

PART C - INFRASTRUCTURE AND SERVICING OBJECTIVES AND POLICIES

C.1 GENERAL INFRASTRUCTURE AND SERVICING OBJECTIVES

- C.1.1 To accommodate a sufficient level of infrastructure that does not exceed the normal needs of the rural island community anticipated by this Plan.
- C.1.2 To encourage responsible agencies to develop infrastructure that will sustain the community's natural and economic resources, reduce public costs and maximize efficiency.
- C.1.3 To promote a coordinated approach to land use and servicing on Salt Spring Island.
- C.1.4 To support strategies that cause the servicing needs of new development to be largely borne by the proponent, rather than by the community at large.
- C.1.5 To encourage and support collaboration among agencies responsible for infrastructure services in integrated resource management and strategic planning to support the land uses anticipated by this Plan.

C.2 TRANSPORTATION SERVICING OBJECTIVES AND POLICIES

C.2.1 General Transportation

C.2.1.1 OBJECTIVES

- C.2.1.1.1 To plan land use in a way that encourages those forms of transportation that consume the fewest resources and least land; to encourage settlement patterns that make walking, bicycling and public transit become viable, convenient and natural alternatives to automotive transportation.
- C.2.1.1.2 To encourage responsible agencies to reduce the environmental and social impacts of transportation facilities and the land area or water surface occupied by them.
- C.2.1.1.3 To work cooperatively with other levels of government and stakeholder groups to influence the location and function of land, water and air transportation facilities so that they support the community's land use, servicing and social objectives.
- C.2.1.1.4 To carefully consider the impacts of additional traffic and increased traffic flow when development choices are being made.
- C.2.1.1.5 To support transportation systems that are designed to the highest standards, and that accommodate all members of the community.

C.2.2 Land Transportation

C.2.2.1 OBJECTIVES

- C.2.2.1.1 To encourage responsible agencies to create and maintain land transportation networks, consisting of both roads and off-road trails that serve a broad range of transportation, social, environmental and aesthetic purposes.
- C.2.2.1.2 To preserve the scenic rural character of existing island roads.
- C.2.2.1.3 To support efforts to reduce the impacts of new and upgraded roads on the natural environment, resource lands and on the island's character.

- C.2.2.1.4 To support efforts to reduce the public cost of road network maintenance.
- C.2.2.1.5 To support efforts to ensure that island roads are safe, effective and equally inviting for bicyclists, pedestrians, equestrians, and motorists.
- C.2.2.1.6 To give special attention to the creation of safe pedestrian footpaths and bicycle paths in all areas, particularly in or near village areas. To encourage responsible agencies ensure that roads and high speed traffic do not act as barriers to the social and business functions of villages.
- C.2.2.1.7 To support the safe delivery of emergency services to residents.
- C.2.2.1.8 To support the initiatives of the Salt Spring Island Transportation Commission to provide and promote multiple modes of transportation (including parking and transportation demand management strategies) to reduce the use of private automobiles.
- C.2.2.1.9 To support the development of walking and bicycling facilities that provide direct and efficient on-road and off-road paths that are separate from motorized vehicles.
- C.2.2.1.10 To support the safe and efficient delivery of commercial goods and services to residents and businesses.

C.2.2.2 POLICIES

- C.2.2.2.1 The Local Trust Committee will adopt the hierarchy of road standards for Salt Spring Island shown on Map 3 to identify the Ministry of Transportation and Infrastructure's minimum and maximum design standards for island roads.

Background Note: These standards are the same as the ones agreed to by the Islands Trust, the Local Trust Committee, and Ministry of Transportation and Infrastructure following community consultation in the early 1990's and updated from time to time.

