

Presented during the Town Hall

Salt Spring Island Accommodation Group Presentation to LTC meeting
16th May 2024



Tourism is a vital economic driver for Salt Spring Island, generating significant revenue and supporting local businesses and employment who depend on seasonal revenues to survive year-round. In 2023 alone, tourism accommodations on the island attracted nearly 50,000 overnight visitors, and through the MRDT tax of \$450,000 contributed an estimated \$225,000 towards affordable housing on Salt Spring.

Seasonal visitors contribute significantly to the local economy, with the average tourist spending an estimated \$150 per day on activities, dining, and local businesses. Over the course of a year, this spend from overnight visitors may contribute upwards of \$26 million to our local economy.

However, the current Land Use Bylaw No. 355, drafted over two decades ago, does not adequately address the landscape of visitor accommodations and the importance of short-term rentals (STRs) to a sustainable local economy. Yet STR's are clouded in confusion and mixed messages for island residents seeking to responsibly and lawfully operate them.

It's time to recognize home-based STR's as a valid and the most sustainable form of accommodation, no different than B&B's, and regulate them in a constructive way that is complementary to the limited inventory of commercial accommodation units on island. With principal-resident homeowners as hosts, this approach mitigates the need for new development to accommodate visitors by utilizing existing infrastructure, and upholding the rural nature of our island.

According to BC Ferries data, Salt Spring receives over 4,000 vehicles per day during peak seasons across all major routes. Many of these visitors seek authentic, local experiences like those offered by short-term rentals. By allowing for this, we can position Salt Spring as a forward-thinking destination while sustaining our island's unique character.

The Island Trust recently rescinded the Standing Order on enforcement through March 2025 in recognition of the failure of the existing policies.

Closing STR's will only hurt the local economy rather than create a meaningful amount of affordable housing.

The recently enacted BC legislation on STR's presents an all-or-nothing approach that could be improved through a local "middle way", based on principal-residency that allows for STR capacity to support the seasonal economy while limiting speculative home buying and its impact on housing prices.

The Salt Spring Accommodation Group calls on the LTC to take the following actions:

1. Convene local stakeholder roundtables to develop short-term rental regulations that incorporate best practices from other communities, such as a "One Host, One Home" policy. This is supported by Gary Holman of the CRD, SGITP, the Chamber of Commerce and the Trustees .
2. Collect relevant data on visitor preferences, economic impacts, and housing implications to inform decision-making based on facts, not anecdotes.
3. Investigate a local STR licensing mechanism and collaborate with online platforms for data-sharing and automated compliance mechanisms. ensuring only licensed and regulated rentals are advertised.
4. Draft bylaw amendments to define and regulate local STRs, subject to a principal-resident requirement and other appropriate restrictions and enforcement.

By taking these steps, we can responsibly address the unique, local demand for sustainable, low-impact tourism accommodation while upholding the Islands Trust's mandate to preserve and protect, sustaining our island's character, and capturing the economic benefits of tourism for our community.

We look forward to working collaboratively with the LTC and stakeholders to find a balanced solution that benefits our entire community, now and in the future.

Relevant financial data:(2023)

MRDT tax from SGI	= \$450k/Yr	= \$15M in accommodation revenue
50% tax from SSI	= \$225k/yr	= \$7.5M revenue on Salt Spring
80%(est) through Online	= \$180k/Yr	MRDT Available for Affordable Housing
Visitors Stays + Spend	= 30-40k/Yr	@\$150/night = \$4.5M in additional revenue
Total Economic Impact	=12M/Yr	



VESUVIUS TERMINAL

OCP/Land Use Amendment Report

Presented during 13.5 SS-RZ-2024.1 - BC Ferry Corporation - Vesuvius Bay Ferry Terminal, SSI

