



Notice of Meeting and Meeting Agenda Salt Spring Island Local Community Commission

Thursday, September 19, 2024

9:00 AM

SIMS Boardroom
124 Rainbow Road
Salt Spring Island BC

MS Teams Link: [Click here](#)

E. Rook (Chair), G. Holman (Vice Chair), G. Baker, B. Corno, B. Webster

The Capital Regional District strives to be a place where inclusion is paramount and all people are treated with dignity. We pledge to make our meetings a place where all feel welcome and respected

1. Territorial Acknowledgement

2. Approval of Agenda

3. Adoption of Minutes

3.1. [24-878](#) Minutes of August 15, 2024 Salt Spring Island Local Community Commission

Recommendation: That the minutes of the August 15, 2024 meeting be adopted as circulated

Attachments: [Minutes: August 15, 2024](#)

4. Chair, Director, and Commissioner Reports

5. Senior Manager Report

6. Presentations/Delegations

Delegations will have the option to participate electronically. Please complete the online application at www.crd.bc.ca/address for "Addressing the Salt Spring Island Local Community Commission" no later than 4:30 pm two days before the meeting and staff will respond with details.

Alternatively, you may email your comments on an agenda item to the Salt Spring Island Local Community Commission (LCC) at saltspring@crd.bc.ca.

6.1. Presentations

- 6.1.1. [24-840](#) Presentation: Julia Wagner; SSI Public Library, Re: Installation of a Permanent Storywalk at Mouat Park

Attachments: [Presentation Request: Julia Wagner, SSI Public Library, Aug. 22, 2024](#)
[Presentation: Installation of a Permanent Storywalk at Mouat Park](#)

6.2. Delegations

7. Commission Business

- 7.1. [24-881](#) Speed Reader Board

Recommendation: Verbal Discussion

- 7.2. [24-882](#) BC Active Transportation Grant - Infrastructure Grant Application - SSI - Rainbow Road Pedestrian and Bike Path

Recommendation: That the Salt Spring Island Local Community Commission recommends to the Capital Regional District Board:

- 1) That the Rainbow Road pedestrian and bike path be considered a priority project.
- 2) That an application to the Province of British Columbia Active Transportation - Infrastructure Grant Program for up to \$315,000 be progressed for the purpose of construction of the Rainbow Road Path on Salt Spring Island.
- 3) That the funding provided through the British Columbia Active Transportation Infrastructure Grant Program will be supported with up to \$135,000 budgeted from the Salt Spring Island Local Community Commission's Financial Plan; and
- 4) That staff be instructed to apply for, negotiate, and if successful, enter into an agreement and do all such things necessary for accepting Active Transportation Infrastructure grant funds and overseeing grant management for the proposed project.

Attachments: [Staff Report: BC Active Transportation Grant - Infrastructure Grant Application - Appendix A: Location Map and Draft Engineered Trail Design](#)

- 7.3. [24-883](#) Ganges Village Tour Bus Parking Study

Recommendation: There is no recommendation, this report is for information only.

Attachments: [Staff report: Ganges Village Tour Bus Parking Study](#)
[Appendix A: Ganges Village Tour Bus Parking Study – August 2024](#)

8. Notice(s) of Motion

9. Motion to Close Meeting

- 9.1. [24-884](#) Motion to Close Meeting

Recommendation:

1. That the meeting be closed for discussion under Section 90(1)(n) of the Community Charter. [1 item].
2. That the meeting be closed for acquisition/disposition under Section 90(1)(e) of the Community Charter. [3 items].

10. Rise and Report

11. Adjournment

Next Meeting:

*-Thursday, October 10, 2024, at 5:00pm in the Salt Spring Island Multi Space (SIMS)
Boardroom, 124 Rainbow Road, Salt Spring Island, BC V8K 2V5*

Meeting Minutes - Draft

Salt Spring Island Local Community Commission

Thursday, August 15, 2024

9:00 AM

SIMS Boardroom
124 Rainbow Road
Salt Spring Island BC

PRESENT

COMMISSIONERS: E. Rook, G. Holman (Director), G. Baker, B. Corno, B. Webster,

STAFF: S. Henderson, Senior Manager, Real Estate and SGI Administration, D. Ovington, Senior Manager, SSI Administration, D. Olafson, Manager, SSI Engineering, N. Allwyn, Engineering Technician, SSI Administration, M. Williamson, Committee Clerk, (Recorder)

The meeting was called to order at 9:00 am.

1. Territorial Acknowledgement

Commissioner Rook provided a Territorial Acknowledgement.

2. Approval of Agenda

MOVED by Commissioner Corno, **SECONDED** by Commissioner Webster,
That agenda for the August 15, 2024, meeting of the Local Community
Commission be approved as presented.

CARRIED

3. Adoption of Minutes

3.1. Minutes of May 22-June 27 Salt Spring Island Local Community
Commission

MOVED by Commissioner Webster, **SECONDED** by Commissioner Corno,
That the minutes of the following meetings be adopted as presented:

- May 22, 2024 special meeting
- May 27, 2024 special meeting
- May 29, 2024 special meeting
- June 13, 2024 special meeting
- June 17, 2024 Joint special meeting
- June 20, 2024 regular meeting
- June 27, 2024 special meeting

CARRIED

4. Chair, Director, and Commissioner Reports

Commissioner Rook spoke of the following items:

- Local Trust Council Joint Meeting

Director Holman spoke of the following items:

- Primary Care Network application
- Boarding houses building inspection requirements
- Community Works Funding agreement renewal
- Parking on Ganges Hill during Saturday Market times

Commissioner Baker spoke of the following items:

- Ask Salt Spring
- Feedback from visitors to Salt Spring Island

Commissioner Webster spoke of the following items:

- Notice of Motion for open government
- Collaborative action to resolve boat-related issues in the Capital Region workshop
 - LCC authority over Salt Spring Small Craft Harbour Facilities
 - Salt spring services used by those who use/live in Ganges Harbour
 - Staff report regarding safety, environmental risks and housing in regional harbours
 - Solution of local government regulation and provisions of services without entering into a licence of occupation seen in workshop as potentially viable
 - Suggest Local Community Commission (LCC) have a discussion regarding Salt Spring Harbours and if the LCC wants to address these issues or not

5. Senior Manager Report

D. Olafson introduced new engineer technician N. Allwyn.

6. Presentations/Delegations

**MOVED by Director Holman, SECONDED by Commissioner Webster,
That a late delegation, C. Firestone, SSI Resident be permitted to speak and the
agenda be amended to include the delegation.**

CARRIED

6.1. Presentations

6.1.1. Presentation: Peter Meyer; Island Pathways, Re: Pathway Projects for 2025

P. Meyer provided a presentation on Island Pathway Projects for 2025.

6.2. Delegations

6.2.1. Delegation - Shirley Ireland, SSI Pickleball Association Re: Item 7.1 SSI Portlock Park Master Plan

S. Ireland spoke regarding item 7.1.

6.2.2. Delegation - Curt Firestone, SSI Resident Re: Item 7.1 SSI Portlock Park Master

C. Firestone spoke regarding item 7.1

7. Commission Business

7.1. SSI Portlock Park Site Master Plan

MOVED by Commissioner Webster, SECONDED by Commissioner Baker, That the Salt Spring Island Local Community Commission approves the draft Portlock Park Site Master Plan as presented in Appendix A, amended with the removal of pickleball courts and the addition of storage and field lighting and amend the Rainbow Recreation Centre Site Master Plan with the removal of the multisport court and the addition of six pickleball courts.

CARRIED

7.2. Brinkworthy Pathway Project Charter

MOVED by Director Holman, SECONDED by Commissioner Baker, That the Salt Spring Island Local Community Commission approves the Brinkworthy Pathway Project Charter in Appendix A as amended.

CARRIED

7.3. Motion Tracker

Discussion ensued regarding Project Tracker.

This report was received for information

7.4. Project Tracker Quarterly No. 15, 2024

Discussion ensued regarding Project Tracker.

This report was received for information.

8. Notice(s) of Motion

8.1. Motion with Notice: Development of Integrated Housing Strategy (B. Webster)

MOVED by Commissioner Webster, SECONDED by Commissioner Baker, That the Salt Spring Island Local Community Commission, through its Economic Sustainability service, invite the following experts to meet with the Commission in September 2024 to discuss next steps toward the development of an integrated housing strategy for Salt Spring Island: Janis Gauthier, Consultant, Justine Starke, CRD, Laura Patrick, Salt Spring Island Local Trust Committee, Island trust planner and Elizabeth FitzZaland, Salt Spring Solutions.

CARRIED

The Commission recessed at 11:58 am.

The Commission reconvened at 12:30 pm

**MOVED by Director Holman, SECONDED by Commissioner Corno,
That the meeting be extended past the 3-hour scheduled time.
CARRIED**

8.2. Motion with Notice: CRD Regional Transportation SSI Exemption (B. Webster)

**MOVED by Commissioner Webster, SECONDED by Director Holman,
That the Salt Spring Island Local Community Commission write as soon as
practicable to the Capital Regional District Board and its Chair requesting that
the proposed Capital Regional District regional transportation service not include
the Salt Spring Island Electoral Area, the letter to include the following points:
1.Unlike all other jurisdictions within the Capital Regional District, the Salt Spring
Island Electoral Area already has its own local transportation and transit service.
2. Unlike all other jurisdictions within the Capital Regional District, a significant
proportion of Salt Spring's transportation links are not within the CRD.
3.It is neither fair nor appropriate for Salt Spring Island taxpayers to fund projects
and initiatives that are used minimally by Salt Spring Island residents.
CARRIED**

8.3. Motion with Notice: SSI Agriculture Input Meeting (B. Webster)

**MOVED by Commissioner Webster, SECONDED by Commissioner Corno,
That the Salt Spring Island Local Community Commission, through its Economic
Sustainability service, hold a public meeting during September 2024 to receive
input on the topic of Salt Spring Island agriculture and Capital Regional District
noise and animal control bylaws and other community issues.
CARRIED**

8.4. Motion with Notice: School District 64 Meeting (B. Corno)

**MOVED by Commissioner Corno, SECONDED by Director Holman,
That the Local Community Commission, through the chair, invites the trustees
and staff of School District 64 to a special joint meeting for the purpose of
connecting in a public meeting and to discuss our shared priorities and
responsibilities.
CARRIED**

8.5. Notice of Motion: Boat-related Issues Discussion (B. Webster)

Commissioner Webster provided the following Notice of Motion for
consideration at the next meeting of the SSI Local Community Commission

"That the Salt Spring Island Local Community Commission discuss at one of
our October meetings what future role, if any, the Commission should play in
managing boat-related issues, including:

- Discussion of whether the LCC should engage directly with the CRD's Environmental Protection Division to ensure that the Salt Spring Island perspective is reflected in its future work on this issue.
- Inclusion of this topic and the potential for future collaboration for discussion at future meetings between the LCC and LTC.
- An assessment of whether current shore services provided through our park services would more appropriately be funded (at least partially) through our small craft harbour service."

9. Motion to Close Meeting

9.1. Motion to Close Meeting

**MOVED by Commissioner Webster, SECONDED by Director Holman,
That the meeting be closed for Discussion in accordance with Section 90(1)(n) of
the
Community Charter. [1 item].
CARRIED**

The Salt Spring Island Local Community Commission moved to the closed session at 01:30pm.

