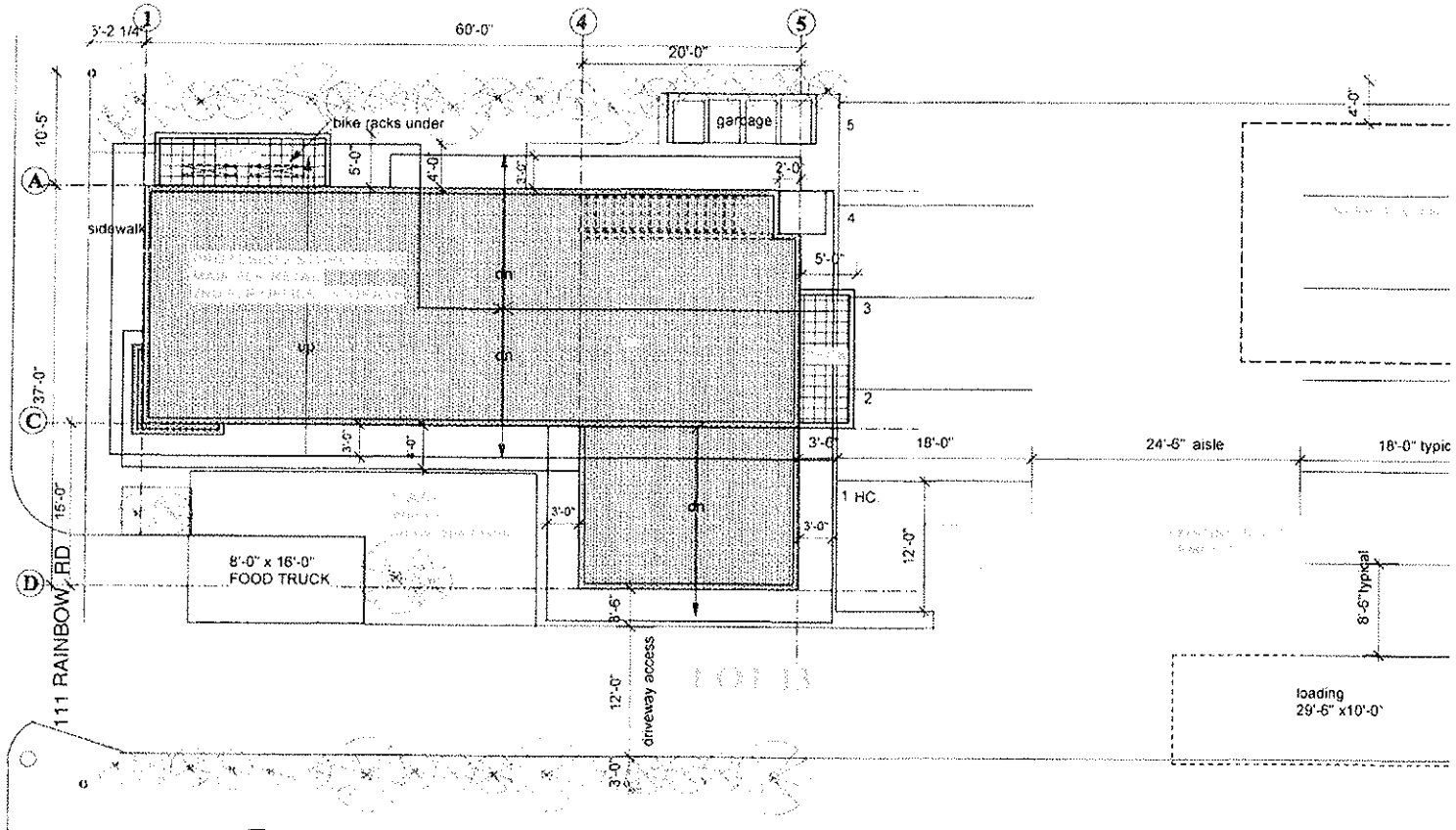
6. The land described herein shall be developed in accordance with the terms, conditions and provisions of this Permit, and any schedules, plans and specifications attached to this Permit, which shall form a part thereof.

AUTHORIZING RESOLUTION PASSED BY THE SALT SPRING ISLAND LOCAL TRUST COMMITTEE THIS ___ DAY OF _____ , 201_.

_____
DEPUTY SECRETARY, ISLANDS TRUST

_____
DATE OF ISSUANCE

IF THE DEVELOPMENT DESCRIBED HEREIN IS NOT COMMENCED BY THE___ DAY OF _____, 201_ THIS PERMIT AUTOMATICALLY LAPSES.



LEGAL DESCRIPTION
Lot 13, Plan 1371, Block B, Sect. 1, Range 3 East, North Salt Spring Is., Cowichan District.

ADDRESS: 111 Rainbow Rd.

ZONE: C1 (uses conforming) / DPA 1-Island Villages

APPLICATION: New Commercial Bldg

OCCUPANT LOAD
Group D - Office = 10 persons [1/ 100 sq ft]
Group E - Mercantile = 20 persons + 17 persons [1/40 sq ft- BCBC 3.1.17.1]
Future Group C [2 bdrm] = 2 persons [9.9.1.3.2]

OCCUPANCY: Group E [Mercantile Occupancy] under Group D [Commercial Office] or future Group C [Residential Occupancy] **Refer to Code Review attached.**

Note: Owner wants future flexibility to convert upper floor to Group C-Residential over Group E- Mercantile w/ a 1hr fire separation. Part 9, BC Bldg Code.

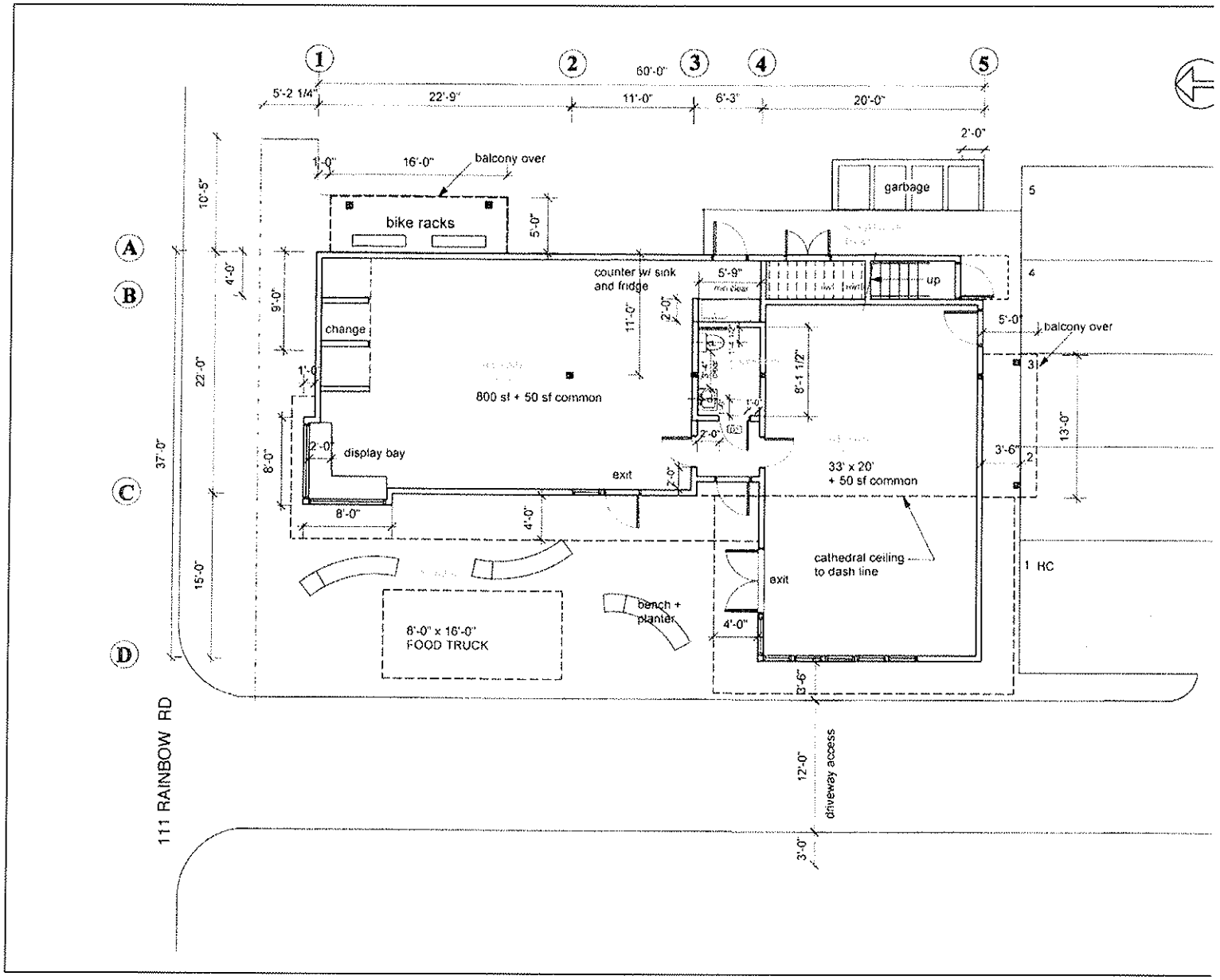
BLDG. AREA:
Main flr Commercial= 850 sq ft + 710 sq ft= 1560 sq ft
Main flr Storage/ Mech = 40 sq ft
Second flr Office = 1310 sq ft
Total Bldg area = 2,910 sq ft

BLDG. HEIGHT: 2 Storeys / proposed: 22'-0" ht

WASHROOMS REQ'D/ PROVIDED:
1 shared Accessible Universal WC -Main Flr
1 shared WC - 2nd Flr