INTRODUCTION

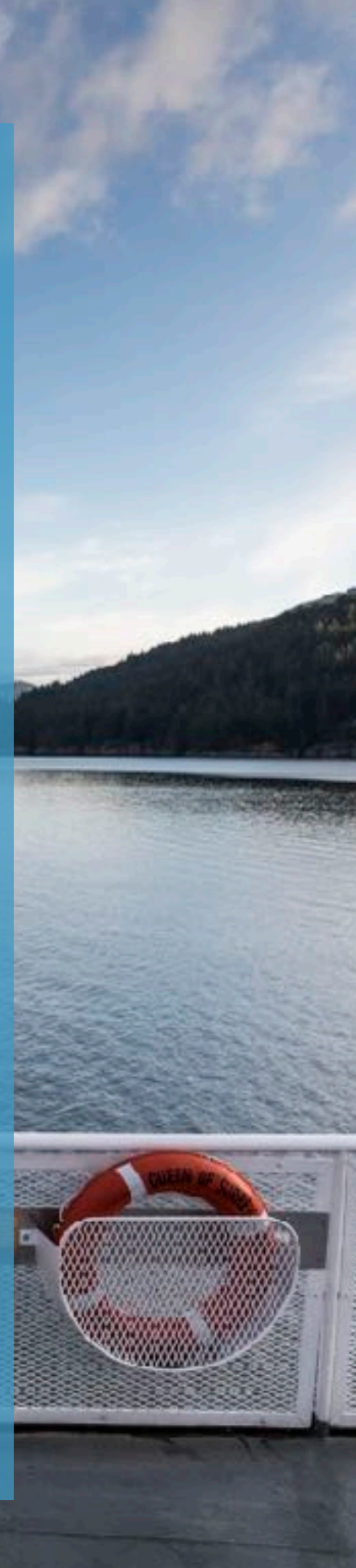


APPLICATION OVERVIEW

- Combined OCP Amendment and Land Use Bylaw Amendment (i.e., rezoning) to allow for redevelopment of the Vesuvius Ferry Terminal
- Highly consistent with the Salt Spring OCP, with the goal of supporting much-needed modernization of services for an aging terminal.

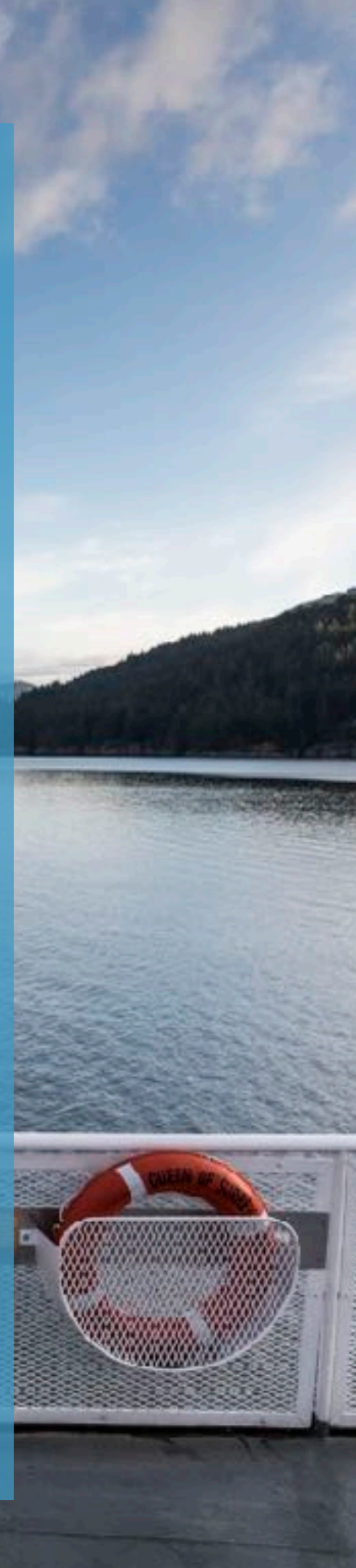
Short-term Goals

- Establish consistent Zoning / OCP Land Use with terminal use
- Marine Improvements
 - Expanded Water Lot to support marine improvements
 - Redevelopment of aging trestle and improved traffic flow and safety.



Long-term Goals

- Upland improvements
 - Customer amenities (e.g., waiting room, washrooms).
 - Passenger drop-off, pickup, and parking.
 - BC Transit and School bus pick-up and drop-off.
 - Increased vehicle holding area, able to meet the needs of peak travel demand.