- C.2.2.2.2 The Local Trust Committee will seek a variety of strategies, including agreements with the Ministry of Transportation and Infrastructure to develop the lowest safe design speeds and road standards consistent with the island's existing rural character. The Local Trust Committee should not usually support the development of roads by the Ministry with impacts that significantly exceed those of existing roads on Salt Spring Island.
- C.2.2.2.3 The Local Trust Committee will continue its ongoing contact with the Ministry of Transportation and Infrastructure regarding road standards, as outlined in its Letter of Agreement. The Local Trust Committee will also seek to participate in comprehensive road network planning in the island's less developed areas.
- C.2.2.2.4 The Local Trust Committee will seek community advice regarding land transportation issues through the Salt Spring Island Transportation Commission.
- C.2.2.2.5 The Ministry of Transportation and Infrastructure and the Salt Spring Island Transportation Commission should be encouraged to develop a bicycle and pedestrian network to be developed as part of the Ganges Public Pathway System, the island's public trail system and as part of the CRD's Regional Trail Network. This network should consist of off-road trails as well as on-road bicycle lanes. Roads that should be given priority for the development of bicycle routes are included on Map 4. All other roads on the island should also be considered bicycle routes, although lower traffic speeds mean that separate paths may not be required. The construction of those bicycle lanes that provide a safe route to public schools is identified as a priority in development of island bicycle paths. Bicycle lanes should be developed in consultation with the Salt Spring Island Transportation Commission, in coordination with Salt Spring's overall transportation strategy.

C.2.2.2.6 The construction of walking and bicycle pathways for transportation or recreation is an eligible community amenity, which could be exchanged for a higher density of development as outlined in Appendix 3. If bicycle and walking pathways are constructed in this way, those parts of the bicycle network and walking pathways that provide safe routes to public schools should be identified as high priority, and should be developed in consultation with the Salt Spring Island Transportation Commission, in coordination with Salt Spring Island's overall transportation strategy.

C.2.2.2.7 Roads where public transit is currently established are shown on Map 5. These routes are identified so that other planning policies related to public transit can be applied to specific routes. Map 5 should be updated and amended as public transit routes change and are expanded in the future.

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C.2.2.2.8 The Local Trust Committee will support a review of the routing of and rationale for the development of an alternate route (Main Rural standard) around the Ganges Village Core, in consultation with the Ministry of Transportation and Infrastructure and the Salt Spring Island Transportation Commission. Such a route should only be developed where impacts on parks, the environment and lands within the Agricultural Land Reserve can be minimized. Zoning amendments which would increase the area of commercial or *general employment* development next to the route should be avoided. An exception could be light industrial or other *general employment* development near the intersection of Rainbow and Atkins roads.

Background Note: The location of a Ganges Alternate Route within the Agricultural Land Reserve is not to be construed as having the endorsement of the Agricultural Land Commission. The construction, upgrading and dedication of those portions of this route that are within the Agricultural Land Reserve may not proceed without the approval of the Commission.

C.2.2.2.9 The Local Trust Committee should consider the North Ganges Transportation Management Plan and other transportation plans developed by the Salt Spring Island Transportation Commission as guiding documents for land use and transportation planning and implementation.

C.2.2.2.10 The Local Trust Committee could consider rezoning applications that would allow higher density in exchange for the dedication or construction of a Ganges Alternate Route. Such applications should follow the guidelines in Appendix 3.

C.2.2.2.11 The Development Permit process will continue to include objectives and guidelines to encourage new commercial, *general employment* and multi-family developments to support pedestrian and bicyclist use. Development permit area guidelines should include construction of safe pedestrian walkways to the nearest main road or pathway, in consultation with the Ministry of Transportation and Infrastructure and the Salt Spring Island Transportation Commission.

C.2.2.2.12 Some road segments with scenic or heritage importance are designated on Map 15. Policies regarding future designations of scenic and heritage road segments will be developed in consultation with the Ministry of Transportation and Infrastructure and the community.



ISLAND ROAD photo: M. Levy

- C.2.2.2.13 The Local Trust Committee will support the continued development of inter-connected pedestrian pathways and trail networks.
- C.2.2.2.14 The Local Trust Committee should retain subdivision regulations that reduce impacts of new road development on the natural environment and resource lands and maintain the character of residential areas.
- C.2.2.2.15 When considering rezoning applications, the Local Trust Committee should ensure that the proposed zoning change supports the development of *non-automotive* transportation and public transit service.
- C.2.2.2.16 The Local Trust Committee should not support road development or improvements that would increase traffic speeds to the detriment of *non-automotive* transportation, or environmental, aesthetic, heritage and scenic values.