PARKING REQ'D
2,910 sf +- / 269 sf = 11 spaces incl 1 HC
Loading = 1 space

BYCYLES REQ'D [1/ 250 sq m]- rack for 2 Bikes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and fridge
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+ 50 sf common
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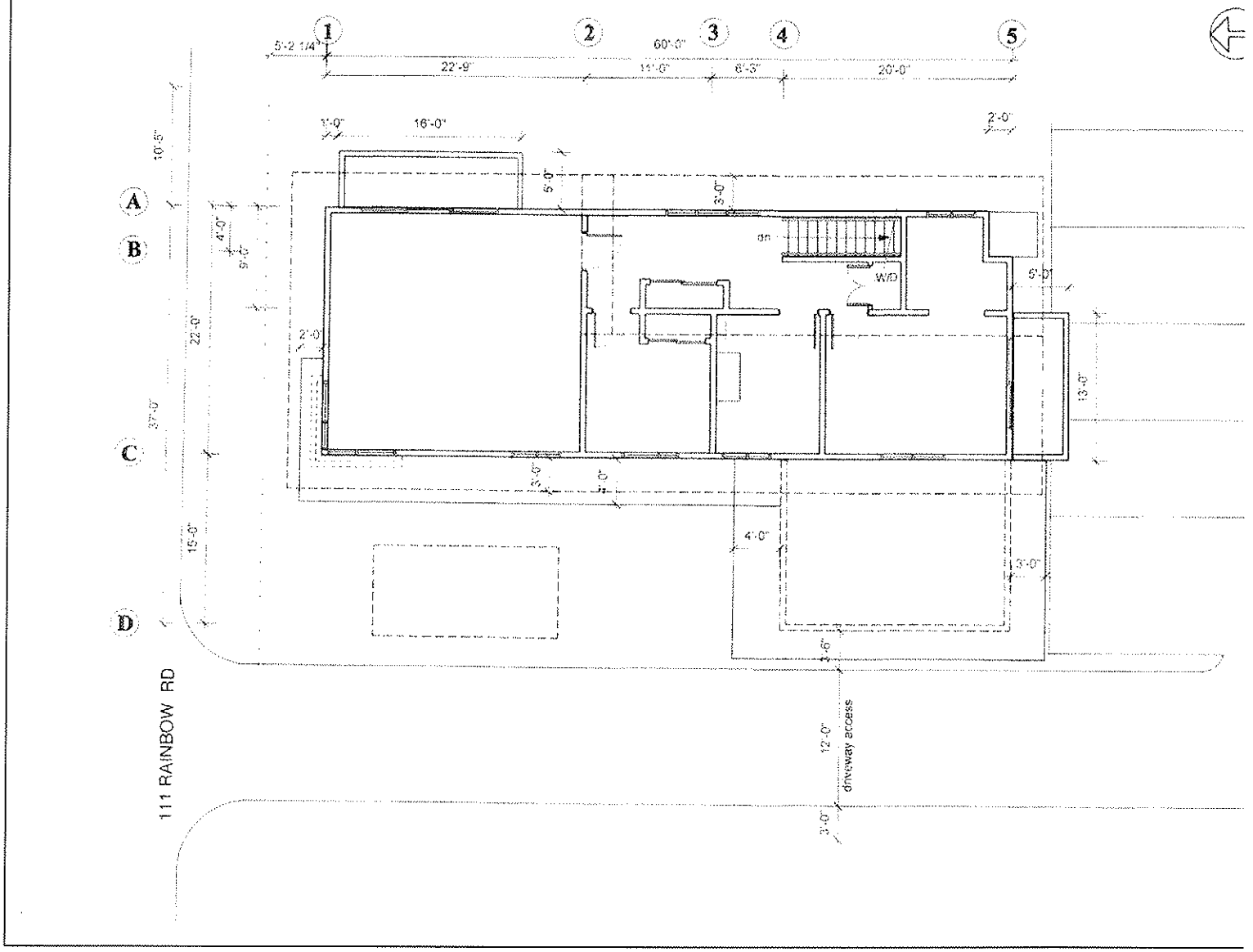

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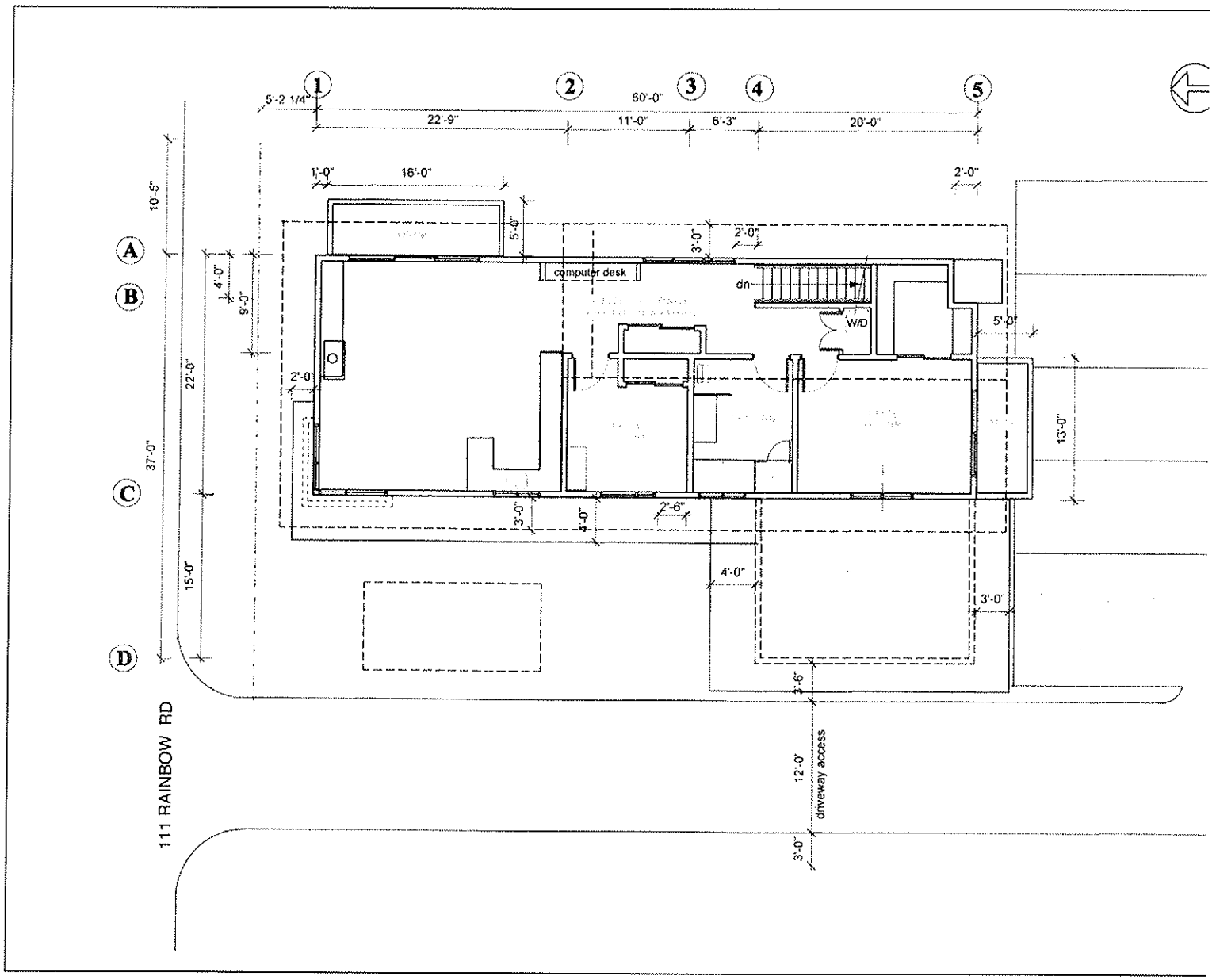
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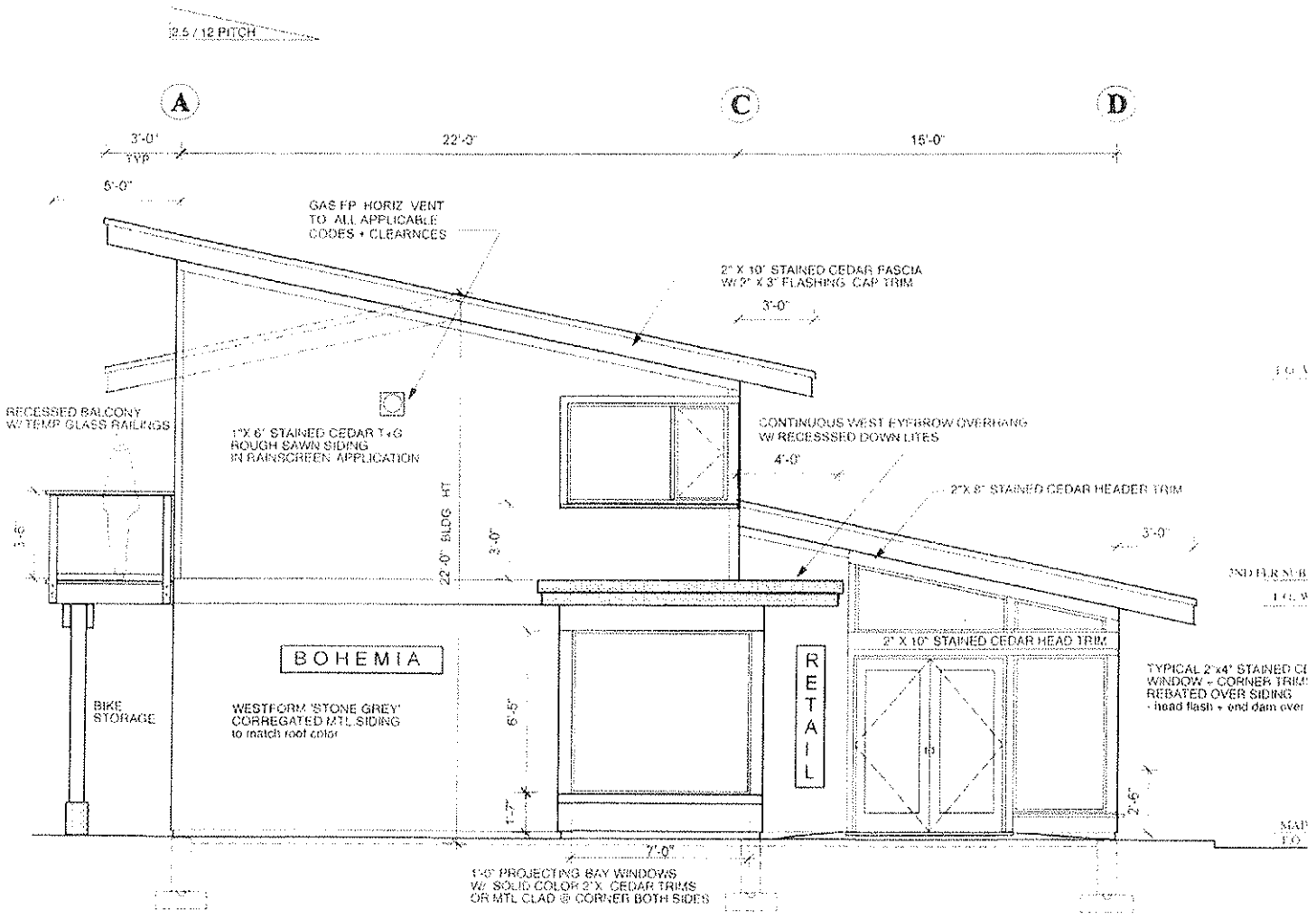
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1"X 6" STAINED CEDAR T+G ROUGH SAWN SIDING IN RAINSCREEN APPLICATION
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BOHEMIA
RETAIL
2" X 10" STAINED CEDAR HEAD TRIM
BIKE STORAGE
WESTFORM 'STONE GREY' CORREGATED MTL SIDING to match roof color
6'-5"
1'-7"
2'-6"
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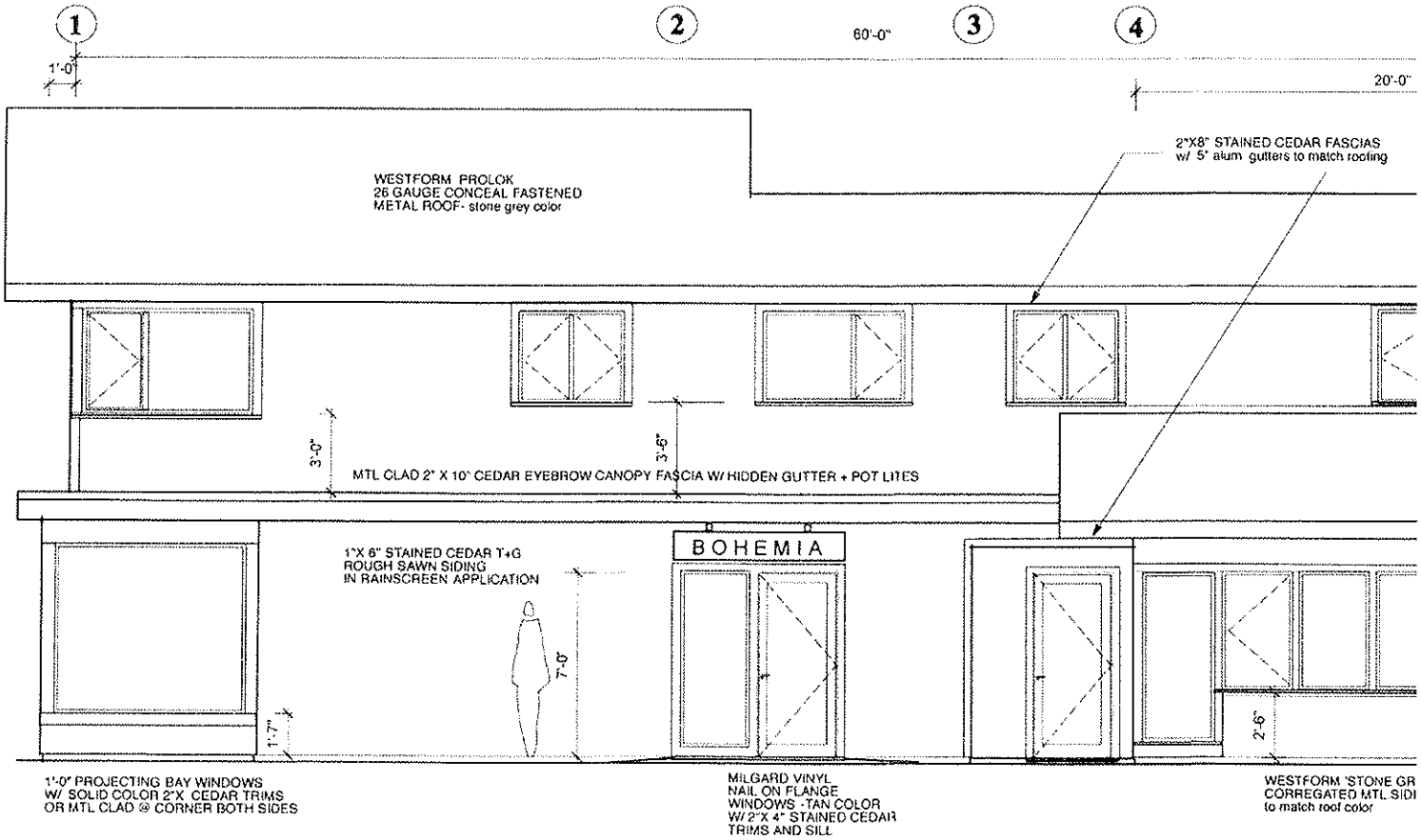
1'-0" PROJECTING BAY WINDOWS W/ SOLID COLOR 2"X CEDAR TRIMS OR MTL CLAD @ CORNER BOTH SIDES



