

AGENDA

SALT SPRING ISLAND ADVISORY PLANNING COMMISSION

Date: Thursday, November 28, 2024
Time: 1:00 PM
Location: Salt Spring Island Baptist Church - Upper Hall, 520 Lower Ganges Road

1. **COMMISSION TRAINING AND ELECTION OF THE CHAIR AND VICE CHAIR** 20 minutes
2. **AGENDA** 5 minutes
 - 2.1 Approval of Agenda
3. **MINUTES OF PREVIOUS MEETINGS** 5 minutes

Please propose amendments to the draft minutes as worded resolutions in writing to be presented at the meeting

 - 3.1 Draft Minutes of the June 01, 2023 Meeting – *For Adoption* Page 2
4. **BUSINESS ITEMS** 30 minutes
 - 4.1 SS-RZ-2024.1- Vesuvius Ferry Terminal Redevelopment - To amend the OCP and Land Use Bylaw to permit the redevelopment of the existing ferry terminal area and wharf - Staff Report Page 6
5. **OTHER BUSINESS**
6. **ADJOURNMENT**



Salt Spring Island Advisory Planning Commission

Minutes of a Regular Meeting

Date of Meeting: Thursday, June 1, 2023

Location: Baptist Church, Lower Level Meeting Room
520 Lower Ganges Road, Salt Spring Island

Members Present: Theresa Burley, Commissioner
Donald Carlson, Commissioner
Anne Gunn, Commissioner
Gabriel Wiebe, Commissioner
Stanley Shapiro, Commissioner
Gordon Brent Brochu-Ingram, AAPC Commissioner
Jean Brouard, Commissioner

Regrets: Leigh Large, Commissioner

Absent: None

Staff Present: Rob Pingle, Acting Legislative Clerk
Chris Buchan, Planner 2
Louisa Garbo, Island Planner (via Zoom)

Others Present: 1 member of the public

These minutes follow the order of the agenda although the sequence may have varied.

Staff Pingle called the meeting to order at 1:01 p.m.

1. ELECTION OF THE CHAIR AND VICE-CHAIR

Staff Pingle discussed the roles and responsibilities of the commissioners.

Staff Pingle announced the election procedures.

Staff Pingle called for nominations for Chair.

Commissioner Brouard was nominated and accepted the nomination.

Staff Pingle called three times for further nominations. Hearing none, he declared the nominations closed. Commissioner Brouard was elected Chair by acclamation.

Staff Pingle called for nominations for Vice-Chair.

Commissioner Gunn was nominated and accepted the nomination.

Staff Pingle called three times for further nominations.

Hearing none, he declared the nominations closed. Commissioner Gunn was elected Vice-Chair by acclamation.

2. APPROVAL OF AGENDA

By general consent the agenda was adopted.

3. MINUTES OF PREVIOUS MEETING

3.1 Draft Minutes of the July 28, 2022 APC Meeting

By general consent, the minutes of the July 28, 2022 Salt Spring Island Advisory Planning Commission meeting were adopted.

4. BUSINESS ITEMS

4.1 Proposed Bylaw No. 530 – Accessory Dwelling Units - Staff Report

Planner Garbo presented the staff report on Proposed Bylaw No. 530.

There was discussion regarding the following

- consultation with First Nations and their concerns being raised.
- Option 3 in the staff report, dated April 13, 2023, to scale back the ADUs to be within only Schedule I.

It was MOVED and SECONDED,

That the Salt Spring Island Advisory Planning Commission recommend to the Salt Spring Island Local Trust Committee that Proposed Bylaw No. 530 proceed as proposed.

It was MOVED and SECONDED,

That the Salt Spring Island Advisory Planning Commission amended the motion to include the following,

“subject to the following recommendations:

- That the ADUs would be in alignment with the Secondary Suites as in Schedule I of the Land Use Bylaw.”

DEFEATED

Returning to the original motion the Chair called a vote.

It was MOVED and SECONDED,

That the Salt Spring Island Advisory Planning Commission recommend to the Salt Spring Island Local Trust Committee that Proposed Bylaw No. 530 proceed as proposed.

CARRIED

4.2 SS-LCB-2023.1 – J. Chouinard, Canna Northwest Enterprises Inc. – Unit 105-109 McPhillips Ave, SSI – Liquor and Cannabis Regulation Branch referral for a Non-Medical Cannabis Retail Store License – Staff Report

Planner Buchan presented the staff report on SS-LCB-2023.1.

There was discussion regarding the parking conditions for the complex.