Others are encouraged to help achieve the objectives of this Section as follows:

- C.2.2.2.17 The Ministry of Transportation and Infrastructure is strongly urged to consider the objectives of this Section in decisions regarding road development and maintenance on Salt Spring Island. The Ministry is especially encouraged to continue consultation with the Local Trust Committee, and to consider environmental, social, heritage and scenic values in decision-making. The Ministry, through the Letter of Agreement with the Islands Trust, is specifically encouraged to support applications for work within road networks made to create sidewalks, walking, hiking and bicyclist paths, trailhead parking, bus pullouts and other *non-automotive* transportation amenities.
- C.2.2.2.18 The Ministry of Transportation and Infrastructure, the Salt Spring Island Parks and Recreation Commission, Salt Spring Island Transportation Commission, and the local bicycling community are encouraged to cooperate with the Local Trust Committee to develop the roadside bicycle lanes shown on Map 4.
- C.2.2.2.19 The Ministry of Transportation and Infrastructure, the Salt Spring Island Transportation Commission, the Agricultural Land Commission, the Subdivision Approving Officer and the Capital Regional District are urged to consider the rationale for and routing of a Ganges Alternate Route.
- C.2.2.2.20 Subdivision applicants are encouraged to support the objectives of this section by developing subdivision designs that reduce road construction and encourage *non-automotive* travel. Proposals that cluster development, provide internal walking or bicycling routes, and recognize existing public transit routes are especially encouraged.
- C.2.2.2.21 B.C. Transit and Salt Spring Island Transportation Commission are encouraged to continue the development of public transit on Salt Spring Island, and to develop new routes that connect with walking and bicycling routes.
- C.2.2.2.22 The Local Trust Committee will continue to support the formation of neighbourhood groups with an interest in maintaining island road character.
- C.2.2.2.23 The Local Trust Committee should work with the Ministry of Transportation and Infrastructure and Salt Spring Island Transportation Commission to plan and carry out "traffic calming" and transportation demand management strategies and develop pedestrian, bicycling and transit amenities in island villages, seniors facilities, school zones and recreation zones.
- C.2.2.2.24 Utilities and other commercial users of public rights-of-way are urged to cooperate in the protection of the character of designated scenic and heritage roads and heritage trees.

C.2.3 Automobile and Bicycle Parking

C.2.3.1 OBJECTIVES

- C.2.3.1.1 To develop parking standards that encourage a compact pedestrian character rather than an automotive environment in village core areas; to avoid the deterioration in pedestrian character and economic vitality that could result from an oversupply or poor location of automobile *parking spaces*.
- 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.
- C.2.3.1.5 To provide off-street parking and loading spaces sufficient to provide for the needs of various land uses. To do so in a way that protects the safety of public roads and pedestrian routes.
- C.2.3.1.6 To provide adequate and convenient parking for the disabled.

C.2.3.2 POLICIES

- C.2.3.2.1 The Local Trust Committee should consider reviewing current parking requirements, using the development permit process or variances within villages to:
 - a. provide enough parking to accommodate the average, rather than peak parking demand
 - b. avoid development of *parking lots* that would act as barriers to pedestrians.
 - c. accommodate alternate parking standards for small vehicles and bicycles.
 - d. support specific land uses and site designs that are consistent with community objectives. Land uses and designs that could be supported in this way include: outdoor farmers' and local craft markets; outdoor and evening activities; community cultural and spiritual land uses or events; community social support or charitable services; youth recreation facilities; *conservation* or adaptive reuse of heritage structures; mixed use projects; village core residential uses; mid-lot landscaping; and pedestrian or bicyclist amenities (including development of the Ganges Public Pathway System).

Background Note: Parking areas with access from public roads must be approved by the Ministry of Transportation and Infrastructure to ensure that there is safe and efficient movement from the public road.
- C.2.3.2.2 When considering rezoning applications in village areas, the Local Trust Committee will consider the impact of the proposed change on parking demand and congestion.
- C.2.3.2.3 The Local Trust Committee may consider supporting the development of aboveground automobile parking structures that help achieve the objectives of this Plan.
- C.2.3.2.4 The Local Trust Committee should review local off-street parking standards to:
 - a. allow *parking spaces* for commercial, institutional and *general employment* developments to be located offsite, provided they are within a short walking distance of the *building* being served.
 - b. allow shared use of *parking spaces* by uses that have different peak parking demand times.
 - c. take into account measures that reduce parking demand.
- C.2.3.2.5 The Local Trust Committee could support rezoning applications that would replace some existing *parking spaces* in the Ganges Village Core with commercial or community uses. Such applications should include *parking spaces* on the edge of the village.