NEIL MORIE
ARCHITECT maibc.

#4 FULFORD MARINA
4, 2810 FULFORD GANGES RD
SALTSPRING IS. BC V8K1Z2

PHONE: 250 653-4812
EMAIL: nmoriearch@shaw.ca

ISSUE / NOTES:

Design review Dec 14 /2015
Issued for Dev Permit Dec / 2015

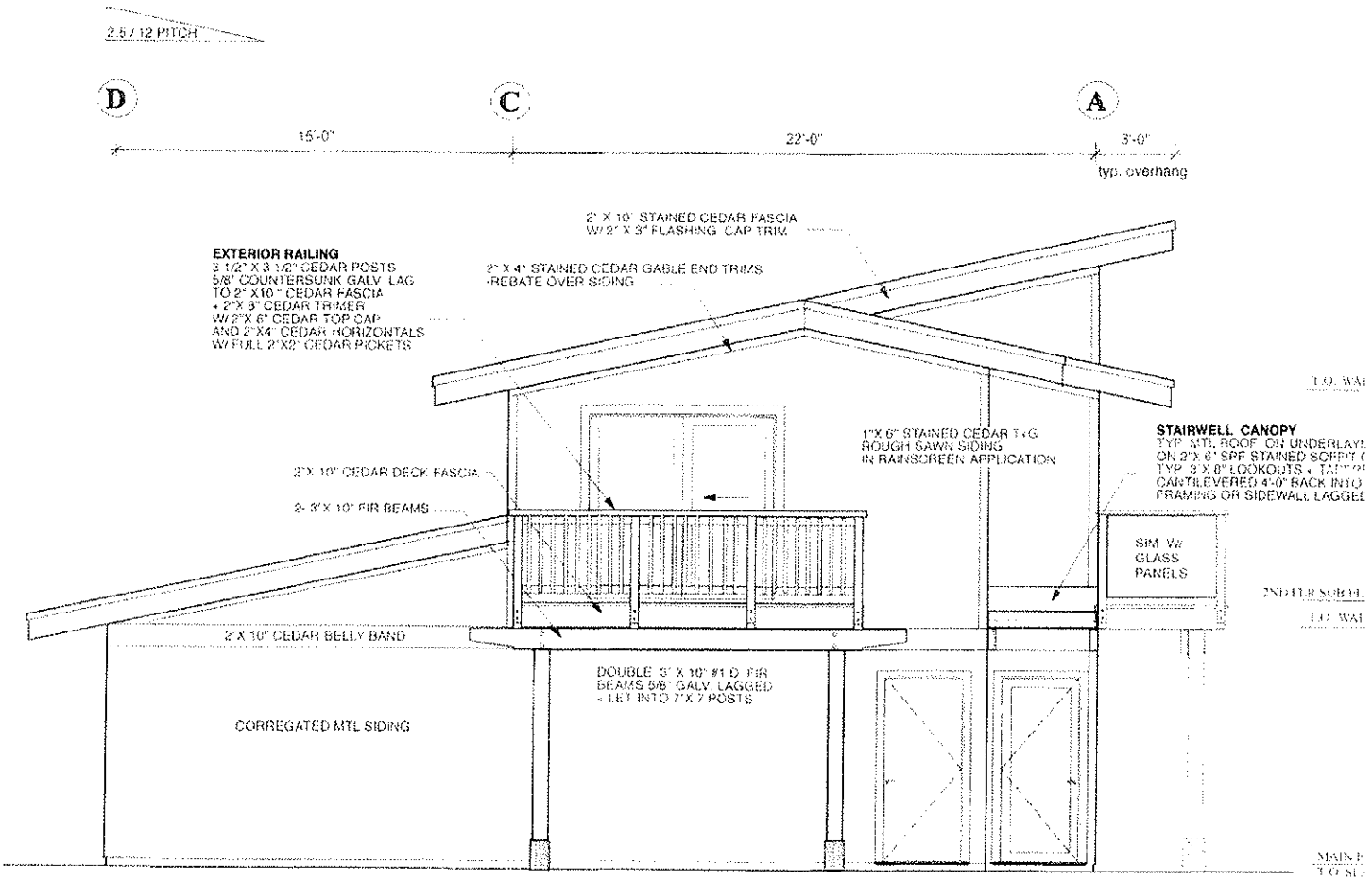
CONSULTANT:

111 RAINBOW RD

SALTSPRING IS.

DRAWING:

WEST ELEVATIC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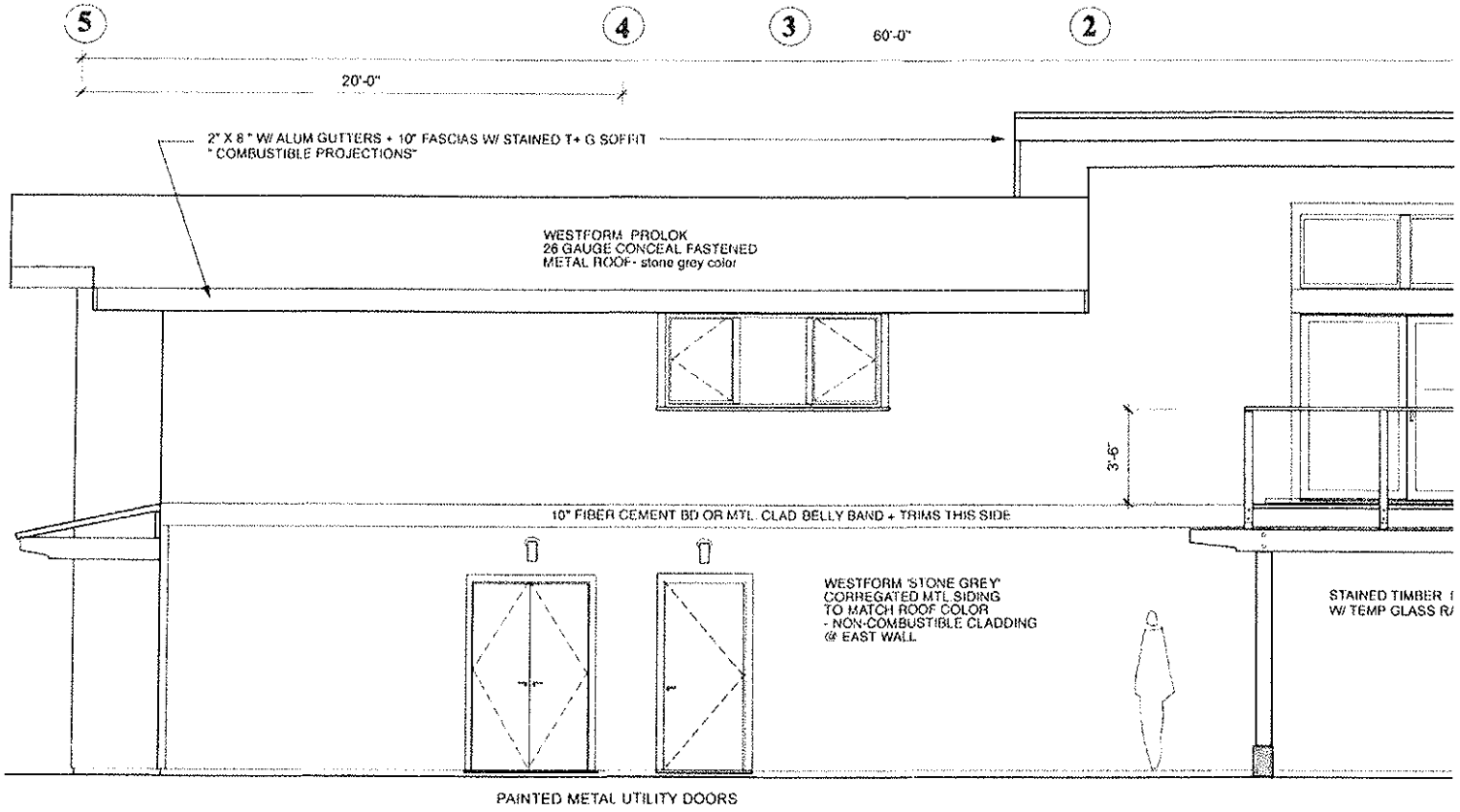
3 1/2" X 3 1/2" CEDAR POSTS
5/8" COUNTERSUNK GALV. LAG
TO 2" X10 " CEDAR FASCIA
+ 2"X 8" CEDAR TRIMER
W/ 2"X 6" CEDAR TOP CAP
AND 2"X4" CEDAR HORIZONTALS
W/ FULL 2"X2" CEDAR PICKETS
2" X 4" STAINED CEDAR GABLE END TRIMS
-REBATE OVER SIDING
1"X 6" STAINED CEDAR T+G
ROUGH SAWN SIDING
IN RAINSCREEN APPLICATION
STAIRWELL CANOPY
2"X 10" CEDAR DECK FASCIA
2- 3"X 10" FIR BEAMS
SIM. W/
GLASS
PANELS
2"X 10" CEDAR BELLY BAND
DOUBLE 3" X 10" #1 D. FIR
BEAMS 5/8" GALV. LAGGED
+ LET INTO 7"X 7" POSTS
CORREGATED MTL SIDING