The Salt Spring Island Local Community Commission rose from its closed session at 02:11pm without report.

**MOVED by Director Holman, SECONDED by Commissioner Corno,
That the meeting be closed for acquisition/disposition under Section 90(1)(e) of
the Community Charter. [1 item].
CARRIED**

**MOVED by Director Holman, SECONDED by Commissioner Corno,
That the meeting be closed for discussion under Section 90(1)(k) of the
Community Charter. [1 item]
CARRIED**

**MOVED by Director Holman, SECONDED by Commissioner Corno,
That the meeting be closed for discussion under Section 90(1)(b) of the
Community Charter. [1 item].
CARRIED**

The Salt Spring Island Local Community Commission moved to the closed session at 02:14pm.

10. Rise and Report

The Salt Spring Island Local Community Commission rose from its closed session 3:32pm and reported on the following items:

That the Salt Spring Island Local Community Commission directed staff to

respond to School District 64's Request for Proposal to lease 163 Drake Road building and facilities with an expression of interest and prepare an annual operating budget to include in the 2025-2029 Salt Spring Island Five Year Financial Plan for review.

11. Adjournment

**MOVED by Commissioner Baker, SECONDED by Commissioner Corno,
That the Local Community Commission adjourn the meeting at 03:35pm.
CARRIED**

CHAIR

SENIOR MANAGER

From: jwagner@saltspringlibrary.com <jwagner@saltspringlibrary.com>
Sent: Thursday, August 22, 2024 12:54 PM
To: Legserv <Legserv@crd.bc.ca>
Subject: Addressing the Board - Submission

The following message was received through the form at '<https://www.crd.bc.ca/about/board-committees/addressing-the-board/addressing-the-crd-board-committees>'. Neither the name nor the e-mail address can be confirmed as accurate.

.....

Your name::

Julia Wagner

I represent::

Salt Spring Island Public Library

Telephone::

2505374666

Fax::

Email address::

jwagner@saltspringlibrary.com

Street address (optional)::

129 McPhillips Avenue

Municipality/Electoral Area in which you reside::

Southern Gulf Islands E.A.

I wish to address::

Capital Regional District Board

Meeting Date::

October 10, or October 17th, (as appropriate)

Agenda Item::

Installation of a Permanent StoryWalk at Mouat Park

My reason(s) for appearing (is/are) and the substance of my presentation is as follows::

The Library, with in-kind and labour support of installation from the CRD, seeks to make a permanent installation of StoryWalk signs along the Mouat Park leading towards the Recreation Centre. This popular community initiative has faced theft and vandalism, which would be limited and deterred through a permanent installation. This initiative brings health, nature, and literacy together, across generations, and provides our island with a form of recreation that celebrates the best of who we are on this island. Moreover, this installation opens the door to added community-

collaborations and locally-focused exhibitions that would not be possible in the current StoryWalk format.

I will attend the meeting::

In person

I will have a PowerPoint or video presentation and will submit it at least 24 hours in advance of the meeting.:

Yes

The meeting and my presentation will be webstreamed live via the CRD website and recorded.:

I understand,



**5 GOOD REASONS WHY A
COMMUNITY SHOULD
INSTALL A PERMANENT
STORYWALK
INSTALLATION**

Promotes Literacy and Learning: StoryWalks encourage reading in an outdoor setting, making literacy fun and accessible. They can help instill a love for reading in children and provide educational content for all ages.

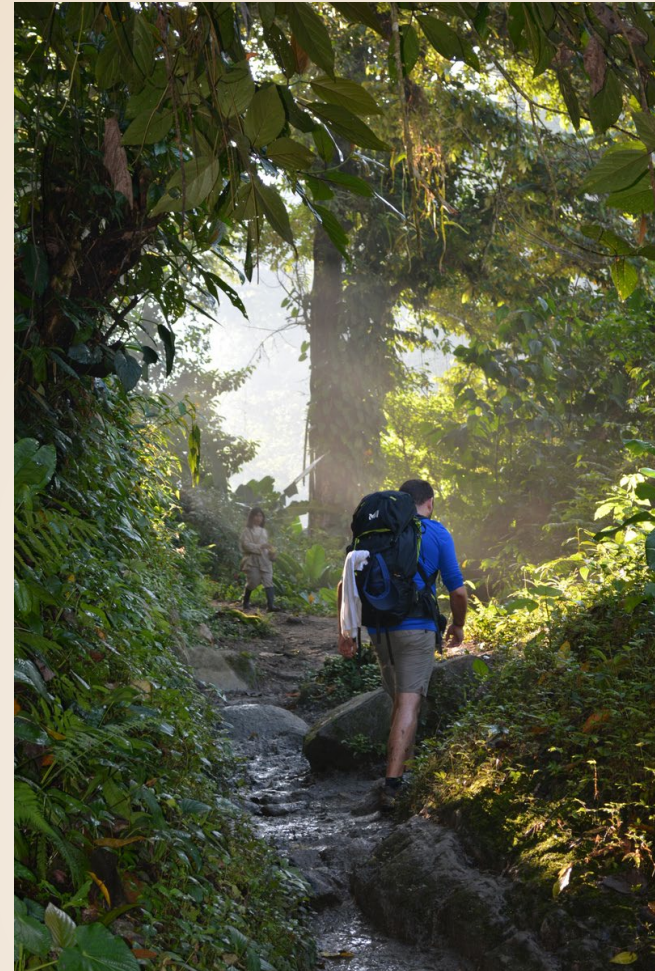




Encourages Physical Activity: By combining reading with walking, StoryWalks promote physical health. They encourage families and individuals to spend more time outdoors, engaging in light exercise while enjoying a story.