It was MOVED and SECONDED,

That the Advisory Planning Commission recommend to the Salt Spring Island Local Trust Committee that application SS-LCB-2023.1 for a proposed Cannabis Retail Store License located at 105 McPhillips Avenue proceed as proposed.

CARRIED

5. OTHER BUSINESS

6. ADJOURNMENT

By general consent the meeting adjourned at 3:09 p.m.

Jean Brouard, Chair

CERTIFIED CORRECT:

Rob Pingle, Recorder

MEMORANDUM

DATE OF MEETING: November 28, 2024
TO: Salt Spring Island Advisory Planning Commission
FROM: Chris Buchan, Acting Island Planner, Salt Spring Team
SUBJECT: Referral: Proposed Bylaws No. 538 & 539

File No.: SS-RZ-2024.1

PURPOSE

The Salt Spring Island Local Trust Committee (SS LTC) has referred proposed Bylaw No. 538 (cited as "Salt Spring Island Official Community Plan Bylaw No. 434, 2008, Amendment No. 1, 2024") and Bylaw No. 539 (cited as "Salt Spring Island Land Use Bylaw No. 355, 1999, Amendment No. 1, 2024") to the Advisory Planning Commission (APC).

BACKGROUND

At the SS LTC meeting of September 12, 2024, the SS LTC passed the following resolution:

SS-2024-090

It was **MOVED** and **SECONDED**

That the Salt Spring Island Local Trust Committee request staff refer Proposed Bylaw No's. 538 and 539 to agencies, organizations, and First Nations as identified in this staff report dated September 12, 2024.

CARRIED

Additional information regarding the application including the preliminary staff report with site context, photos, correspondence, and other information can be found on the Salt Spring Island Current Applications webpage: <https://islandstrust.bc.ca/island-planning/salt-spring/current-applications>

NEXT STEPS

Once the APC has deliberated on the proposed bylaws, the following draft resolutions have been provided for consideration:

1. If the APC wishes to recommend proceeding with the bylaw:

That the Salt Spring Island Advisory Planning Commission recommend to the Salt Spring Island Local Trust Committee that proposed Bylaws No. 538 & 539 proceed.

2. If the APC wishes to recommend proceeding with the subject to conditions:

That the Advisory Planning Commission recommend to the Salt Spring Island Local Trust Committee that proposed Bylaws No. 538 & 539 proceed, subject to the following recommendations:

- *[list recommendations]...*

3. If the APC wishes to recommend not proceeding with the application:

That the Advisory Planning Commission recommend to the Salt Spring Island Local Trust Committee that proposed Bylaws 538 & 539 not proceed for the following reasons:

- *[list reasons]...*

Submitted By:	Chris Buchan, Acting Island Planner	November 20, 2024
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ATTACHMENTS

1. SS LTC Staff Report dated September 12, 2024

DATE OF MEETING: September 12, 2024

TO: Salt Spring Island Local Trust Committee

FROM: Chris Buchan, A/Island planner
Salt Spring Island Team

COPY: Chris Hutton, Regional Planning Manager

SUBJECT: Vesuvius Ferry Terminal Redevelopment

Applicant: BC Ferries

Location: LOT 2, SECTION 9, RANGE 2 WEST AND SECTION 10, RANGE 3 WEST, NORTH SALT SPRING ISLAND, COWICHAN DISTRICT PLAN 43894 (PID: 004-473-442); DISTRICT LOT 600, COWICHAN DISTRICT (PIN: 532290) and DISTRICT LOT 2040 COWICHAN DISTRICT PLAN VIP75388 (PID: 025-710-371)

RECOMMENDATION

1. That Salt Spring Island Local Trust Committee Bylaw No. 538 cited as “Salt Spring Island Official Community Plan Bylaw No. 434 2008 Amendment No. 1 2024” be read a first time.
2. That Salt Spring Island Local Trust Committee Bylaw No. 539 cited as “Salt Spring Island Land Use Bylaw No. 355 1999 Amendment No. 1 2024” be read a first time.
3. That the Salt Spring Island Local Trust Committee request staff refer Proposed Bylaw No’s. 538 and 539 to agencies, organizations, and First Nations as identified in this staff report dated September 12, 2024.
4. That the Salt Spring Island Local Trust Committee request staff refer Proposed Bylaw No’s. 538 and 539 to the Advisory Planning Committee for comment.
5. That the Salt Spring Island Local Trust Committee request that the applicant submit to the Islands Trust a report from a qualified environmental professional prior to second reading conducting an assessment of the following:
 - a. Conservation Assessment;
 - b. Site Impact Assessment;
 - c. Impact Mitigation Measures;
 - d. Monitoring Requirements;
 - e. Restoration Assessment;