Site Conditions

The Vesuvius Terminal site is characterized by a steep and rocky upland portion of the site with a vehicle loading area and washroom building. The marine portion contains an aging Trestle and other marine infrastructure. The terminal is surrounded by private residences, a Government Wharf, and the Seaside restaurant.

- Pick up / Drop off + Bus Stop Zone
- Vendor Stall
- Passenger Amenities (e.g., washroom, shelter)

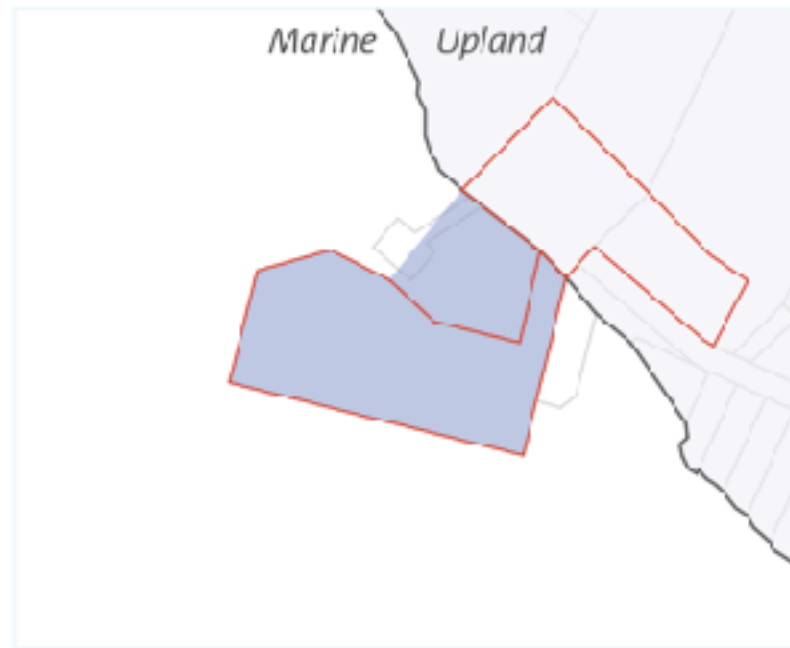
- - Property lines

OCP & LAND USE AMENDMENT REQUEST

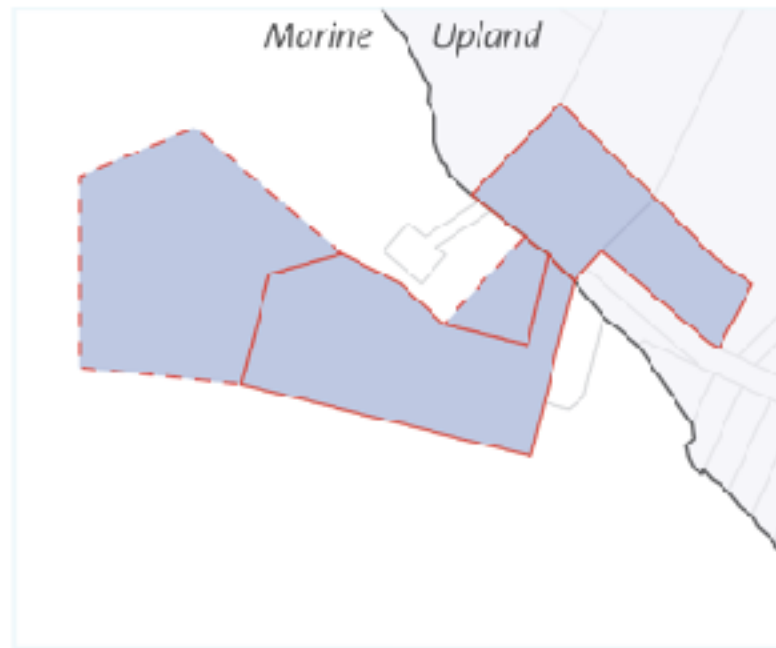


OCP Land Use Amendment Request

Current



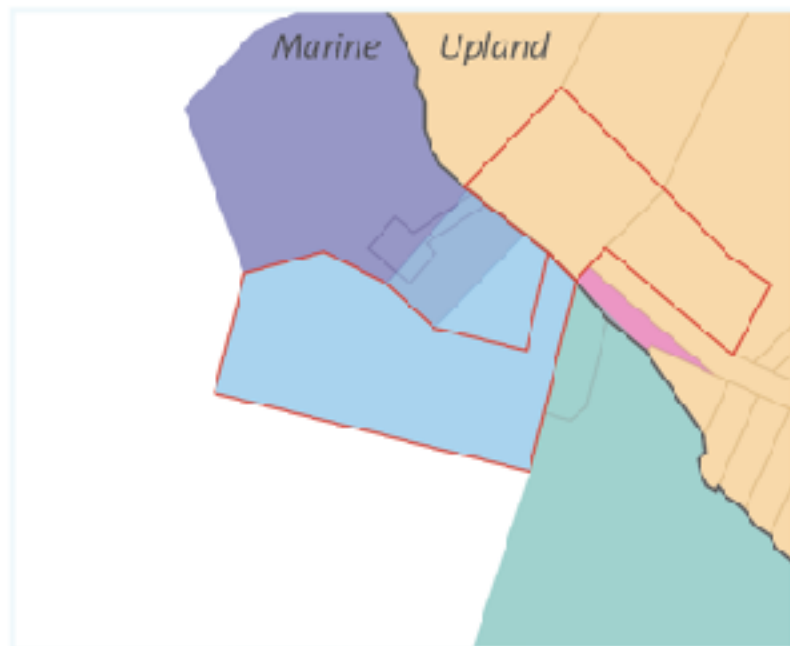
Proposed



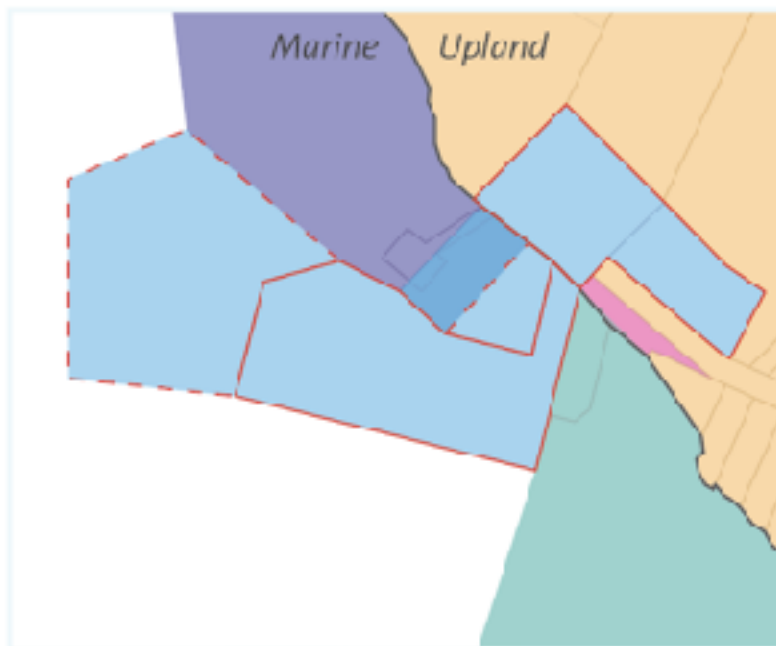
- RN
Rural
Neighbourhoods
- SD
Shoreline
Development

Zoning Amendment Request

Current



Proposed



- R8
Residential 8
- C1
Commercial 1
- S3
Shoreline 3
- S4
Shoreline 4
- S7
Shoreline 7
- S8(b)
Shoreline 8b

- Subject
Properties
- Water Lot Expansion
- Property Lines

Request	Current	Proposed
OCP Designation	• Upland: RN • Marine: SD	• Upland: SD • Marine: SD
Land Use Bylaw Amendment	• Upland: R8 • Marine: S3	• Upland: S3 • Marine: S3
Permitted Uses	• R8: - Low-density residential - Institutional - Community use - Medical offices - Agricultural - Home-based businesses • S3: - Navigational uses - Private floats and buoys - Private docks and floats - Public ferry wharves	• S3: - Navigational uses - Private floats and buoys - Private docks and floats - Public ferry wharves
Potential Variance	N/A	• Siting of new buildings (e.g., setbacks)
Water Lot Area (ha)	• 1.04	• 2.08