Fosters Community Engagement: Installing permanent StoryWalk signposts can create a shared community space where families, friends, and neighbors can gather. It can also be a unique attraction that draws visitors, fostering a sense of pride and connectivity within the community. This installation could even be used by groups aside from the Library - perhaps the Archives, Transition Salt Spring, ArtSpring, or the Chamber of Commerce.





Enhances the Natural Environment: Permanent signposts can be designed to blend in with the natural surroundings, enhancing the aesthetic appeal of the trail. They can also provide educational content about local flora and fauna, enriching visitors' understanding and appreciation of the environment.

Supports Local Authors and Illustrators: Featuring books by local authors and illustrators in the StoryWalk can promote regional talent and foster a sense of local culture and creativity. It can also provide opportunities for community events, such as author readings or book signings, further enriching the cultural fabric of the area.



Overall, a permanent StoryWalk installation can be a wonderful addition to any community, promoting literacy, health, engagement, and appreciation for the natural world.




NOVEMBER
StoryWalk

Nov 3: Greta and the Giants, Zoe Tucker
Nov 10: Imagine, John Lennon
Nov 17: Little Lost Dog, Monica Carnesi
Nov 24: Cornelius, Leo Leoni

WHAT IS STORYWALK?
A page by page stroll through a book. Starting at the park entrance on McPhillip, yellow signs posted with laminated pages allow walkers-and-readers to leisurely take in a book. New books posted every week!

Salt Spring Island Public Library




DECEMBER
StoryWalk

DECEMBER 8 THE NIGHT BEFORE CHRISTMAS
DECEMBER 15 WINTER: A SOLSTICE STORY
DECEMBER 22 THE SNOWMAN
DECEMBER 29 LAST STOP ON MARKET STREET

WHAT IS STORYWALK?
A page by page stroll through a book. Starting at the park entrance on McPhillip, yellow signs posted with laminated pages allow walkers-and-readers to leisurely take in a book. New books posted every week!

Salt Spring Island Public Library



February
StoryWalk

FEB 2 AND TANGO MAKES THREE, PETER PARNELL
FEB 9 THE DAY THE CRAYONS QUIT, DREW DAYWALT
FEB 16 THE WAY BACK HOME, OLIVER JEFFERS
FEB 23 MINA, MATTHEW FORSYTHE

WHAT IS STORYWALK?
A page by page stroll through a book. Starting at the park entrance on McPhillip, yellow signs posted with laminated pages allow walkers-and-readers to leisurely take in a book. New books posted every week!

Salt Spring Island Public Library



April
StoryWalk

APRIL 5 STERLING, BEST DOG EVER
APRIL 12 THE BOY WITH THE FLOWERS IN HIS HAIR
APRIL 19 THE GIVING TREE
APRIL 26 THE GRUFFALO

WHAT IS STORYWALK?
A page by page stroll through a book. Starting at the park entrance on McPhillip, yellow signs posted with laminated pages allow walkers-and-readers to leisurely take in a book. New books posted every week!

Salt Spring Island Public Library

PROJECT DETAILS TO DATE:

- Met with Dan Ovington in late August.
- The Library will seek grants to fund this project.
- The CRD would contribute to the project through labour and materials needed for trail installation of purchased signage.
- Timeline will be dependent on when sufficient funds are raised through grant funds, community partnerships, or other fundraising.
- Coordination of efforts would be required after funds are awarded for assorted project workflow items.
- Expected cost of 24 installed signs expected to be between \$50 - \$100K, depending on options chosen.

Possible Funding Source:

Island Health Community Wellness Grant Program

This program provides nonprofit organizations, local government organizations, and Indigenous nations and organizations with one-time funding for the development of new collaborative community-led wellness interventions.

Partnership grant applications for projects that are multi-jurisdictional or multi-agency and involve a minimum of three partner organizations will be awarded up to \$50,000 each.

Questions:

jwagner@saltspringlibrary.com



Thank you!



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**REPORT TO SALT SPRING ISLAND LOCAL COMMUNITY COMMISSION
MEETING OF THURSDAY, SEPTEMBER 19, 2024**

SUBJECT **BC Active Transportation Grant - Infrastructure Grant Application – SSI –
Rainbow Road Pedestrian and Bike Path**

ISSUE SUMMARY

To seek support to submit a BC Active Transportation Infrastructure Grants application to fund the construction of the Rainbow Road pedestrian and bike path, an active transportation infrastructure initiative on Salt Spring Island.

BACKGROUND

There is an opportunity for the CRD to submit a grant application under Active Transportation Infrastructure stream of the British Columbia Active Transportation Infrastructure Grants Program. The program enables applications to be submitted for different communities within a Regional District. This project is being led by the Salt Spring Island Local Community Commission, which operates the CRD community parks service on Salt Spring Island.

The Rainbow Road pedestrian and bike path is approximately 180 metres long and located in downtown Ganges (refer to a draft of the engineering design in Appendix A). This path is a highly used section of road between the Ganges Harbour, downtown Ganges, and the public schools in Ganges. As well the path will provide residents a pathway between parking areas along Rainbow Road and the Saturday market in Ganges.

Previously the strategic planning phase and public consultation have been completed and this path was considered a priority.

Applications to the Grant Program are required to be submitted by October 31, 2024, and the submission of a supporting Board Resolution is required by December, 2024.