- f. **A Professionally certified opinion that, if the development is implemented as proposed, there will be no harmful alteration, disruption or destruction of environmentally valuable features, functions and conditions.**

REPORT SUMMARY

This staff report proposes amendments to the Salt Spring Island Land Use Bylaw No. 355 (LUB) and the Salt Spring Island Official Community Plan No. 434 (OCP) to rezone the Vesuvius Ferry Terminal upland and marine areas. The proposed amendments aim to bring the terminal into compliance with the current land use regulations and allow BC Ferries to proceed with the redevelopment of the terminal. Staff recommend the Salt Spring Island Local Trust Committee (LTC) consider the first readings of the draft bylaws (Attachments 1 and 2), direct staff to refer them to agencies and First Nations, and require the applicant to conduct an environmental assessment to analyze the development's impact on the sensitive shoreline ecosystem.

BACKGROUND

This report follows the preliminary report presented to the LTC on May 16, 2024, where the following resolutions were passed:

- SS-2024-061: The LTC directed staff to notify and seek input from local First Nations, the Capital Regional District, the Ministry of Transportation and Infrastructure, and other applicable agencies regarding proposed amendments.
- SS-2024-062: The LTC directed staff to prepare draft bylaws to amend the OCP and LUB to change the land use designations and zoning for the subject properties.

The Vesuvius Ferry Terminal redevelopment project includes the replacement of the trestle, expansion of the water lot, and improvements to the parking and traffic circulation on the upland terminal area. The redevelopment largely aligns with the Salt Spring Island OCP and LUB policies and addresses key issues identified in the BC Ferries Terminal Development Plan, with the exception of Policy B.2.4.2.2 which states "Zones within Residential Neighbourhoods will accommodate medium-density residential uses". The rezoning from Residential to Shoreline Development deviates from residential-focused policies but is necessary for the terminal's operations. This is the purpose of the corresponding OCP amendment Bylaw.

ANALYSIS

Policy/Regulatory

Islands Trust Policy Statement:

Staff have reviewed the Islands Trust Policy Statement in consideration of the application and determined a number of policies that apply to this application. At time of this report, staff have determined that the application is not in significant opposition to any of the policies, but that the proposal will need to be further examined through the recommended Qualified Environmental Professional Report assessing the sensitive shoreline ecosystem and mapped eelgrass beds. Compliance with the Policy Statement will be reassessed once the QEP report is submitted.

Official Community Plan

The Salt Spring Island OCP provides a framework for land use decisions that prioritize environmental protection, community well-being, and sustainable development. A full appendix on compliance is attached as attachment 3; however, the following OCP policies are particularly relevant to the Vesuvius Ferry Terminal redevelopment project:

Section C.2.4.2.4 (Water Transportation Objectives):

- *Policy: Maintain and enhance water transportation facilities while ensuring that they do not negatively impact the island's natural environment.*
- *Assessment: Meets*
The redevelopment of the Vesuvius Ferry Terminal aligns with the objective by providing safe and efficient transportation while incorporating environmental safeguards. The proposal to expand the water lot and improve traffic circulation supports this objective by enhancing operational efficiency and safety at the terminal.

Section A.4.1.4 (Precautionary Principle):

- *Policy: Adopt the precautionary principle in decision-making to prevent harm to human health and the environment.*
- *Assessment: Meets*
The requirement for an environmental assessment by a Qualified Environmental Professional (QEP) reflects this principle. It ensures that potential impacts on the sensitive shoreline ecosystem are thoroughly evaluated and mitigated before any redevelopment occurs.

Section A.5.2.8 (Protection of Sensitive Ecosystems):

- *Policy: Use Development Permit Area designations to protect sensitive ecosystems.*
- *Assessment: Meets*
The terminal area falls within Development Permit Area 3 (Shoreline) and Development Permit Area 6 (Unstable Slopes and Soil Erosion Hazards). The redevelopment will adhere to best practices for environmental protection, with the requirement for a Development Permit ensuring minimal disruption to the shoreline ecosystem.

Section B.3.1.1 (Tourism – Accommodation and Facilities):

- *Policy: Develop tourism facilities that preserve the island's natural and cultural heritage.*
- *Assessment: Meets*
The Vesuvius Ferry Terminal supports the island's tourism industry, and the redevelopment aims to enhance the terminal's capacity and functionality, improving the visitor experience. The project must be managed carefully to ensure it does not negatively impact the island's environment or residential character, but the overall objective is met.