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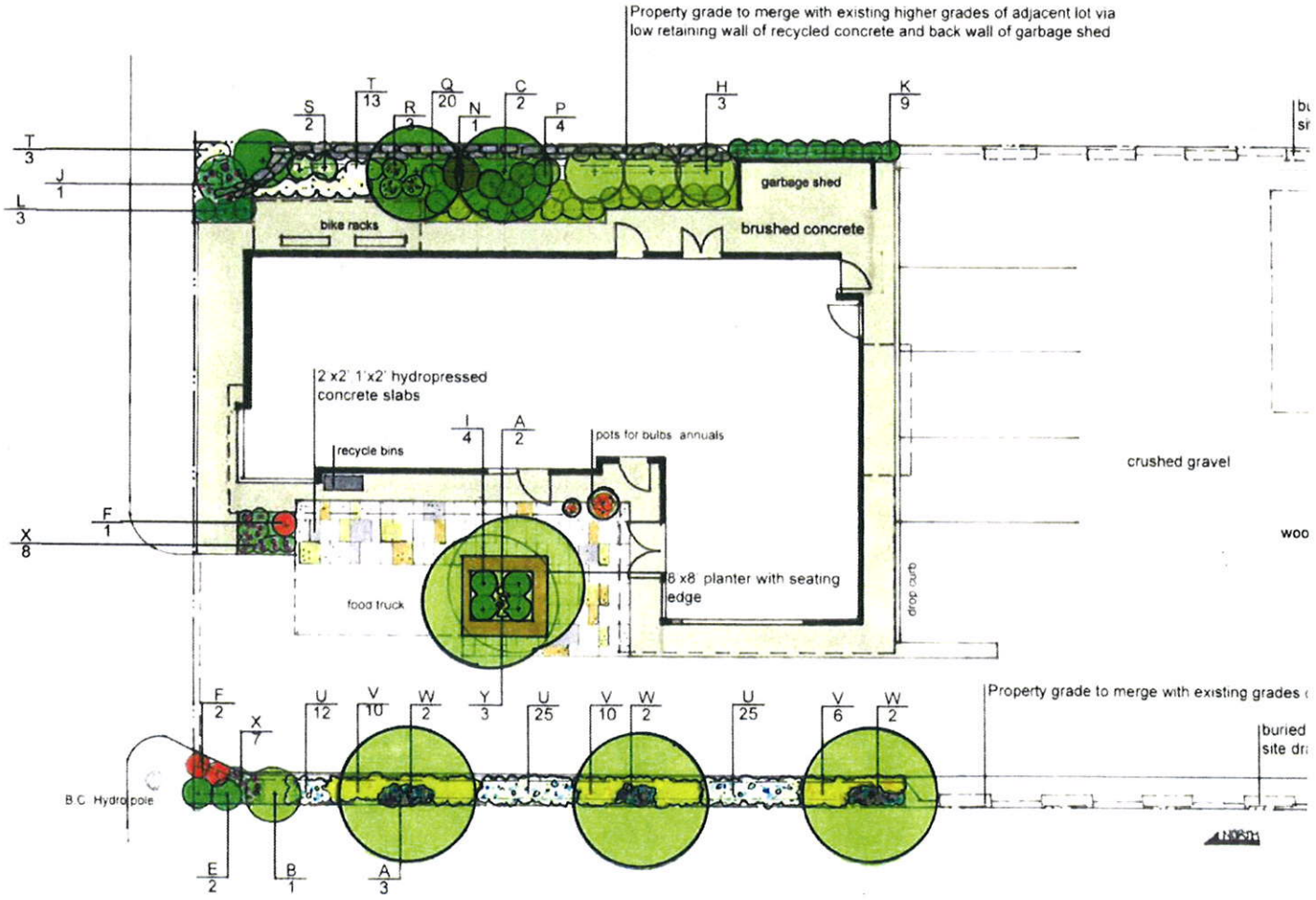


111 Rainbow Road Commercial Bldg Planting Plan 12.02.2016

TREES AND SHRUBS

KEY	LATIN	COMMON	QTY	SIZE	COMMENTS
A	Betula papyrifera	Paper Birch	5	2"cal	specimen, 6'min branching ht, 2 made into 1 multi-stem
B	Myrica californica	Wax Myrtle	1	7 gal	specimen, tree form
C	Sorbus sitchensis	Sitka Mountain Ash	2	5 gal	tree form
E	Acer cir. "Pacific Fire	Pacific Fire Vine M	2	2 gal	
F	Acer cir. " Little Gem"	Little Gem Vine M	3	2 gal	
G	Amelanchier alnifolia	Saskatoon	1	2 gal	
H	Vaccinium ovatum	Evergreen Huckleberry	3	2 gal	
I	Cornus sericea 'Kelseyi	Kelsey's Dwarf Redtwig Dogwood	4	2 gal	
J	Rhododendron macro-phyllum	Pacific Red Rhododen-dron	1	2 gal	
K	Gaulthena shallon	Salal	28	4"	Drought tolerant once established
L	Vaccinium vitis-idaea	Lingonberry	3	2 gal	

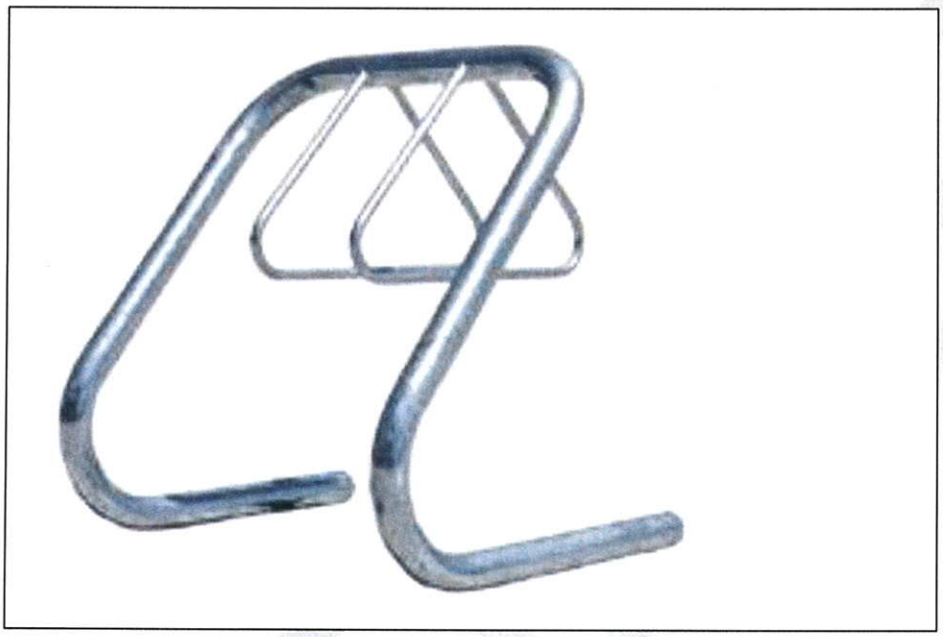
All plant material and planting methods to follow latest version of B.C. Landscape Standards
All plant material is native as per Thimble/Fraser Nurseries Native Plant List and Plants of Coastal British Columbia

FERNS, GRASSES, PERENNIALS

KEY	LATIN	COMMON	QTY	SIZE	COMMENTS
N	Woodwardia fimbriata	Giant Chain Fern	1	1 gal	
P	Polystichum munitum	Sword Fern	4	1 gal	Drought tolerant once establi
Q	Polypodium glycerhiza	Licorice Fern	20	4" pot	
R	Iris innominata	Iris	3	4"	Drought tolerant once establi
S	Aruncus sylvester	Goatsbeard	2	1 gal	
T	Anenome multifida, canadensis	Anenome - Pacific, Canada	6 10	4" na	Cluster Pacific in a grouping Drought tolerant once establi
U	Festuca idahoensis Elymus mollis Camassuas cusickii, leichtlinii, leichtlinii 'San Juan', quamish Allium cernuum, douglasii	Blue Bunch Grass Dune Grass Camas - Cusick's, Great, San Juan, Com-mon Onion - Nodding, Columbian	22 8 16 16	4" 1 gal 4" - 1 gal na	Create a wild natural appear random Drought tolerant once establi
V	Helianthella uniflora	Little sunflower	26	4"	Drought tolerant once establi
W	Aster subspicatus	Douglas aster	6	1 gal	Plant within drip irrigation of
X	Armeria maritima 'Sea Thrift'	Sea Thrift	15	na	
Y	Trillium ovatum	Trillium	3	na	Create a rich humous pocke

111 Rainbow Road Commercial Bldg Planting Plan 12.02.2018 Revision 1

MARTIN OGILVIE
PROPERTY MAINTENANCE
464 OLD SCOTT ROAD
SALT SPRING IS. V8K 2L7
250-537-9229
ogilvie_m_c@shaw.ca



Capacity

Capacity will depend on how tl
Single side access: 3 bikes
Double side access: 5 bikes