ALTERNATIVES

That the Salt Spring Island Local Community Commission recommends to the Capital Regional District Board:

Alternative 1

- 1) That the Rainbow Road pedestrian and bike path be considered a priority project.
- 2) That an application to the Province of British Columbia Active Transportation - Infrastructure Grant Program for up to \$315,000 be progressed for the purpose of construction of the Rainbow Road Path on Salt Spring Island.
- 3) That the funding provided through the British Columbia Active Transportation Infrastructure Grant Program will be supported with up to \$135,000 budgeted from the Salt Spring Island Local Community Commission's Financial Plan; and

- 4) That staff be instructed to apply for, negotiate, and if successful, enter into an agreement and do all such things necessary for accepting Active Transportation Infrastructure grant funds and overseeing grant management for the proposed project.

Alternative 2

That staff be instructed to re-evaluate the application to the Active Transportation Network - Infrastructure Grant Program.

IMPLICATIONS

Alignment with Board & Corporate Priorities

The CRD Corporate Plan provides direction to work with commissions to enhance and manage community parks, recreation facilities and trail networks and to deliver service improvements where needed.

Alignment with Existing Plans & Strategies

This Active Transportation proposal is in alignment with the Salt Spring Island Active Transportation Network Plan (2023).

Financial Implications

The Active Transportation Infrastructure Grant program requires that the local government contribute a minimum of 30% of the project costs associated with developing the project.

A class D estimate has been completed. A more refined Class C estimate is in progress and will be completed prior to submitting the grant application. The total grant request is estimated to be \$315,000 with the total estimated project cost at \$450,000. The remaining \$135,000 will be budgeted for in the Local Community Commission financial plan.

An additional \$25,000 will be budgeted to complete the process of acquiring property rights from some of the private landowners along the path where necessary to ensure wheelchair access, and desirable alignments of the path can be achieved.

First Nations Reconciliation

W̱SÁNEĆ Leadership Council and CRD have quarterly meetings to review projects that require land alteration for consideration of archaeology and cultural heritage. This project would be discussed at those meetings. Staff will also identify any other overlapping First Nations interests to ensure they are also informed and have an opportunity to discuss the proposed path.

Intergovernmental Implications

The Ministry of Transportation and Infrastructure (MOTI) is the authority having jurisdiction over the road right of ways on Salt Spring Island. A License of Occupation is required for this roadside path and an application is being submitted to secure tenure for the trail.

CONCLUSION

There is an opportunity for the CRD to receive grant funding under the BC Active Transportation Infrastructure Grant program. Regional Governments are permitted to apply for funding for each community within, which enables CRD to apply for grants for Salt Spring Island and islands in the Southern Gulf Island’s Electoral Area. If awarded, the LCC would fund its portion through the Financial Plan. This may include Community Works Funds, Public Donations and Capital Reserve. To be able to potentially access this BCAT grant, staff need to apply for, negotiate, and do all such things necessary for accepting the grant funds and overseeing grant management for the proposed projects. The BC Government only considers applications that include a supportive Board resolution confirming that an Active Transportation trail is intended as a priority, that the local government will contribute a share to the provincial grant funding provided, and the project will be completed within the timeline.

RECOMMENDATION

That the Salt Spring Island Local Community Commission recommends to the Capital Regional District Board:

- 1) That the Rainbow Road pedestrian and bike path be considered a priority project.
- 2) That an application to the Province of British Columbia Active Transportation - Infrastructure Grant Program for up to \$315,000 be progressed for the purpose of construction of the Rainbow Road Path on Salt Spring Island.
- 3) That the funding provided through the British Columbia Active Transportation Infrastructure Grant Program will be supported with up to \$135,000 budgeted from the Salt Spring Island Local Community Commission’s Financial Plan; and
- 4) That staff be instructed to apply for, negotiate, and if successful, enter into an agreement and do all such things necessary for accepting Active Transportation Infrastructure grant funds and overseeing grant management for the proposed project.

Submitted by:	Stephen Henderson, BSc, MBA, Senior Manager of Real Estate, Southern Gulf Islands Electoral Area and Saltspring Island Local Community Commission
Concurrence	Dan Ovington, BBA Acting Senior Manager, Salt Spring Island Administration

ATTACHMENT

Appendix A: Location Map and Draft Engineered Trail Design



LEGEND:

PERMIT TO PRACTICE:

THESE DESIGN DOCUMENTS ARE PREPARED SOLELY FOR THE USE BY THE PARTY WITH WHOM THE DESIGN PROFESSIONAL HAS ENTERED INTO A CONTRACT, AND THERE ARE NO REPRESENTATIONS OF ANY KIND MADE BY THE DESIGN PROFESSIONAL TO ANY PARTY WITH WHOM THE DESIGN PROFESSIONAL HAS NOT ENTERED INTO CONTRACT.