Section B.2.4.2 (Residential Neighbourhoods):

- *Policy: Maintain medium-density residential uses and allow for rezoning where appropriate.*
- *Assessment: Does Not Meet*
The upland area is currently designated RN (Residential Neighbourhood), and the proposed rezoning to SD (Shoreline Development) would shift the area away from residential use. While the existing use has a long history, the rezoning deviates from the OCP's intent for this area. However, this change is necessary to align zoning with the actual land use and supports broader community objectives.

Section C.2.4.2.4 (Transportation):

- *Policy: To support the improvement of ferry terminal facilities to ensure they meet current and future needs of the community.*
- *Assessment: Meets*
The redevelopment project aligns closely with this objective by upgrading the terminal to better serve current demands and future growth in ferry usage.

Development Permit Areas

The Vesuvius Bay Terminal is within Development Permit Area 3 (Shoreline) and Development Permit Area 6 (Unstable Slopes and Soil Erosion Hazards). Demolition of the existing trestle and construction of the new trestle within the shoreline ecosystem, as well as the construction of retaining walls for parking area upgrades, will require a Development Permit submission to Islands Trust prior to construction.

Land Use Bylaw

The Vesuvius Bay marine terminal area is currently zoned S3, which permits public ferry wharves. The upland terminal area is zoned R8, which does not permit the existing use. Rezoning of the upland area from R8 to a zone that allows for the existing ferry terminal use is necessary and supported by the existing and historical use of the land.

Issues and Opportunities

Proposed Bylaws:

The proposed bylaw amendments would align the zoning with the existing and intended uses, allowing BC Ferries to proceed with the redevelopment project while ensuring compliance with current regulations.

Required Environmental Assessment:

A formal environmental assessment by a Qualified Environmental Professional (QEP) is required to ensure that the redevelopment does not negatively impact the sensitive shoreline ecosystem. This assessment will guide necessary mitigation measures. This requirement is further supported by applicable OCP policy found within Attachment 3.

APC Referral for Comment:

As recommended, a formal referral of this application to the Advisory Planning Committee (APC) would provide an additional opportunity for community feedback and input on the proposed amendments.

Islands Trust Conservancy

As part of the referral period, the planner would contact ITC staff as the application relates to Crown land and desktop mapping indicates that the marine project area would overlap with known eelgrass meadows.

Consultation

Statutory Requirements

In accordance with statutory requirements, a public hearing is required for this application. It is common practice to hold a Community Information Meeting (CIM) prior to the public hearing; however, the CIM could be waived if the LTC determines that consultation conducted for the Terminal Development Plan (TDP) is sufficient.

Early Engagement Notification

At the May 16, 2024 LTC Regular Meeting, LTC passed a motion to provide early notification of the redevelopment plans to the First Nations and applicable agencies. This has been completed with no responses received to date.

First Nations

If the LTC decides to proceed, staff will notify First Nations and request their input on the proposed redevelopment of the Vesuvius Bay Terminal.

The following First Nations were included in the early application notification:

Cowichan Tribes

Halalt First Nation

Lyackson First Nation

Penelakut Tribe

Stz'uminus First Nation

Malahat First Nation

Pauquachin First Nation

Semiahmoo First Nation

Tsartlip First Nation

Tsawout First Nation

Tsawwassen First Nation

Tseycum First Nation

Ts'uubaa-Asatx (Lake Cowichan) First Nation

Agencies

Should the application proceed through a formal referral, staff have identified the following agencies for bylaw referral. LTC may direct staff to include additional agencies for referral:

- Ministry of Transportation and Infrastructure
- Capital Regional District, Building Inspection
- Capital Regional District, Regional Parks Division
- Island Pathways
- Ministry of Water, Land & Resource Stewardship
- Island Health
- Gabriola Local Trust Committee
- Mayne Island Local Trust Committee

Rationale for Recommendation

The recommendations on page 1 are supported as:

- The redevelopment of the Vesuvius Ferry Terminal aligns with the Salt Spring Island Official Community Plan (OCP) objectives for water transportation. The project enhances the terminal's capacity and functionality, improving safety and efficiency, which are critical for the island's connectivity and accessibility.
- The proposed rezoning of the upland area from Residential Neighbourhood (RN) to Shoreline Development (SD) reflects the long-standing use of this site as a ferry terminal. This change brings the zoning into alignment with the actual use of the land, supporting the continued operation of essential transportation infrastructure that has served the community for over 60 years
- By requiring an environmental assessment from a Qualified Environmental Professional (QEP), the Salt Spring Island Local Trust Committee (LTC) ensures that the redevelopment will be conducted with appropriate environmental safeguards. This is crucial given the terminal's location within sensitive shoreline and unstable slope areas. The project will adhere to the precautionary principle, minimizing potential harm to the environment.