Size

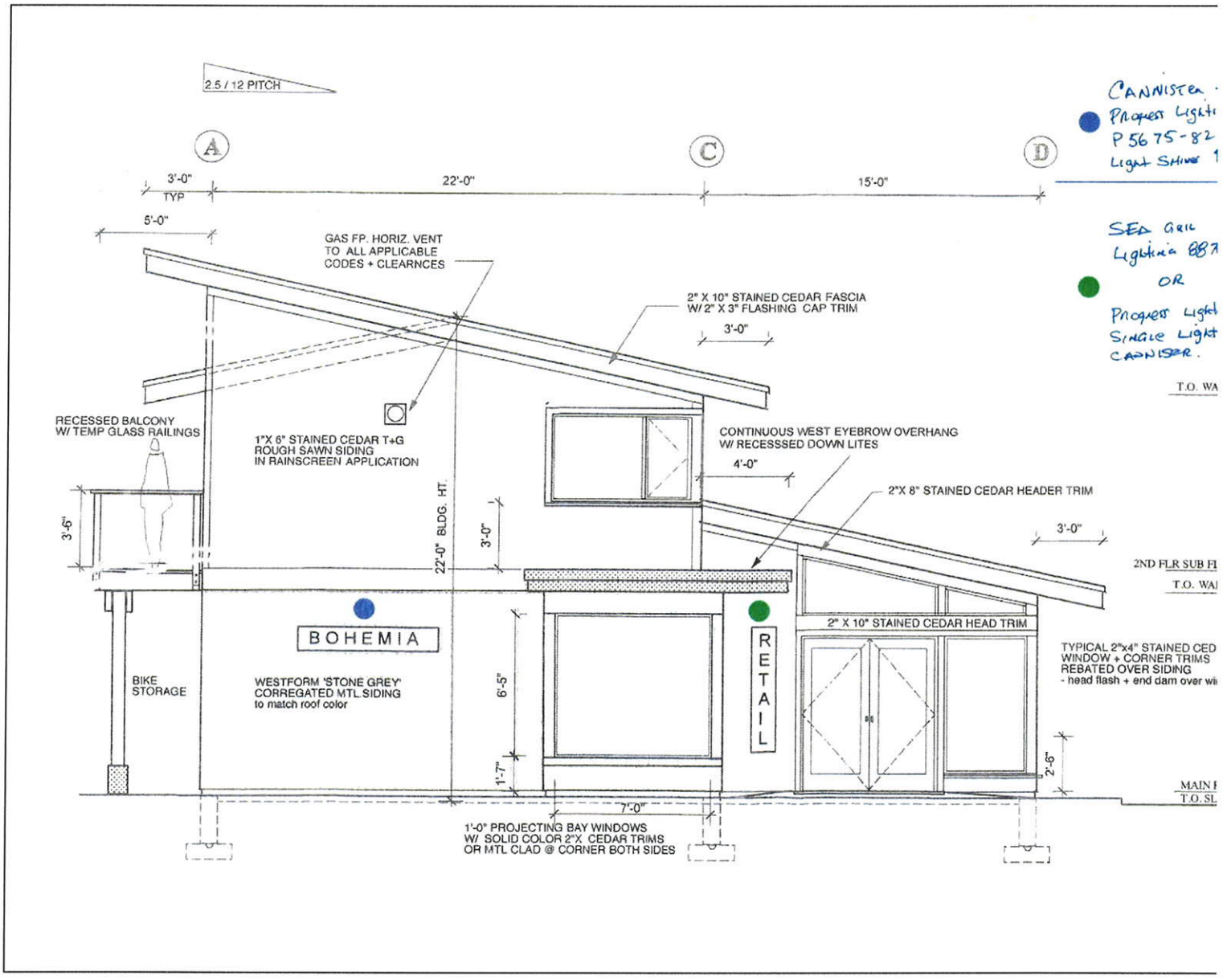
800 x 850 x 850

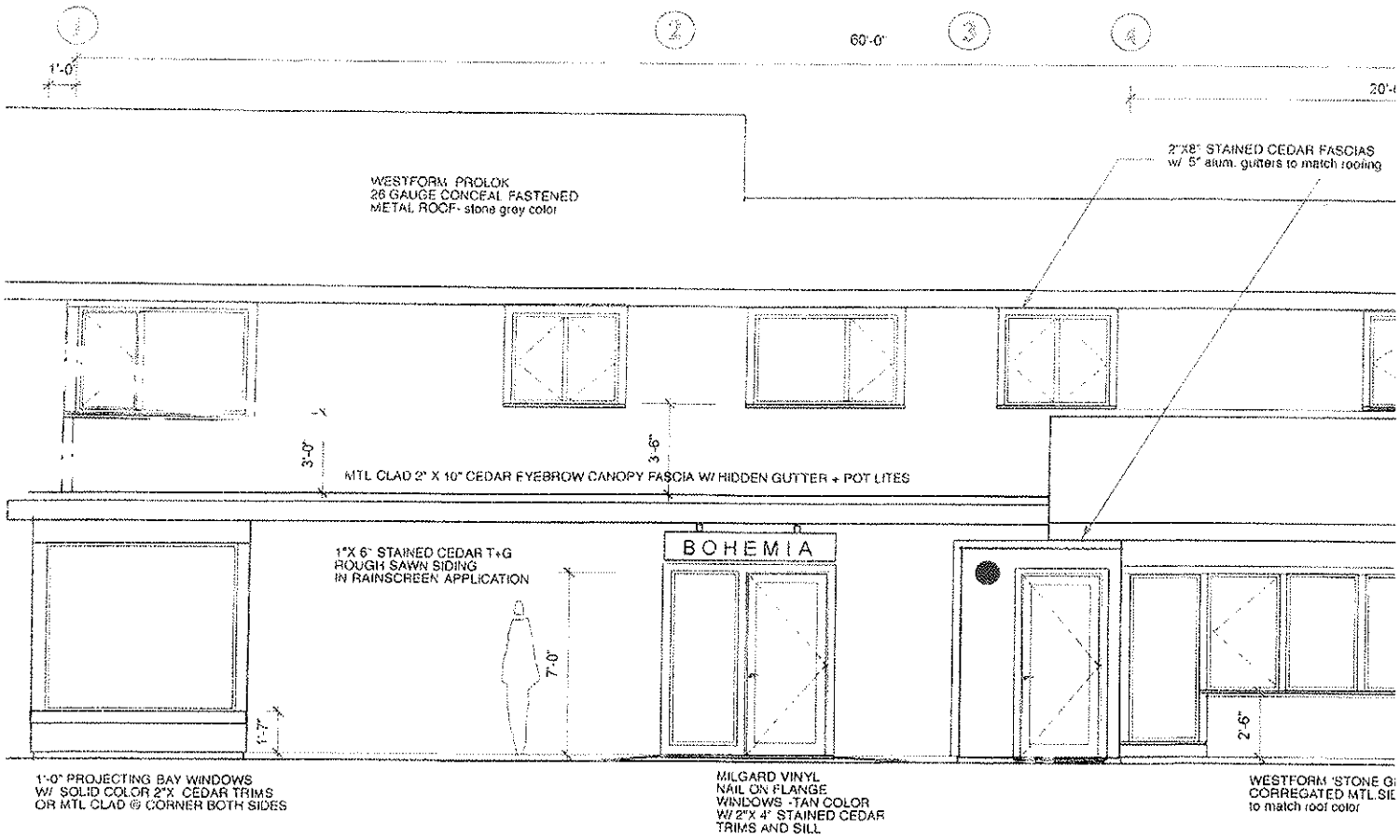
Material

Mainframe 50 NB x 3.2 MD Ha
bar Finish: Hot dip galvanised,
Dulux Powdercoat Colour

Fixings Details

2 x 12mm x 125mm stainless s
tamper resistant fasteners incl


2.5 / 12 PITCH
A
C
D
3'-0" TYP
22'-0"
15'-0"
5'-0"
GAS FP. HORIZ. VENT TO ALL APPLICABLE CODES + CLEARNCES
2" X 10" STAINED CEDAR FASCIA W/ 2" X 3" FLASHING CAP TRIM
3'-0"
RECESSED BALCONY W/ TEMP GLASS RAILINGS
1"X 6" STAINED CEDAR T+G ROUGH SAWN SIDING IN RAINSCREEN APPLICATION
CONTINUOUS WEST EYEBROW OVERHANG W/ RECESSSED DOWN LITES
4'-0"
2"X 8" STAINED CEDAR HEADER TRIM
3'-0"
3'-6"
22'-0" BLDG. HT.
3'-0"
BOHEMIA
RETAIL
2" X 10" STAINED CEDAR HEAD TRIM
BIKE STORAGE
WESTFORM 'STONE GREY' CORREGATED MTL SIDING to match roof color
6'-5"
1'-7"
2'-6"
7'-0"
1'-0" PROJECTING BAY WINDOWS W/ SOLID COLOR 2"X CEDAR TRIMS OR MTL CLAD @ CORNER BOTH SIDES
CANNISTER
Progress Lighti
P5675-82
Light Shiver
SEE GRIL
Lightinia 887
OR
Progress Light
Single Light
CANISTER.
T.O. WA
2ND FLR SUB FI
T.O. WAI
TYPICAL 2"x4" STAINED CED
WINDOW + CORNER TRIMS
REBATED OVER SIDING
- head flash + end dam over wi
MAIN F
T.O. SL



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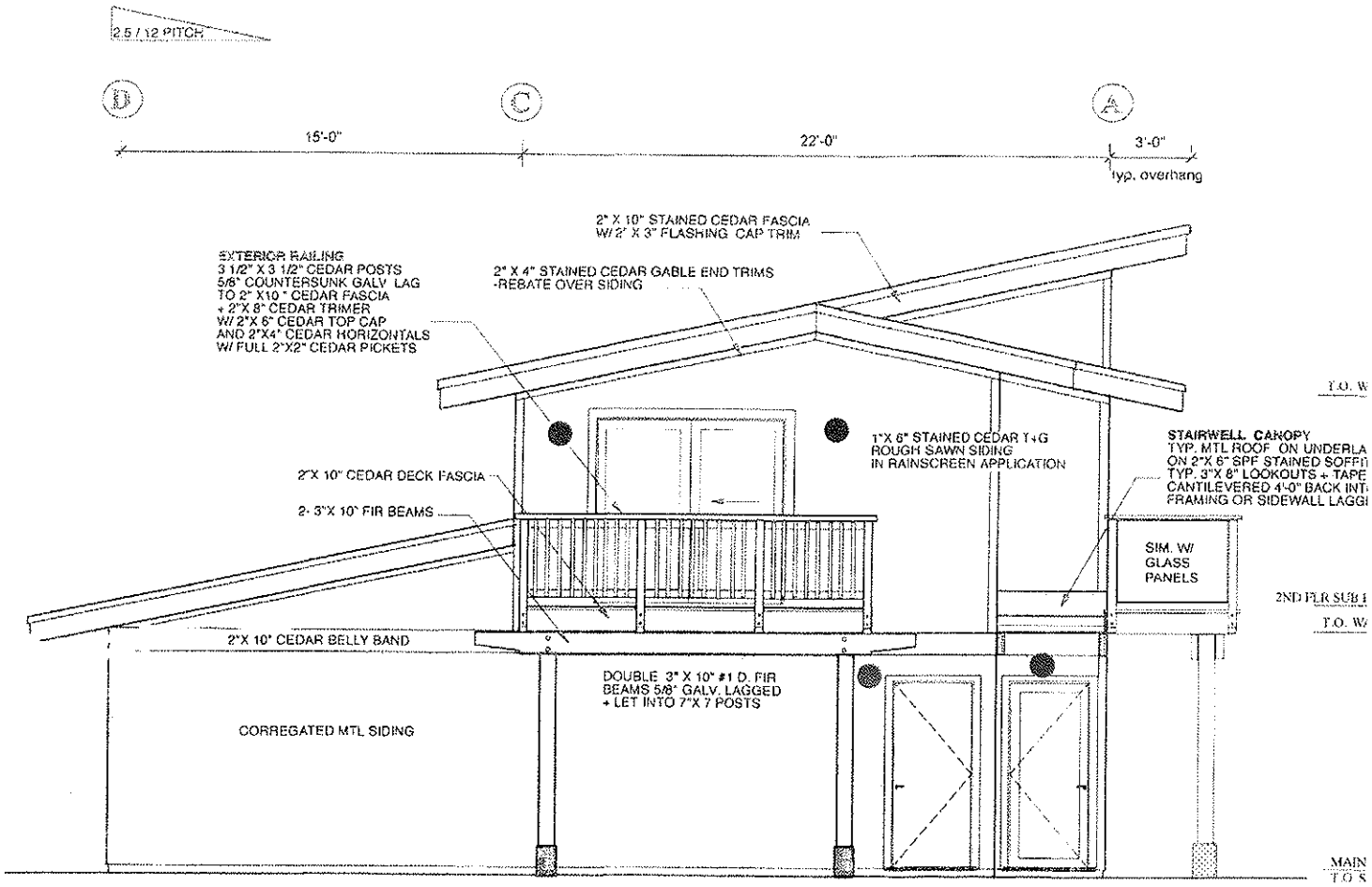
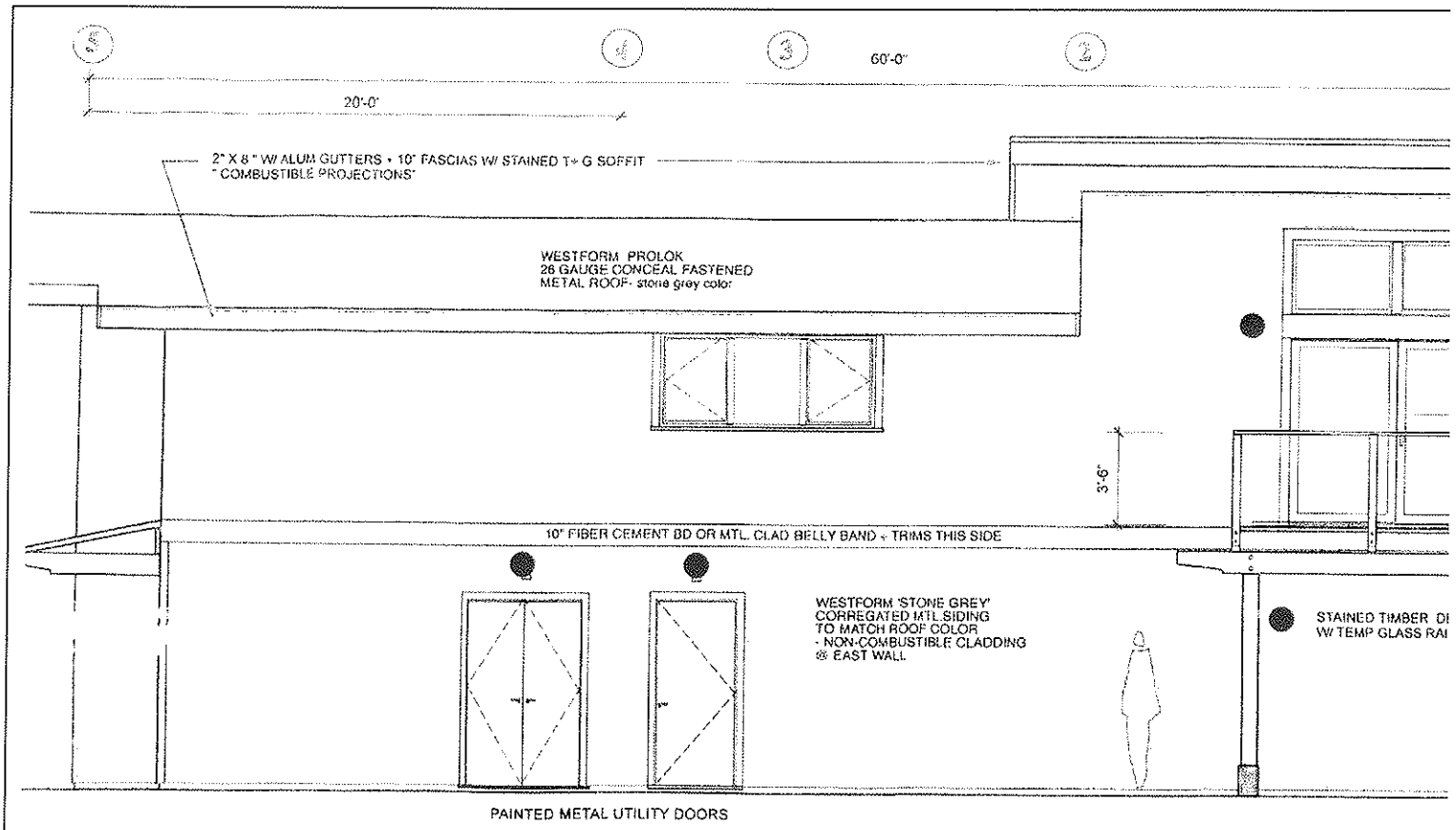