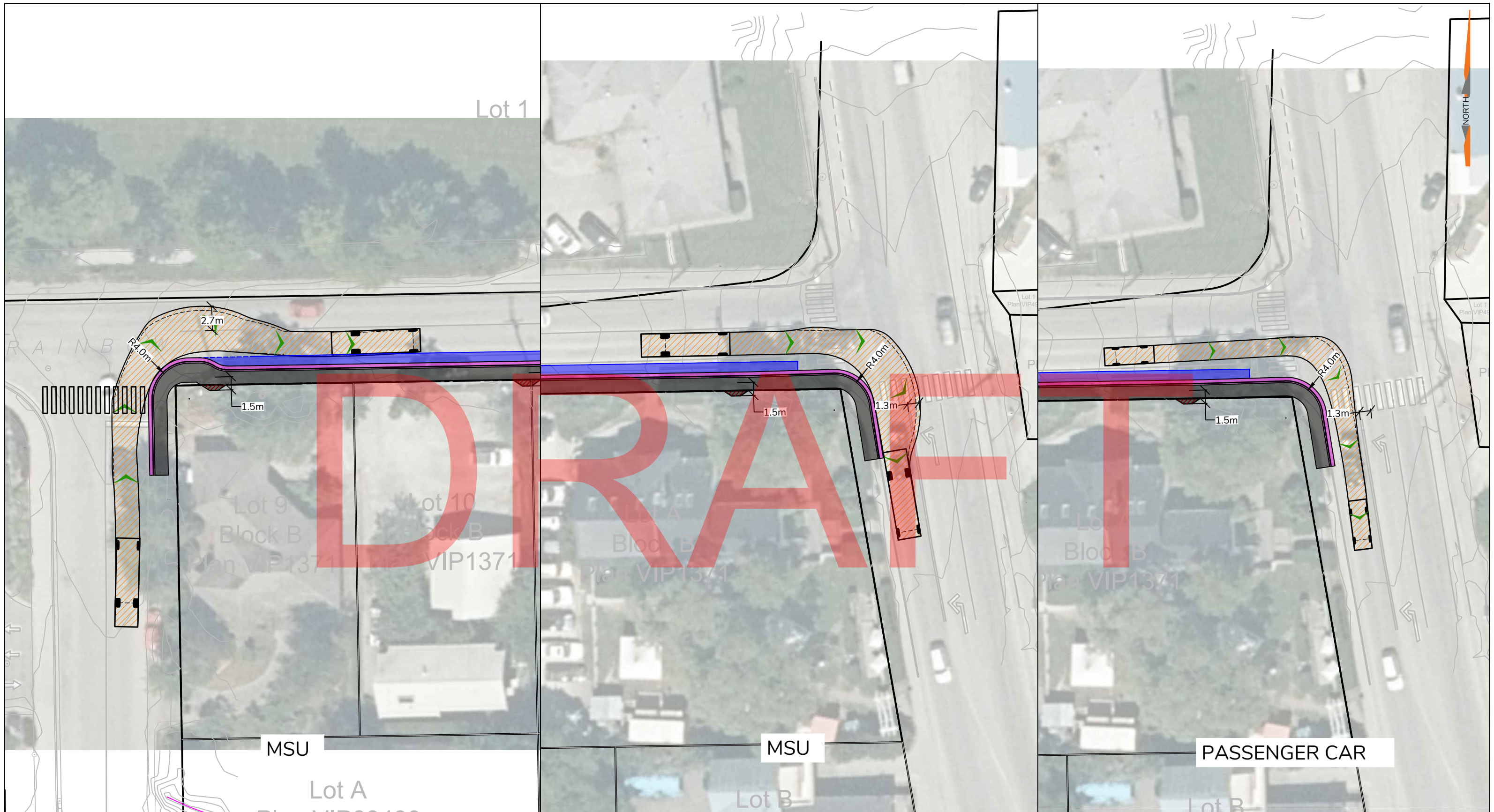
SEAL:

REVISIONS		
0	ISSUED FOR REVIEW	2024-08-26
1	ISSUED FOR REVIEW	2024-09-06
2		
3		
4		
5		
6		
7		

RAINBOW ROAD ACTIVE TRANSPORTATION UPGRADES
PROPOSED SIDEWALK WIDTHS
1.5m SIDEWALK, 1.5m BIKE LANE

DRAWING NO: DD-01-R1_1.5M OPTION	SCALE: 1:400	DRAWN: CK
DESIGN SPEED: -	DESIGN VEHICLE: -	CHECKED: AK

WATT
Consulting Group
WATTCONSULTINGGROUP.COM
 PROJECT NO: 3810.B01



LEGEND:

PERMIT TO PRACTICE:

THESE DESIGN DOCUMENTS ARE PREPARED SOLELY FOR THE USE BY THE PARTY WITH WHOM THE DESIGN PROFESSIONAL HAS ENTERED INTO A CONTRACT, AND THERE ARE NO REPRESENTATIONS OF ANY KIND MADE BY THE DESIGN PROFESSIONAL TO ANY PARTY WITH WHOM THE DESIGN PROFESSIONAL HAS NOT ENTERED INTO CONTRACT.

SEAL:

REVISIONS		
0	ISSUED FOR REVIEW	2024-08-26
1	ISSUED FOR REVIEW	2024-09-06
2		
3		
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**RAINBOW ROAD ACTIVE TRANSPORTATION UPGRADES
PROPOED SIDEWALK WIDTHS
SWEEP PATH ANALYSIS FOR CORNER RADII**

DRAWING NO: DD-04-R1_SPA	SCALE: 1-400	DRAWN: CK
DESIGN SPEED: -	DESIGN VEHICLE: -	CHECKED: AK

WATT
Consulting Group

WATTCONSULTINGGROUP.COM

PROJECT NO: 3810.B01



Making a difference...together

**REPORT TO SALT SPRING ISLAND LOCAL COMMUNITY COMMISSION
MEETING OF THURSDAY, SEPTEMBER 19, 2024**

SUBJECT **Ganges Village Tour Bus Parking Study**

ISSUE SUMMARY

To present the Ganges Village Tour Bus Parking Study for information.

BACKGROUND

In 2022 the Capital Regional District (CRD) obtained funding from the BC Active Transportation Grants Program to prepare an Active Transportation Network Plan for Salt Spring Island (SSI). Watt Consulting was contracted to deliver the SSI Active Transportation Network Plan that focused on Ganges Village. While planning was underway the CRD requested an additional study to confirm requirements and explore different locations for tour bus parking the Ganges Village area, while recognizing the unique constraints within the Village.

The Ganges Village Tour Bus Parking Study (Appendix A) was developed in partnership with CRD staff who participated in a project working group and provided feedback. The development of the study also included interviews with key stakeholder and a presentation of draft key findings to the SSI Local Community Commission (LCC) on June 20, 2024.