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- C.2.3.2.6 The form and character of large new commercial and *general employment parking lots* will be managed through the Development Permit process.

Others are encouraged to help achieve the objectives of this Section as follows:

- C.2.3.2.7 Property owners and tenants in Village Core areas are encouraged to improve the appearance and efficiency of their existing parking areas.
- C.2.3.2.8 The Capital Regional District is encouraged to consider the development of government-owned parking areas, pursuant to Section 906 of the *Local Government Act*.
- C.2.3.2.9 The Ministry of Transportation and Infrastructure is encouraged to consider variances to parking standards in support of the objectives of this Section.
- C.2.3.2.10 The Local Trust Committee should encourage the Ministry of Transportation and Infrastructure and Salt Spring Island Transportation Commission to replace some on-street *parking spaces* in villages to allow for public transit stops, or to provide facilities for pedestrians or bicyclists and traffic calming measures.
- C.2.3.2.11 The Local Trust Committee should encourage the Ministry of Transportation and Infrastructure and Salt Spring Island Transportation Commission to replace some on-street *parking spaces* at the outer edge of Ganges to allow for a small tour bus stop.
- C.2.3.2.12 The Local Trust Committee should encourage the Ministry of Transportation and Infrastructure and Salt Spring Island Transportation Commission to limit on-street automobile parking to use by short-term parkers and the use of off-street lots by all-day parkers.

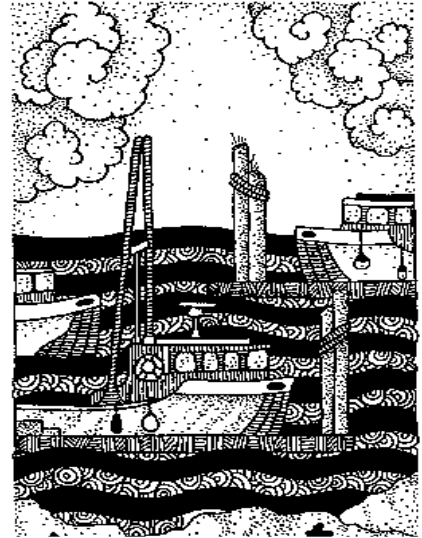
Background Note: Such strategies may provide convenient parking for customers of village businesses and reduce street congestion.

- C.2.3.2.13 The Local Trust Committee should support the establishment and operation of satellite *parking lots* on the periphery of Ganges Village Core by the Salt Spring Island Transportation Commission and private entities. It should also support collection of cash-in-lieu of *parking spaces* and the establishment of a reserve fund for *parking spaces* according to Section 906 of the *Local Government Act*.
- C.2.3.2.20 The Local Trust Committee will support initiatives to operate a shuttle bus service between the Ganges Village Core and remote *parking lots*.

C.2.4 Water Transportation

C.2.4.1 OBJECTIVES

- C.2.4.1.1 To reduce the environmental impact of water transportation services.
- C.2.4.1.2 To encourage a level of public ferry service that meets, rather than precedes community needs.
- C.2.4.1.3 To encourage those kinds of water transportation that support *non-automotive* land transportation.
- C.2.4.1.4 To ensure that emergency and public school transportation are accommodated.
- C.2.4.1.5 To accommodate barge loading and unloading in areas most able to sustain the related impacts.
- C.2.4.1.6 To maintain the quiet, rural character of the island next to ferry terminals.
- C.2.4.1.7 To retain existing ferry *dock* locations and island home ports for vessels.



GANGES HARBOUR artwork: B. Curran

C.2.4.2 POLICIES

- C.2.4.2.1 The Local Trust Committee should continue to seek advice about water transportation issues from its advisory bodies.
- C.2.4.2.2 Zoning changes should not be made in a way that would conflict with *docks* used for emergency and public school transportation.
- C.2.4.2.3 The Local Trust Committee should support rezoning applications to develop additional barge loading facilities outside Ganges Harbour if they are likely to result in a net environmental and economic benefit to the community. In determining impacts, effects on roads and neighbourhoods should be considered.