NEXT STEPS

- Water lot expansion approval (BC)
- Detailed design of marine infrastructure improvements
- Additional development applications (e.g., Development Permit)
- Ongoing engagement and communications
- Marine improvements (beginning ~2026)

Engagement & Analysis



ENGAGEMENT & ANALYSIS

- Application is based on the Terminal Development Plan and related engagement and analyses
 - TDP process began in early 2019.
 - TDP informed by feedback from key stakeholders, customers, partners, staff, and the local community
- Ongoing engagement with local Fns by BC Ferries – updates, discussion, feedback

Key Issues

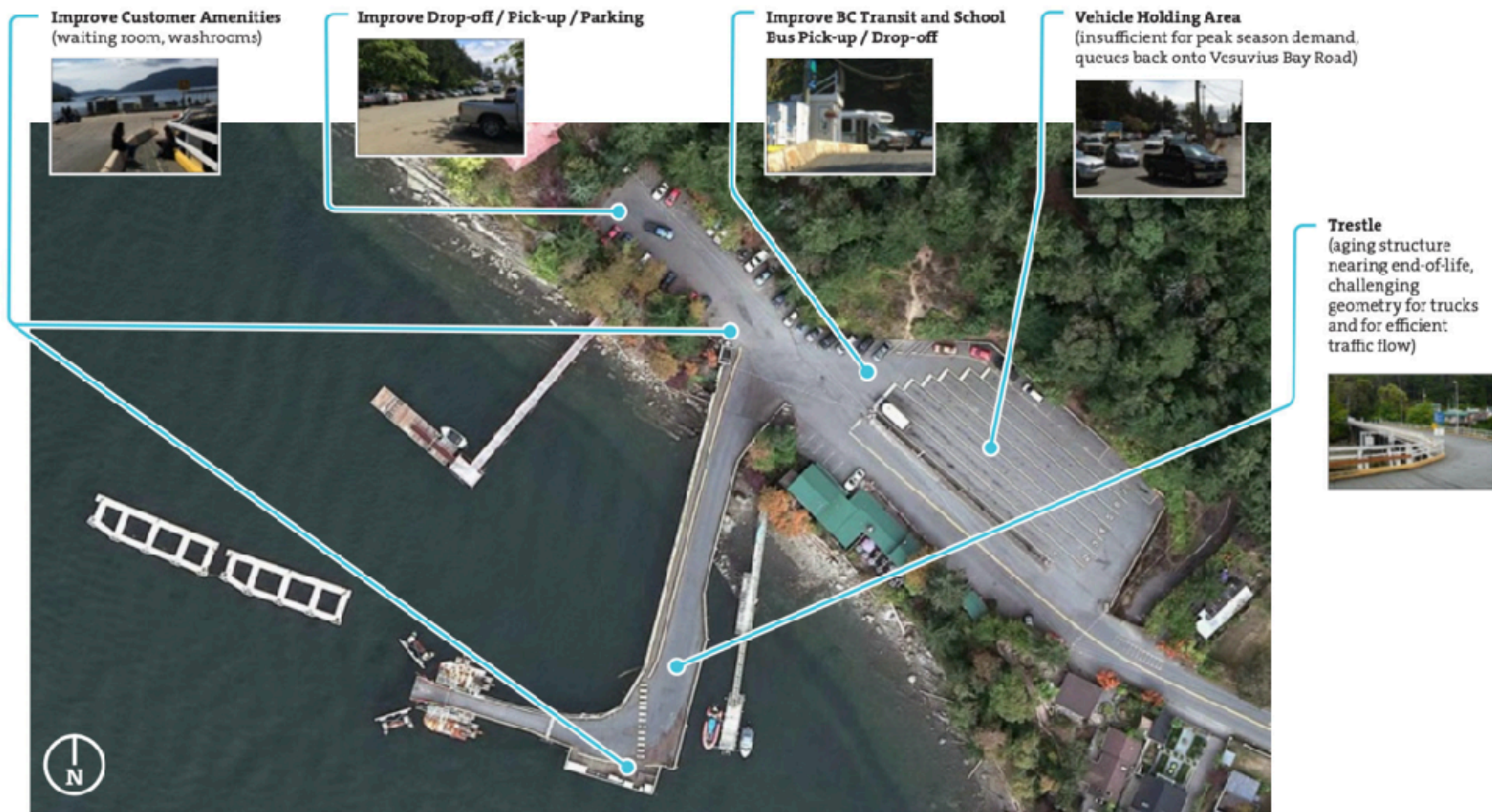


Figure 1: Key Issues Identified by the Vesuvius TDP Working Group

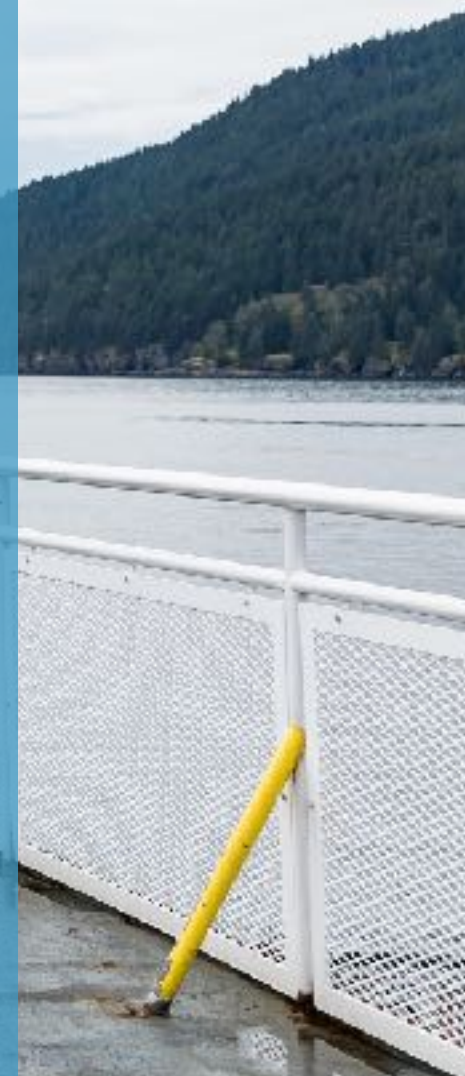
Ongoing Engagement

Group	Objectives	Timeline
First Nation & Stakeholder Engagement (e.g., Adjacent property owners, Ferry Advisory Committee)	Short-term and Ongoing - Provide information and updates on the project and opportunities to participate Long-term: - Obtain First Nation input on Terminal Concept including Indigenous art/vendor space - Obtain FAC feedback on updated terminal Concept	Ongoing
Interest Groups (e.g., BC Transit, Commercial Users, Chamber of Commerce)	Short-term and Ongoing: - Provide information and updates on the project and opportunities to participate Long-term: - Notify Interest groups and obtain feedback on the updated Terminal Concept	Ongoing
Public Engagement	Short-term and Ongoing - Notify the public about the project Long-term - Provide information and updates, key issues and features, project resources, and engagement opportunities - Consult to “check in” on key issues and refine plan as needed	Ongoing
Future Engagement Phases - Ongoing Updates as Needed		

SUMMARY



- OCP amendment is needed to support the expanded water lot and marine infrastructure improvements.
- Land Use (Zoning) amendment supports both the marine and upland improvements.
- Plans are highly consistent with the Salt Spring OCP
- Plans address key issues identified in the Vesuvius Terminal Development Plan, based on extensive technical analyses and community engagement



A photograph of a ship's deck, likely a ferry, with a blue semi-transparent overlay across the middle. The overlay contains the text 'THANK YOU' in white, bold, sans-serif capital letters. The background shows the ship's white railings, a lifebuoy on the left, and a view of the sea and distant mountains under a clear sky.

THANK YOU