2.5 / 12 PITCH
D
C
A
15'-0"
22'-0"
3'-0"
typ. overhang
2" X 10" STAINED CEDAR FASCIA
W/ 2" X 3" FLASHING CAP TRIM
EXTERIOR RAILING
3 1/2" X 3 1/2" CEDAR POSTS
5/8" COUNTERSUNK GALV LAG
TO 2" X10" CEDAR FASCIA
+ 2"X 8" CEDAR TRIMER
W/ 2"X 6" CEDAR TOP CAP
AND 2"X4" CEDAR HORIZONTALS
W/ FULL 2"X2" CEDAR PICKETS
2" X 4" STAINED CEDAR GABLE END TRIMS
-REBATE OVER SIDING
1"X 6" STAINED CEDAR T+G
ROUGH SAWN SIDING
IN RAINSCREEN APPLICATION
STAIRWELL CANOPY
TYP. MTL ROOF ON UNDERLA
ON 2"X 6" SPF STAINED SOFFI
TYP. 3"X 6" LOOKOUTS + TAPE
CANTILEVERED 4'-0" BACK INT
FRAMING OR SIDEWALL LAGGI
2"X 10" CEDAR DECK FASCIA
2- 3"X 10" FIR BEAMS
SIM. W/
GLASS
PANELS
2ND FLR SUB
T.O. W
T.O. W
2"X 10" CEDAR BELLY BAND
DOUBLE 3" X 10" #1 D. FIR
BEAMS 5/8" GALV. LAGGED
+ LET INTO 7"X 7 POSTS
CORREGATED MTL SIDING
MAIN
T.O.S



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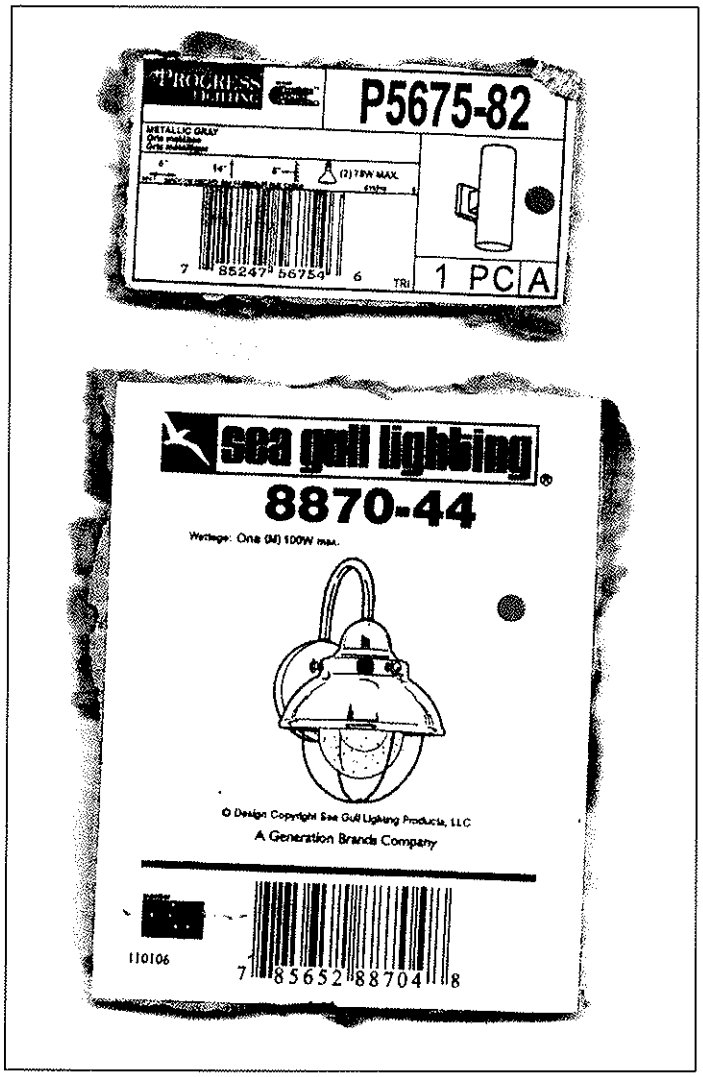
PROGRESS
P5675-82
METALLIC GRAY
(2) 75W MAX.
7 85247 56754 6 TRI
1 PC A
sea gull lighting
8870-44
Wattage: One (M) 100W max.
© Design Copyright Sea Gull Lighting Products, LLC
A Generation Brands Company
110106
7 85652 88704 8

Evaluation of Development Permit Area 1 Guidelines

Legend

	The proposal is consistent with this guideline.
	The proposal is not consistent with this guideline.

*Note that only applicable guidelines are included in this analysis

E.1	DEVELOPMENT PERMIT AREA 1 – ISLAND VILLAGES	STAFF COMMENTS
E.1.4	**Guidelines for General Site Design, Building Location and Access**	
General Guidelines		
E.1.4.1	All commercial, industrial and multifamily sites should be designed to reduce impacts on neighbouring properties, on-site residential areas and public places, including the sea. Particular attention should be paid to locating and screening loading docks, waste containers, propane tanks, air-conditioning units and other service areas to reduce noise and visual impacts. This guideline is particularly important for development next to schools and hospitals.	*The proposal is relatively consistent with this guideline. Parking has been sited at the rear of the property to reduce visual impacts. Waste containers are sited at the side of the property and will be screened by a garbage shed and landscaping features. There is only partial screening in the rear portion of the property.*
E.1.4.2	All commercial, industrial and multifamily developments should be designed so that the obstruction of views from neighbouring properties is minimized.	*The proposal is consistent with this guideline. The proposed 2 storey building is sited at the front of the lot. Neighboring properties to the east and west consist of parking lots rather than buildings. The building is over 18 metres away from the property to the south, which should minimize view obstruction.*

E.1.4.4	Major new commercial, industrial and multi-family developments should include construction of a sidewalk or walking path on adjacent road rights-of-way. All sidewalks and internal site circulation routes should ensure barrier-free access.	*The proposal is not consistent with this guideline. The proposed site plan includes an internal circulation route at the front of the lot, adjacent to the road right of way. Barrier free access is not included in the plans at the front of the lot. Landscaping at the northwest and northeast corner of the lot could impede pedestrian traffic flow. The proposed plans do not indicate how the brushed concrete at the front of the lot will be congruent with the grade along the adjacent road right of way.* *The proposed plans do not provide a sidewalk in the road right of way, however Ministry of Transportation and Infrastructure staff have indicated that sidewalk construction in the road right of way is not feasible at this time due to drainage issues on Rainbow Road.*
E.1.4.5	Site access to commercial and multi-family developments should encourage use by pedestrians and cyclists. Internal circulation routes for pedestrians and cyclists should be segregated from vehicular routes, with an emphasis given to pedestrian and cyclist safety over vehicular convenience if necessary. Site plans of large new developments should show how transit stops could be accommodated in the future. Site access in Ganges Village should be arranged to coordinate with the Ganges Public Pathway System, including the seawalk. Potential routes for the system are shown in a conceptual way on Map 17.	*The proposal is relatively consistent with this guideline. The proposed plans do not confirm that site access will be maintained to support pathways.* *The proposed internal circulation route and plaza encourage use by pedestrians and cyclists. Bike racks are located on the opposite side of the lot from the driveway access, which will encourage segregated access.*

E.1.4.6	Commercial developments should provide structures for the convenient and secure parking and locking of bicycles, close to and visible from the adjacent streets. Such structures should not obstruct pedestrian movement on the site.	*The proposal is consistent with this guideline. The proposed plan includes a visible, covered bike rack located close to Rainbow Road. The proposed bike rack is consistent with the preferred bicycle parking structure identified in the Salt Spring Island Land Use Bylaw. Pedestrian movement should not be impacted by the site design as the bike rack is located on the side of the building away from the main plaza area.*
E.1.4.7	Where appropriate, buildings in the Ganges Village Core, Channel Ridge Village Core and in Fulford Harbour should be connected with arbours, courtyards and pathways to make them inviting to pedestrians. Along pedestrian routes, attractive public seating and resting areas should be incorporated into project designs.	*The proposal is not consistent with this guideline. Pathway access is not proposed. The site design could support a pathway, so long as site access is maintained towards the rear of the lot. Site access is not included in the development plans. The plaza area contains benches and planters with seating edges, which are considered attractive public seating and resting areas.*
E.1.4.8	Where possible, buildings should be sited and designed in a way that maximizes solar gain and reduces energy loss. Obstruction of solar gain on surrounding properties should be minimized.	*The proposal is consistent with this guideline. The property to the west is a parking lot and the neighboring building to the east is setback ~16 metres from the shared lot line. Note that solar gain will be significantly increased since the removal of 47 mature Leyland Cypress on this property (authorized through SS-HAP-2015.1).*
Guidelines for specific village locations and situations		