ALTERNATIVES

The LTC may consider the following alternatives to the staff recommendation:

1. Proceed to Second Reading

The LTC may choose to bypass the recommendations in this report and move directly to the second reading of the proposed bylaws. This option would expedite the process but would require confidence that all necessary considerations have been addressed without further analysis or consultation. Recommended wording for the resolution is as follows:

- That Salt Spring Island Local Trust Committee Bylaw No. 538 cited as "Salt Spring Island Official Community Plan Bylaw No. 434 2008 Amendment No. 1 2024" be read a second time.*
- That Salt Spring Island Local Trust Committee Bylaw No. 539 cited as "Salt Spring Island Land Use Bylaw No. 355 1999 Amendment No. 1 2024" be read a second time.*

2. Deny the application

The LTC may deny the application. Recommended wording for the resolution is as follows:

That the Salt Spring Island Local Trust Committee proceed no further with SS-RZ-2024.1....

NEXT STEPS

Should the application proceed, then staff would notify First Nations and relevant agencies and issue a TOR to the applicant.

Submitted By:	Chris Buchan, A/Island planner	September 3, 2024
Concurrence:	Chris Hutton, Regional Planning Manager	September 3, 2024

ATTACHMENTS

1. Salt Spring Island Local Trust Committee Bylaw No. 538
2. Salt Spring Island Local Trust Committee Bylaw No. 539
3. OCP Policy Checklist

SALT SPRING ISLAND LOCAL TRUST COMMITTEE
BYLAW NO. 538

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

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

1. CITATION

This Bylaw may be cited for all purposes as “Salt Spring Island Official Community Plan Bylaw No. 434, 2008, Amendment No. 1, 2024”.

2. SCHEDULES

Salt Spring Island Official Community Plan Bylaw No. 434, 2008 is amended as shown on Schedule 1, attached to and forming part of this bylaw.

3. SEVERABILITY

If any provision of this Bylaw is for any reason held to be invalid by a decision of any Court of competent jurisdiction, the invalid provision must be severed from the Bylaw and the decision that such provision is invalid must not affect the validity of the remaining provisions of the Bylaw.

READ A FIRST TIME THIS	_____	DAY OF	_____	20____
PUBLIC HEARING HELD THIS	_____	DAY OF	_____	20____
READ A SECOND TIME THIS	_____	DAY OF	_____	20____
READ A THIRD TIME THIS	_____	DAY OF	_____	20____
APPROVED BY THE EXECUTIVE COMMITTEE OF THE ISLANDS TRUST THIS	_____	DAY OF	_____	20____
APPROVED BY THE MINISTER OF MUNICIPAL AFFAIRS THIS	_____	DAY OF	_____	20____
ADOPTED THIS	_____	DAY OF	_____	20____