Key Findings and Recommendations:

- Little immediate need for expanded tour bus parking at present, but that it would be wise to plan for this over the longer term.
- Locating expanded space for tour bus parking the vicinity of the existing bus exchange could provide additional resilience for transit as well.
- Turning movements for larger buses were feasible at SSI Elementary School, Gulf Island Secondary School and Rainbow Recreation Centre.

Based on evaluation and conceptual design work three potential sites were identified: Existing Ganges Transit Exchange, Ganges Firehall on Fulford Ganges-Road and Jackson Avenue.

IMPLICATIONS

Financial Implications

- Ganges Transit Exchange curb realignment \$10,000
- Ganges Firehall Fulford-Ganges Road parking upgrades \$61,900
- Jackson Avenue parking development \$74,100

CONCLUSION

The study concluded that there is not an immediate need for expanded tour bus parking but that this is an important planning tool for the future. The study also determined that there is adequate turning for larger buses at a number of locations on Rainbow Road and identified three priority areas for future consideration.

RECOMMENDATION

There is no recommendation, this report is for information only.

Submitted by:	Stephen Henderson, BSc, MBA, Senior Manager of Real Estate, Southern Gulf Islands Electoral Area and Salt Spring Island Local Community Commission
Concurrence	Dan Ovington, BBA Acting Senior Manager, Salt Spring Island Administration

ATTACHMENT

Appendix A: Ganges Village Tour Bus Parking Study – August 2024



Ganges Village Tour Bus Parking Study

Summary Report

August 2024

Project #: 3351.B01

Prepared by WATT Consulting Group
Prepared for the Capital Regional District





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1.0 INTRODUCTION & OVERVIEW OF KEY FINDINGS

Watt Consulting Group (“WATT”) was retained by the Capital Regional District to confirm requirements and explore different locations for tour bus parking in the Ganges Village area on Salt Spring Island. This work also examined how best such a facility could be placed and designed, recognizing the unique geographic, transportation, and economic constraints within the Village.

This work was conducted in partnership with Capital Regional District staff who participated in a project Working Group to help guide the project and provide feedback at key points. It also included interviews with key stakeholders (see Section 3.0) and a presentation of draft key findings to the Salt Spring Island Local Community Commission on June 20, 2024.

This document summarizes the outreach, design considerations and outcomes conducted for this Study, along with the Study’s recommendation to consider three priority areas as part of future infrastructure improvements.

Project Tasks Undertaken:

- Reviewed context
- Conducted key stakeholder outreach
- Evaluated and narrowed down sites
- Developed high-level concepts and costs

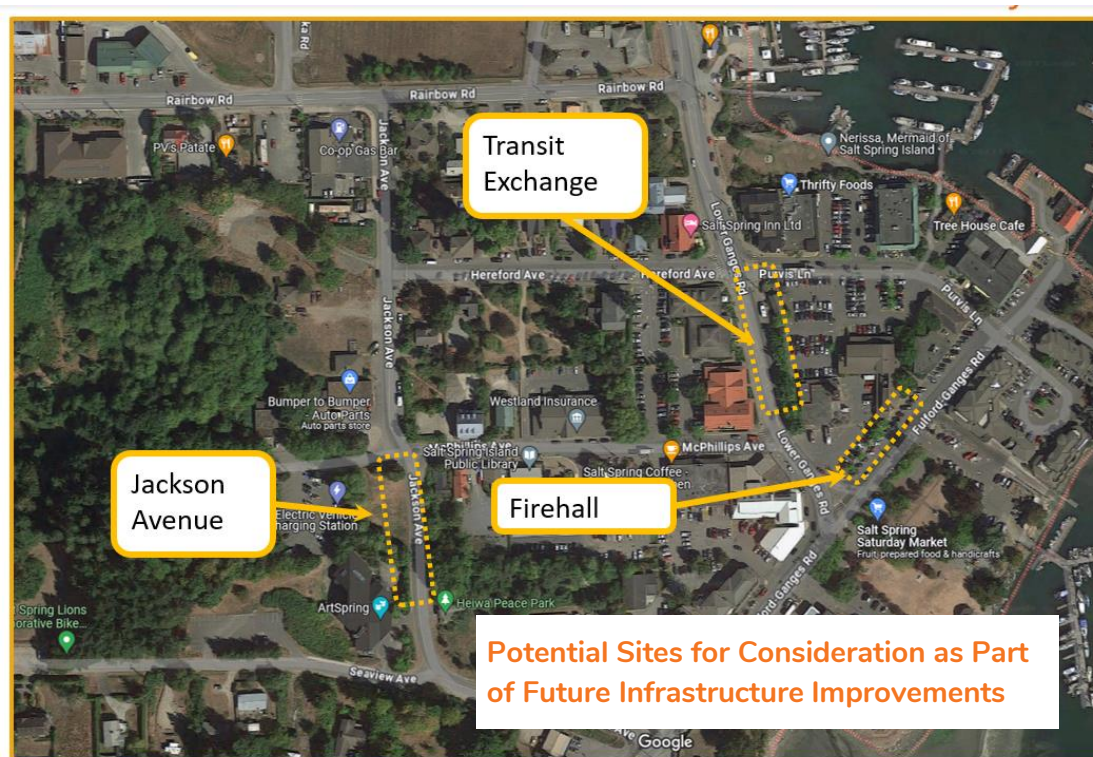
1.1 Executive Summary - Key Findings Overview

Study key findings and recommendations based on the work undertaken for this project are as follows:

- Conversations with key tourism and transit stakeholders determined that there was **little immediate need for expanded tour bus parking at present, but that it would be wise to plan for this over the longer term.**
- The Salt Spring Island transit system exchange will also likely require expanded capacity to handle additional and longer transit vehicles in the medium- to longer-term; **ideally, locating expanded space for tour bus parking in the vicinity of the exchange could provide additional resilience for transit as well.**
- Turning movements for larger tour bus vehicles were tested at the Salt Spring **Elementary School, Gulf Islands Secondary School and Rainbow Recreation Centre parking lots (all located off Rainbow Road), and these locations appear to be feasible for that purpose,** pending the required coordination with property owners. (We understand that some or all of these locations have been used in the past for the purpose of layover space for larger vehicles).