Others are encouraged to help achieve the objectives of this Section as follows:

- C.2.4.2.4 The B.C. Ferry Services Inc. is strongly urged to consider community objectives in its decisions related to Salt Spring Island ferry service. The Corporation is especially encouraged to consider the following recommendations in support of community objectives:
 - a. to continue to consult with the local community and stakeholder groups.
 - b. to consider the impact of the Salt Spring Island public transit service on both foot passenger and vehicle ferry traffic and to develop strategies to manage automotive traffic demand and diversify traffic loads rather than expand vessels or parking and staging areas, especially in Fulford Harbour.
 - c. to avoid responding to seasonal peaks with larger land-based facilities.
 - d. to consider facility upgrades where required that would allow commercial traffic to be spread among all three island terminals.
 - e. to give the priority of convenience to public transit, *non-automotive* and high occupancy vehicle traffic in schedules, fares and in land and vessel facilities. Special effort should be made to provide bus stopping areas, priority loading for high occupancy vehicles, bicycle racks and paths, and pedestrian lounges and paths. Consideration of pedestrian-only ferries is strongly encouraged.
 - f. to consider priority loading strategies consistent with the above recommendations that would also give priority to the community's medical and emergency traffic and to perishable agricultural goods.

- g. to address the effects of ferry customer parking and staging in Fulford Village so that the social, aesthetic and commercial functions of the village are preserved.
 - h. to make necessary investments to ensure that short and long term ferry parking minimizes risks to public safety in Fulford Village.
 - i. to maintain existing ferry terminals for economic and security reasons and to encourage communications and social identity among the southern islands of the Trust Area.
 - j. to consider the impacts of fare increases on island residents and businesses.
- C.2.4.2.5 The Coast Guard is supported in the maintenance of boat speed limits in island harbours.
- C.2.4.2.6 The Salt Spring Island Harbour Authority and operators of existing moorage facilities are encouraged to develop and maintain ongoing programs to reduce the environmental impacts of *marina* operations.

C.2.5 Air Transportation

C.2.5.1 OBJECTIVES

- C.2.5.1.1 To accommodate, but not encourage commercial float plane traffic in Ganges Harbour; to avoid commercial float plane terminals in Fulford Harbour.
- C.2.5.1.2 To reduce the negative impacts of commercial float plane traffic.
- C.2.5.1.3 To avoid the development of a land-based commercial airstrip on Salt Spring Island.
- C.2.5.1.4 To discourage the use of potable water supply lakes by float plane traffic.

C.2.5.2 POLICIES

- C.2.5.2.1 The Local Trust Committee should consult with the users of Ganges Harbour, upland owners, and other levels of government to develop a more detailed plan for zoning of the water surface in Ganges Harbour which is consistent with an approved Harbour Management Plan.
- C.2.5.2.2 The Local Trust Committee will support the continued use of the emergency helipad at Lady Minto Hospital.
- C.2.5.2.3 The Local Trust Committee will state to federal authorities that it will not support the development of a commercial land-based air strip, a federally regulated aerodrome, nor marine-based facilities, on Salt Spring Island, unless a full study provides clear evidence that the environmental, social and economic effects of its development would be to the general benefit of the community.
- C.2.5.2.4 The Local Trust Committee could support rezoning applications to develop new locations for commercial float plane terminals in Ganges Harbour if:
 - a. there is a community need for more float plane operations.
 - b. harbour safety issues have been dealt with in an approved Ganges Harbour Management Plan.
 - c. the impact of aircraft noise and water pollution is addressed.
- C.2.5.2.5 The Local Trust Committee should not change zoning in Fulford Harbour to accommodate new commercial float plane terminals.
- C.2.5.2.6 The Local Trust Committee should not change zoning in a way that allows development of a commercial float plane terminal on any lake.

Others are encouraged to help achieve the objectives of this Section as follows:

- C.2.5.2.7 *Integrated Land Management Bureau* is asked to help in the control of float plane noise, by including conditions about operation times in its foreshore leases and licenses.
- C.2.5.2.8 Transport Canada is strongly urged to provide advice, assistance and support regarding the safe operation of air traffic in Ganges Harbour