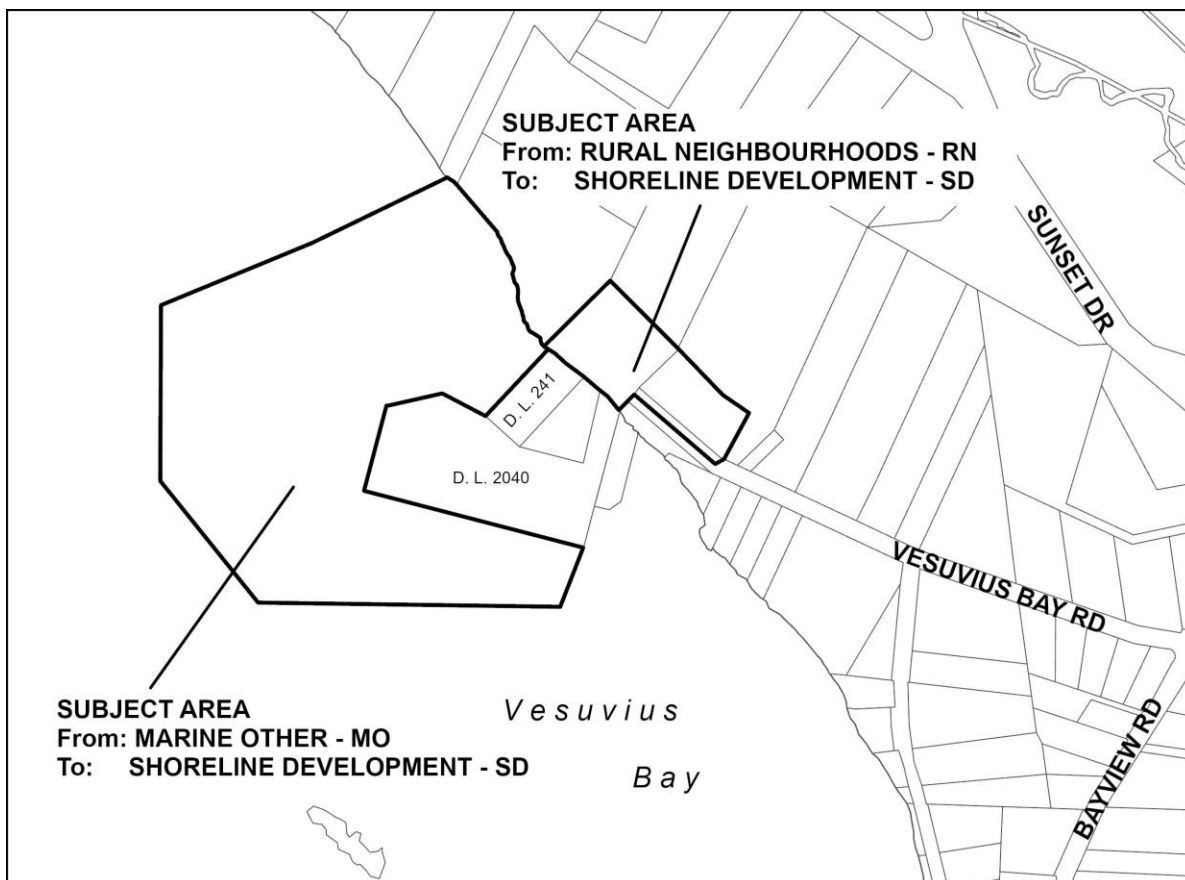
CHAIR

SECRETARY

**SALT SPRING ISLAND LOCAL TRUST COMMITTEE
BYLAW NO. 538**

SCHEDULE 1

The Salt Spring Island Official Community Plan No. 434, 2008, is amended as follows:



SALT SPRING ISLAND LOCAL TRUST COMMITTEE BYLAW NO. 539

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

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

1. Citation

This bylaw may be cited for all purposes as “Salt Spring Island Land Use Bylaw No. 355, 1999, Amendment No. 1, 2024”.

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

2.1 Schedule “1” – Zoning Map, is amended by changing the zoning classification from Residential 8 (R8) to Shoreline 3 variant (a) (S3(a)) for the following properties:

1. District Lot 600, Cowichan District, Plan 27TU1028; and
2. Lot 2, Section 9, Range 2 West And Section 10, Range 3 West, North Salt Spring Island, Cowichan District Plan 43894

as shown on Plan No. 1 attached to and forming part of this bylaw, and by making such alterations to Schedule “1” to Bylaw No. 355 as are required to effect this change.

2.2 Schedule “1” – Zoning Map, is amended by changing the zoning classification of a portion of the waters fronting LOT 1, SECTION 10, RANGE 3 WEST, NORTH SALT SPRING ISLAND, COWICHAN DISTRICT, PLAN 23440 from Shoreline 8(b) (S8(b)) to Shoreline 3 (S3), as shown on Plan No. 1 attached to and forming part of this bylaw, and by making such alterations to Schedule “1” to Bylaw No. 355 as are required to effect this change.

2.3 By adding the following definition within Section 1.1.1

- “Public Ferry Wharve” means the use of land or water for marine ferry operations, including slips and marine structures, the embarkation/disembarkation of passengers and vehicles, terminal buildings, storage, vehicular queuing areas approaching the ferry slips, accessory vehicle storage, and accessory commercial services.

2.4 By adding the following within Section 9.11.13 – Exceptions in Particular Locations:

“Zone Variation - S3(a)

(5) The following additional uses and structures are permitted:

- (a) retail sales

- 2.5 By adding in Section 9.11.13 (5) and making such consequential numbering alterations to effect this change.

3. SEVERABILITY

If any provision of this Bylaw is for any reason held to be invalid by a decision of any Court of competent jurisdiction, the invalid provision must be severed from the Bylaw and the decision that such provision is invalid must not affect the validity of the remaining provisions of the Bylaw.