E.1.4.9	To ensure a compact and pedestrian-orientated commercial area in village cores, new commercial developments in the Ganges Village Core, the Channel Ridge Village Core and in Fulford Harbour Village should ideally be located with no or little setback from the front property line. Minor variations could be included to provide small public spaces and pedestrian amenities along the streetfront. Exceptions to this guideline could be considered: a. On Hereford Avenue in Ganges where greater setbacks could reflect the location of existing structures. Building setbacks along Hereford Avenue should show a transition between new and old structures that enhances pedestrian use, and includes public space and amenities. b. On waterfront properties in the Ganges Village Core and in Fulford Harbour Village, where developments should be oriented towards the harbours and parking should be located upland of the principal use on the property.	*The proposal is consistent with this guideline. The proposed setback is 1.6 metres from the front lot line. The applicant has obtained a permit from the BC Ministry of Transportation and Infrastructure, which permits building less than 4.5m from the property line fronting a provincial public highway.*
E.1.4.10	Where commercial developments have street frontage in the Ganges Village Core, Channel Ridge Village Core and Fulford Harbour Village, the main floor should be preferably occupied by retail stores, restaurants, and personal service uses in order to maintain the interesting and lively commercial character of the villages. Most new business and professional offices and residential units should ideally be located on the upper levels of commercial developments or on a side of the building without street frontage. Access for the disabled to upper levels should be considered.	*The proposal is relatively consistent with this guideline. The main floor contains retail space, while the upper floor contains office and storage space. However, the proposal does not include access for the disabled to the second floor of the building.*
E.1.4.16	All development in the Ganges Village and Fulford Harbour Village Designations should be located so as not to interfere with existing harbour views from public areas and roadways. Particularly important harbour views to be preserved in Ganges include those from Upper and Lower Ganges Roads, the foot of Park Drive, Rainbow Road and Fulford-Ganges Road, Centennial Park and Gasoline Alley. Views to be preserved in Fulford Harbour include those from Fulford-Ganges Road and from Beaver Point Road.	*The proposal is consistent with this guideline. The view of Ganges Harbour from the foot of Rainbow Road will not be impacted by this proposal. The view of Ganges Harbour from nearby public areas and roadways may be impacted, although views are expected to be better maintained with the removal of 47 mature Leyland Cypress from the property (authorized through SS-HAP-2015.1)*
E.1.5	**Guidelines for Offstreet Parking Lot Location and Design**	
E.1.5.1	The preferred location for a parking lot is behind the building it serves, so that the lot cannot be seen from the main street on which the building is located. If parking behind a building is not possible, streetfront parking lots should be designed with a maximum street frontage of 10 m and an effective landscape screen. Developments on Ganges or Fulford Harbours should be considered as exceptions to this general guideline so that buildings (rather than parking lots) are located immediately next to the harbour. In these situations, parking lots would have street frontage but should be well screened from the street and incorporate effective and attractive facilities for pedestrians to access the harbour.	*The proposal is consistent with this guideline. The parking lot is located at the rear portion of the lot and is largely concealed from Rainbow Road.*

E.1.5.3	Parking lot access lanes should be located and designed to reduce breaks along the street wall and to reduce accesses that cross sidewalks. Entrances from secondary frontages or from rear lanes are preferred. Parking lots should hold all vehicular manoeuvring requirements for entry and exit to and from individual parking spaces.	*The proposal is consistent with this guideline. The break created by the access lane is as narrow as possible while being within Bylaw requirements. There are neither secondary frontages nor rear lanes available to this lot. The parking lot manoeuvring aisle is consistent with Bylaw requirements.*
E.1.5.4	Offstreet parking spaces should not be located so that cars must exit or manoeuvre by backing over a sidewalk or other pedestrian route.	*The proposal is consistent with this guideline. The parking lot provides sufficient room for vehicles to manoeuvre and exit the parking lot in a forward direction.*
E.1.5.5	In Ganges, between Jackson Avenue and Lower Ganges Road, new developments proposed along the north side of McPhillips Avenue, both sides of Hereford Avenue and the south side of Rainbow Road should allow for the development of a rear lane way (where topography permits) that provides access to parking lots in the rear and minimizes access breaks along the streets. The lane way should be about 7.5 m in width and should be landscaped and paved to make it an attractive pedestrian route. Consideration could be given to using arcades, hidden courts or other architectural features that would encourage development of secondary retail frontage along the lane.	*The proposal is not consistent with this guideline. A rear laneway is not proposed. In order to meet this guideline and leave space for a rear laneway, the amount of required parking spaces would have to be reduced, and the fencing would have to be removed.*
E.1.5.6	Parking spaces for the disabled should be plentiful, prominently marked and carefully located for maximum convenience and proximity to accessible building entrances and weather protection features. If necessary, exceptions to the guidelines for parking location may be made to maximize convenience for the disabled.	*The proposal is relatively consistent with this guideline. While only one parking space is dedicated as disabled, this is consistent with parking requirements in the Salt Spring Island Land Use Bylaw.*
E.1.5.9	Parking should only be at ground level or below.	*The proposal is consistent with this guideline.*
E.1.5.10	Areas should be provided for the loading and unloading of trucks. Sites should allow delivery trucks to manoeuvre without having to block or back onto an adjacent street, parking aisle or pedestrian route. Emergency vehicles should be able reach all parts of the development easily.	*The proposal is consistent with this guideline. One sufficiently sized loading space is provided. Loading trucks will have to either manoeuvre within the parking aisle, or back on to the adjacent street and pedestrian route. Salt Spring Island Fire Rescue staff have indicated that emergency vehicles will be able to reach all parts of the development.*
E.1.6	**Guidelines for Building Form**	

Height		
E.1.6.1	Building height should be in keeping with local bylaws and neighbouring structures. If a third storey is allowed by zoning for residential use, it should be located as a half storey. In such a situation, a building height variance up to 10.6 m could be requested, provided other design aspects work to reduce the apparent mass of the structure.	*The proposal is consistent with this guideline. A third storey is not proposed.*
Scale, massing and modulation		
E.1.6.2	Horizontal building modulation and articulated facades should be used to reduce the apparent mass of buildings facing the street. They should create a pedestrian scale and interest along adjacent sidewalks and along the Ganges Public Pathway System. To enhance village vitality, consideration should also be given to creating secondary retail frontage along arcades and at the rear of buildings. These ideas should especially be considered where buildings are next to the Ganges Public Pathway System.	*The proposal is consistent with this guideline. The building has horizontal modulation, varied roof lines and large windows along the street, which all to help reduce massing. The plaza will further help create pedestrian scale and interest along Rainbow Road.*
E.1.6.4	Existing site topography and landscape should not be significantly altered and should be complemented by proposed structures.	*The proposal is consistent with this guideline. The lot is flat and relatively bare. The proposed structures and landscaping will enhance the site.*
E.1.6.6	New buildings should not have a street frontage width more than 2.5 times their height. Buildings with extensive street frontage should avoid long homogenous facades. They should have a scale, size, massing, shape, roof line and exterior finish that is sufficiently varied and articulated as to give the impression of separate small units, rather than a large mass.	*The proposal is consistent with this guideline. The street frontage width is equal to the building height. The building has horizontal modulation, varied roof lines and large windows, which help reduce massing.*
E.1.6.7	The existing "rhythm" of buildings along street frontages should be respected. Buildings that replace existing structures should retain the original width of the front elevation and the spacing between buildings. In Fulford Harbour particularly, the size, spacing, front elevation width and orientation of buildings along Fulford-Ganges and Morningside roads should be retained by any new development.	*The proposal is relatively consistent with this guideline. There are parking lots to the east and west of the subject lot. The nearest building (to the east) is also located at the front of the lot. The proposed building retains the original width of the existing building that it is replacing.*
Roof design		
E.1.6.10	To encourage use of the village during all seasons, continuous weather protection should be provided for pedestrians along sidewalks. The minimum width should be 1.5 m.	*The proposal is not consistent with this guideline. The internal circulation route at the front of the lot has minimal weather protection. There is a 1.2 meter wide eyebrow canopy covering on the walkway in the plaza, which provides covered access to the building's main*

		entrances.
Window and door design		
E.1.6.13	The use of handcrafted doors made by local artisans is encouraged.	*The proposal is not consistent with this guideline. Handcrafted doors are not included in the development plans.*
Details		
E.1.6.14	The use of imaginative, handcrafted products of local craftspeople is encouraged. In Fulford Harbour Village particularly, natural and "found" materials should be incorporated into exterior details by local artisans, in keeping with existing development. More conventional or formal materials should be avoided.	*The proposal is relatively consistent with this guideline. The fence at the rear of the property will be handcrafted. Otherwise, there are no handcrafted exterior details in the development plans.*
E.1.6.15	A pleasant pedestrian environment in villages should be enhanced by pedestrian-oriented features.	*The proposal is consistent with this guideline. The plaza area and internal circulation route are considered pedestrian-orientated features. Landscaping features do not hinder pedestrian access.*
E.1.6.17	All portions of a building should be authentic, functional space - artificial or contrived architectural features (for example, artificial lighthouses, windmills or turrets) should not be included in building designs.	*The proposal is consistent with this guideline.*
E.1.6.20	Facilities should be provided for convenient, barrier-free access for the disabled.	*The proposal consistent with this guideline. The development plans include an accessible washroom on the main floor.*
E.1.7	**Guidelines for Landscaping and Parking Surfaces**	
E.1.7.1	Informal, natural landscaping that gives a native appearance is encouraged as opposed to formal, decorative plantings. Hard surfacing should not be used as a substitute for vegetation.	*The proposal is consistent with this guideline. The landscaping plan includes native plants of various sizes. Hard surfacing is proposed for the plaza area, although planters and pots will complement this area.*
E.1.7.3	Plant materials should be durable, low-maintenance types. Care should be taken not to obscure sight lines at intersections and parking lot entrances.	*The proposal is consistent with this guideline. Many plants are drought tolerant once established. The plants at the parking lot entrance are not expected to obscure site lines.*

E.1.7.4	Landscaping should be used to as an integral part of developments and should help in the function and organization of a site; to create the sense of entry into buildings and to define and enliven public spaces. While screening of unattractive building features is important, landscaping should be designed to ensure a broader function.	*The proposal is relatively consistent with this guideline. Landscaping is prominent at the front of the lot, creating a sense of entry into the building and plaza area. A wood screen fence and native vegetation is proposed to help screen a portion of the property to the south. Landscaping in the rear portion of the lot is minimal.*
E.1.7.5	Soft landscaping should cover a minimum of 40% of parcel areas in multifamily residential developments and at least 20% of the parcel area in commercial and industrial developments. Developments that provide special needs housing or affordable seniors' supportive housing may have a reduced area of soft landscaping if necessary to accommodate special facilities, providing that neighbouring properties are buffered by a vegetation screen and that parking lots are landscaped as outlined in Guideline E.1.7.16. The area calculated as soft landscaping does not include parking areas, vehicle lanes and manoeuvring areas, private open space and adjacent boulevards on public lands.	*The proposal is not consistent with this guideline. Soft landscaping does not cover 20% of the lot. However, the lot is limited due to parking area requirements. Neighboring properties are partially buffered by landscaping screens. To satisfy this guideline, a reduction in parking spaces is likely required.*
E.1.7.6	All landscaping work on major new developments should meet the British Columbia Landscape Standard published by the British Columbia Society of Landscape Architects and the British Columbia Nursery Trades Association and should be covered by a performance bond for a period of one year from the date of final installation, in order to ensure survival or replacement of plantings. All landscaping should be maintained in perpetuity.	*The proposal is relatively consistent with this guideline. The applicant has paid a $3000 security fee to ensure revegetation and satisfy landscaping requirements of SS-HAP-2015.1, which allows landscaping plans under DPA1 to supersede the Heritage Alteration Permit Plans. This security fee is to be retuned once revegetation is complete. This security fee is not guaranteed to ensure survival or replacement of plantings. The landscaping plan indicates that all plant materials and planting methods follows the British Columbia Landscape Standards.*
E.1.7.7	All hard and soft landscaping and paving, including sidewalks, pedestrian amenities, street furniture, cycle racks and parking lot lines on major new developments should be installed prior to issuance of any building occupancy permit. A letter of credit should be deposited for an amount equal to 150% of the cost of the work to be completed.	*The proposal is consistent with this guideline. The proposed permit requires hard and soft landscaping to be completed prior to issuance of a building occupancy permit. The applicant has paid a $3000 security fee to ensure soft landscaping is completed.*

E.1.7.8	Plant materials should be chosen with a view to conserve water.	*The proposal is consistent with this guideline. Many of the proposed plants are drought tolerant once established. Native plants are also proposed, which should be tolerant of the local climate.*
E.1.7.12	Care should be taken to ensure that new landscape features enhance, but will not block existing ocean views from roads and public areas as they mature.	*The proposal is consistent with this guideline. The proposed plants are of various sizes and are dispersed throughout the front portion of the lot.*
E.1.7.13	Fencing should be natural in appearance and coordinated with the design of the main building. Appropriate materials are those that reflect a natural, locally crafted character, such as local stone, heavy timbers or local wood.	*The proposal is consistent with this guideline. The salal plantings in front of the wood fence at the rear of the property will give the fence a natural appearance. The recycled concrete wall will be well screened by vegetation.*
E.1.7.14	The use of trees and other vegetation along roadways in a manner that "crowds" the street, and causes automotive traffic to slow is strongly encouraged.	*The proposal is consistent with this guideline. The building itself will 'crowd' the street and should encourage slower automobile traffic. Trees and other vegetation are proposed at property corners along Rainbow Road. While this landscaping will crowd the street, it may also hinder pedestrian traffic along Rainbow Road.*
E.1.7.16	Parking lots should be carefully landscaped to screen them from adjacent streets and land uses, to provide shade and to avoid large expanses of uninterrupted asphalt. The following landscape guidelines apply specifically to parking lots, including off-site parking lots: a. Parking lots with street frontage should be screened by a landscaped strip with a minimum width of 3 m. The perimeter of parking lots should also be screened with a minimum width of 2 m. b. Parking lots with more than 10 spaces should include interior landscaping islands and peninsulas that occupy at least 5 per cent of the lot area besides the street frontage and perimeter strips. Irregular shapes of parking islands are encouraged, especially those incorporating existing vegetation naturally and informally. c. Reductions in parking space requirements may be requested to accommodate adequate parking lot landscaping. d. The use of permeable parking materials such as "hard grass" is strongly encouraged to soften the visual effect of parking lots and minimize changes to site drainage.	*The proposal is not consistent with this guideline. There is no landscaping proposed for the rear portion of the side lot lines. Two thirds of the rear portion of the parking lot is proposed to be screened by a wood fence and salal plantings.* *The proposed parking lot does not include interior landscaping islands and peninsulas.* *Crushed gravel is the proposed permeable parking lot material.*

E.1.7.17	Parking lots should be surfaced and lined before issuance of an occupancy permit to ensure efficient use. Alternatives to paving such as interlocking or permeable pavers are encouraged. Unpaved parking lots may be considered in some locations provided lots have less than 10 spaces and other techniques are used to ensure efficient use. Unpaved parking lots are encouraged in Fulford Harbour Village. Driveways providing access to multifamily developments should employ speed control devices at entries.	*The proposal is relatively consistent with this guideline. The proposal requires 11 parking spaces and the parking lot is planned to be surfaced with crushed gravel (i.e. unpaved).*
E.1.7.18	Sidewalks, patios and decks should be constructed of natural materials or interlocking pavers. Brushed concrete and asphalt should be avoided. In Fulford Harbour in particular, sidewalks should be carefully and creatively designed to ensure that the informal and somewhat irregular character of the village is retained.	*The proposal is relatively consistent with this guideline. Concrete slabs are proposed for the plaza area. The amount of proposed brushed concrete is minimal, as it is provided for the internal circulation route around the building.*
E.1.8	**Guidelines for Lighting**	
E.1.8.1	Lighting of commercial and industrial sites should be kept to the minimum necessary for pedestrian safety and visibility. A low level of light should be maintained in the night time atmosphere of villages. Lighting in parking lots should be adequate for security purposes.	*The proposal is consistent with this guideline. Lights are located near signs, doors and walkways. It is anticipated that there will some 'spillover' light onto the parking lot from the lights affixed to the south side of the building, and from neighboring properties.*
E.1.8.2	Light fixtures on commercial and industrial sites should be carefully chosen to focus light on the area to be illuminated. The spillage of light into onsite residential areas, neighbouring properties, streets or other public areas including the sea should be avoided. Fixtures should not result in glare when viewed from residential areas that overlook villages.	*The proposal is consistent with this guideline. Pot lighting and canister type lighting will focus light on key areas. The sea gull lighting used on the east elevation may spill into the neighboring property parking lot; however, the applicant indicates this is for safety and security reasons.*
E.1.8.3	Light fixtures should be simple and unobtrusive in design. The use of indirect lighting mounted on the fronts and sides of village buildings is encouraged.	*The proposal is consistent with this guideline.*
E.1.8.4	Incandescent fixtures are preferred.	*The proposal is consistent with this guideline. The proposed fixtures will support incandescent light bulbs.*

E.1.8.5	Light fixtures mounted on masts or walls should be pedestrian in scale and should not exceed 3.5 m in height.	*The proposal is relatively consistent with this guideline. The majority of the proposed lighting is pedestrian in scale. The plans include lighting fixtures affixed to two exterior walls (east and south), located a 5.4m in height. These fixtures are for the covered decks on the upper second floor.*
E.1.8.7	Flashing or strobe lights should not be used to attract attention to commercial uses.	*The proposal is consistent with this guideline. Flashing or strobe lights are not proposed.*
E.1.9	**Sign Guidelines**	
E.1.9.1	Signs should be coordinated with buildings in terms of location, scale, materials, finishes and colours.	*The proposal is not consistent with this guideline. Materials, finishes and colours have not been provided in the plans. The draft permit requires signage to be substantially in accordance with this guideline; however, a signage plan is preferred.*
E.1.9.2	Signs should be kept to the minimum size and number needed to inform and direct residents and visitors. Sign size and lettering should not exceed that necessary to direct pedestrians and slow-moving traffic: letters should rarely exceed 20 cm in height; the area of individual signs should rarely exceed 2.5 m2. Total permitted sign area should not exceed that permitted by local bylaw.	*The proposal is not consistent with this guideline. Sign size and lettering details are not provided in the plans. The proposed permit requires signage to be substantially in accordance with this guideline; however, a signage plan is preferred.*
E.1.9.3	All signs should be kept at a pedestrian viewing level. They should not obstruct pedestrian traffic. Some exceptions to the guidelines in this Section may be considered for marine-oriented businesses which offer services to marine traffic. However care must be taken to ensure that the character of the harbour as viewed from the sea is not dominated by commercial signs.	*The proposal is consistent with this guideline. Signs locations on the building plans are conducive to pedestrian viewing and traffic. Note that a formal signage plan has not been submitted.*
E.1.9.4	Signs should be constructed of natural materials, preferably with a handcrafted look. Plastic, back lit signs should not to be used, especially those dominated by product logos and trademarks.	*The proposal is not consistent with this guideline. Materials, finishes and colours have not been provided. The proposed permit requires signage to be substantially in accordance with this guideline; however, a signage plan is preferred.*

E.1.9.5	Front-lit signs with soft light levels are preferable.	*The proposal is consistent with this guideline. The sign locations on the building plans and the proposed lighting plan indicate that signs will be front-lit with soft light levels.*
E.1.9.6	Signs should not move or be audible. They should not incorporate lighting that moves or flashes or gives the impression of doing so. Neon lighting should not be used outside buildings.	*The proposal is consistent with this guideline. The applicant states that signs will not be moving, nor have flashing or neon lighting, however, a signage plan is preferred.*
E.1.10	**Guidelines regarding Stormwater Drainage and Water Pollution**	
E.1.10.2	Developments that would create less than 280 m^2 of impervious surface area should not alter drainage in a way that would cause detrimental impacts on other properties, including agricultural land. The Local Trust Committee could request that a drainage plan be prepared by a Professional Engineer to assist it in establishing development permit conditions related to drainage.	*The proposal is not consistent with this guideline. The proposed development plans show 260 m^2 of impervious surfaces being created by the building and hard surfacing. The proposed landscaping plan shows gravel surfacing and buried leaching chambers for site drainage. However, a drainage plan has not been submitted. This guideline cannot be evaluated without a formal drainage plan.*
E.1.10.3	Development should not result in the pollution of surface or groundwater supplies. Particular care should be taken to ensure that there are no detrimental impacts on agricultural land or to fishbearing watercourses because of water pollution.	*The proposal is not consistent with this guideline. This guideline cannot be evaluated without a formal drainage plan. The subject property is located 40m away from a Riparian Areas Regulation watercourse.*

4 March 2016

Karla Campbell CRD
145 Vesuvius Bay Road
Salt Spring Island
BC V8K1K3

RECEIVED

Dear Karla,

I talked to you this morning on the phone regarding the local bus-route.
I am a senior & live on North Beach Road, about 2 km from Ferwood Dock. As both my husband (he is house-bound) & I don't drive, I have used the local bus several times. However it's a long way (1/2 hour walk for me , one way) I found it not very convenient. Also I can't carry groceries or anything heavy.
I have the following suggestions or REQUEST . :

1. Is it POSIBLE to extend the bus route from Fernwood Dock to North Beach Road to the end & turn left up the hill to join North End Road ? This loop would have more than 100 homes enroute.
2. Or can you extend the Walker's Route on Wednesdays to do the same route suggested above to & from Ganges ?
3. . I found the winter schedule most inconvenient. As I take the bus to my doctor's clinic near the hospital. There's no connecting bus to downtown (to the post office & bank). Taking note that my doctor (near hospital) & dentist (downtown) both don't work on Fridays. Tuesdays don't work for me as I depend on my neighbour to go shopping once a week .

I know this is quite a puzzle for you to solve as I've done every time I need to catch a bus. MAYBE there's a solution. I don't want to move away like 3 of my neighbours RECENTLY as I've been here for over 27 years & I'm stubborn enough to stay put come what may !

Yours Very Sincerely

Ling Weston