READ A FIRST TIME THIS _____ DAY OF _____ 20____

READ A SECOND TIME THIS _____ DAY OF _____ 20____

PUBLIC HEARING HELD THIS _____ DAY OF _____ 20____

READ A THIRD TIME THIS _____ DAY OF _____ 20____

APPROVED BY THE EXECUTIVE COMMITTEE OF THE ISLANDS TRUST THIS _____ DAY OF
_____ 20_____

APPROVED BY THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE THIS _____ DAY OF
_____ 20_____

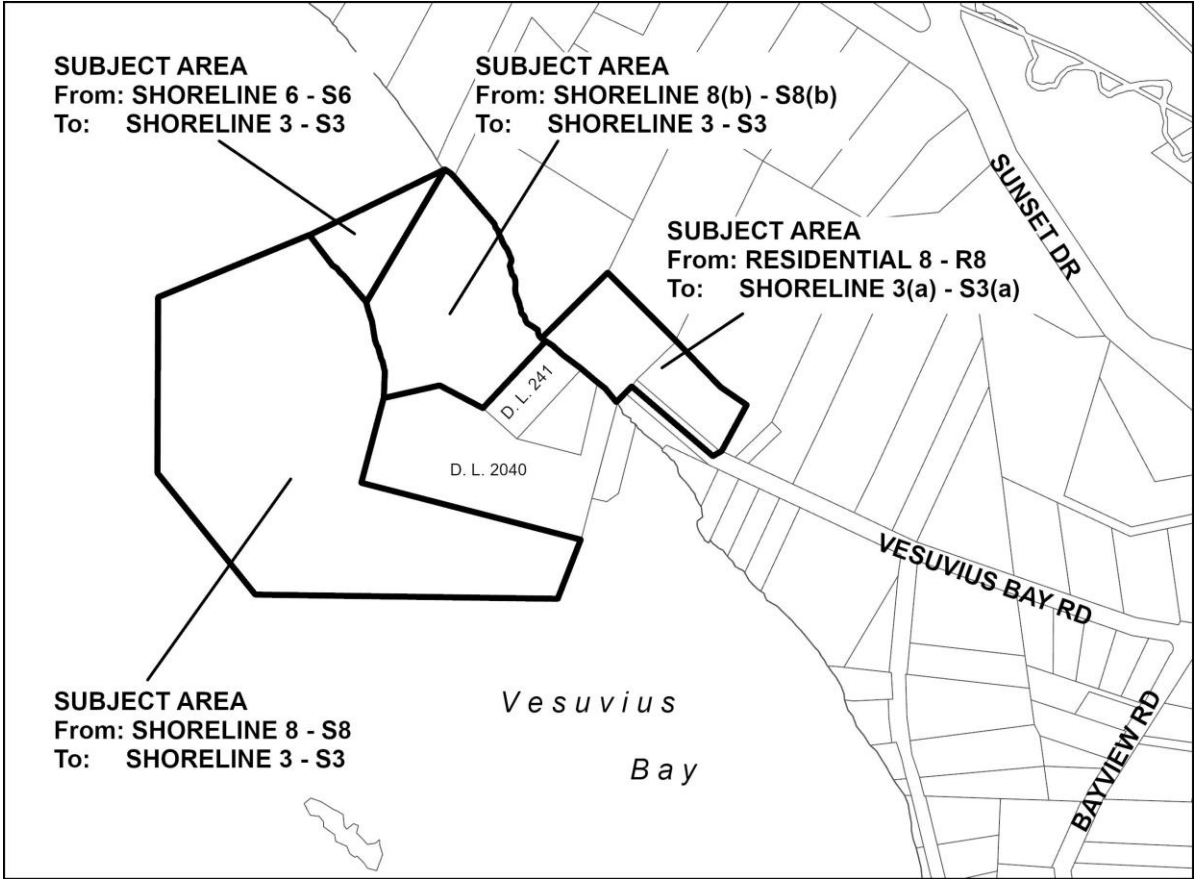
ADOPTED THIS _____ DAY OF _____ 20____

CHAIR

SECRETARY

SALT SPRING ISLAND LOCAL TRUST COMMITTEE
BYLAW NO. 539

Plan No. 1



APPENDIX 3 – OFFICIAL COMMUNITY PLAN OBJECTIVES AND POLICIES

OFFICIAL COMMUNITY PLAN No. 434

	<i>Guideline Not Met</i>		<i>Unclear Whether Guideline Met</i>		<i>Guideline Met</i>
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OCP Policy and Objectives	Complies	Planner Comments
A.4.1.3 To retain our island's rural character and peaceful and quiet atmosphere; to guide development so that it complements the outstanding natural beauty that surrounds us and reflects our unique community character. To ensure that the predominant feature of Salt Spring Island remains the natural environment, rather than manmade structures.		The redevelopment improves essential transportation infrastructure with minimal impact on the rural character of the surrounding area.
A.4.1.4 To adopt the precautionary principle in the decision-making of the Local Trust Committee. The precautionary principle asserts that, when an activity raises threats of harm to human health or the environment, precautionary measures should be taken even if some cause-and-effect relationships are not fully established scientifically. In this context, the essential elements of a precautionary approach to decision-making include: a. a duty to take anticipatory action to prevent harm; b. the right for the community to know complete and accurate information on potential human health and environmental impacts as best it can be determined; c. requiring the proponent to supply this information to the public; d. an obligation to consider alternatives and select the alternative with the least potential impact on human health and the environment, including the alternative of no change;		The project requires an environmental assessment, aligning with the precautionary principle by proactively addressing potential environmental impacts.

e. a duty to consider broader short-term and long-term costs and benefits to the community when evaluating potential alternatives; and f. a responsibility to make decisions in a transparent, participatory manner, relying on the best available information.		
A.4.2.1 To recognize the importance of sustainability in all community decisions. To avoid land use decisions that threaten the integrity or sustainability of natural ecosystems		While the project supports sustainable transportation, additional measures are needed to ensure minimal disruption to the natural ecosystem.
A.4.4.1 To ensure growth does not detract from the community's function as a home for residents.		The project supports essential services for residents without significantly altering residential areas.
A.4.4.7 To manage development to protect our sense of community.		The rezoning away from residential use could impact community character but is justified by the critical infrastructure needs.
A.5.2.8 The LTC will encourage protection of sensitive ecosystems.		The project is designed with environmental safeguards, especially within Development Permit Areas.
A.5.2.9 The LTC should develop improved methods of determining and assessing environmental impacts.		Further information may be required to fully assess environmental impacts, emphasizing the need for detailed environmental studies.
B.2.4.2.2 Zones within Residential Neighbourhoods will accommodate medium-density residential uses.		The rezoning from Residential to Shoreline Development deviates from residential-focused policies but is necessary for the terminal's operations. This is the purpose of the corresponding OCP amendment Bylaw.
B.3.1.1.1 To recognize and welcome the economic value of tourism while preserving the island's character.		The redevelopment supports tourism by improving ferry services while attempting to preserve the island's character through careful planning.
C.2.1.1 To ensure that new infrastructure development and improvements to existing		The redevelopment of the Vesuvius Ferry Terminal supports sustainable

infrastructure are consistent with the OCP and support sustainable development.		development by enhancing transportation infrastructure critical to the community, aligning with the broader objectives of the OCP.
C.2.3.1.1 To minimize the environmental and visual impacts of road construction and maintenance.		While the project seeks to improve the ferry terminal's accessibility, care must be taken to minimize any visual and environmental impacts from associated roadwork and site development.
C.2.3.1.3 To provide safe, efficient, and accessible transportation infrastructure that meets the needs of the community.		The proposed improvements at the Vesuvius Ferry Terminal enhance safety and accessibility, directly addressing this objective.
C.2.4.2.4 To support the improvement of ferry terminal facilities to ensure they meet current and future needs of the community.		The redevelopment project aligns closely with this objective by upgrading the terminal to better serve current demands and future growth in ferry usage.
C.2.4.2.6 To ensure that ferry terminal improvements are designed to minimize impacts on the natural environment, particularly in sensitive shoreline areas.		The project includes measures to mitigate environmental impacts; however, further environmental assessments and monitoring are needed to ensure full compliance with this objective.
C.2.4.2.7 To promote alternative transportation options to and from ferry terminals, such as pedestrian pathways, bicycle infrastructure, and public transit connections.		The project could further integrate alternative transportation options to better meet this objective, such as enhanced bicycle and pedestrian facilities.
D.1.1.2.1 To ensure that the implementation of the OCP involves ongoing public consultation and transparency.		The redevelopment process has involved public consultation, including community information meetings and referrals to relevant agencies. Continued engagement will be important to address any community concerns and ensure transparency.
D.1.1.2.3 To collaborate with other governmental agencies, organizations, and First Nations in the administration and implementation of the OCP.		The project has been referred to various governmental agencies and First Nations for feedback, which is crucial for aligning the redevelopment with broader land use and environmental objectives.
D.2.1.1 To ensure that land use planning processes are consistent with the policies		The planning process for the Vesuvius Ferry Terminal redevelopment has followed OCP

of the OCP and are based on sound technical information.		policies, and the requirement for detailed technical studies, such as environmental assessments, aligns with this objective.
D.2.1.2 To require comprehensive information from applicants to support informed decision-making by the Local Trust Committee.		While substantial information has been provided, ongoing assessments and reports (e.g., environmental impacts) may be required to ensure fully informed decision-making.