- Based on evaluation and conceptual design work for other sites, **the following priority areas are recommended for consideration as part of future infrastructure improvements** (see **Section 4.2** for design drawings and further details):
 - **Existing Ganges Transit Exchange Curb Realignment** – It would be possible to adjust the curbing at the rear of the existing exchange to enable additional capacity and ease of access.
 - **Estimated high-level cost:** \$10,000.
 - **Firehall Tour Bus Parking Site** – Would create a tour bus parking / transit exchange overflow bay adjacent to the Firehall on Fulford-Ganges Road, east of Lower Ganges Road.
 - **Estimated high-level cost:** \$61,900.
 - **Jackson Avenue** – Would create a tour bus parking site (or site that could offer additional general-purpose parking) on Jackson Avenue south of McPhillips Avenue.
 - **Estimated high-level cost:** \$48,400 if an adjacent sidewalk is not included; \$74,100 if a sidewalk is included.



The balance of this Study report provides further information on community context reviewed, stakeholder outreach results, potential sites screened and resulting preliminary conceptual designs.



2.0 COMMUNITY CONTEXT

Building from work undertaken for the Salt Spring Active Transportation Network Plan (ATNP), the project reviewed existing community context and supporting plans with relevance for this study. This work reviewed the 2008 Official Community Plan and other guiding documents for the Island and Gange and also considered Salt Spring’s overarching context as a tourism destination whose 11,600 population (2021) frequently doubles in the summer. This project also reviewed the following two plans as they relate to the Ganges Tour Bus Parking Study.

Salt Spring Island Transit Future Service Plan (2021)

The Salt Spring Island Transit System has seen ridership grow from 100,000 riders in 2014/15 to 116,000 riders in 2019/20. The key objectives for Salt Spring Island include the electrification of their transit fleet and better integrating transit service with active modes of transportation and ferry service.



One of the key recommendations from the Transit Future Service Plan relevant to the Ganges Tour Bus Parking Study is that two additional bays are needed within the existing transit exchange in Ganges Village outside the Visitor Information Centre for the proposed increase of peak service.

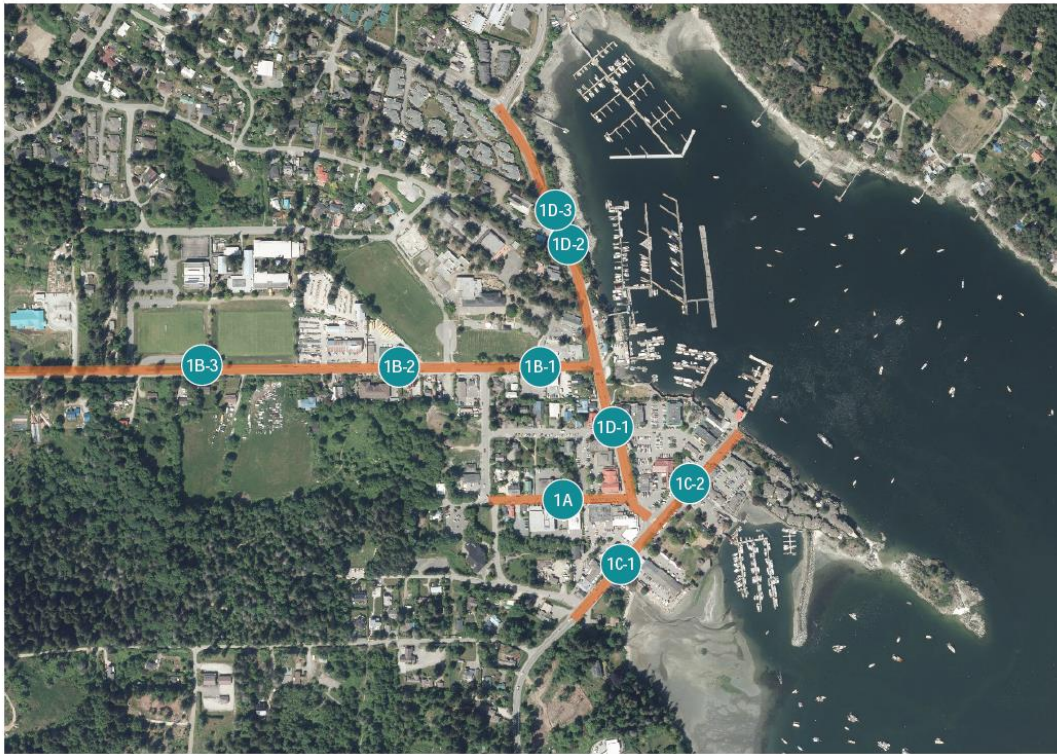
At the time of the Transit Future Service Plan, it was expected that parking spaces then located at the rear of the exchange would be reallocated to provide the two additional bays. **Since that time, that parking has been removed and reallocated to load zone space that is used by the Salt Spring Hop-On, Hop-Off shuttle and other larger vehicles (see Section 3.0).**

Salt Spring Island Active Transportation Network Plan (2023)

The Salt Spring Island ATNP builds on Salt Spring’s 2013 Pedestrian and Cycling Master Plan and is intended to be a practical, cost-effective, and technically rigorous planning document that will guide active transportation planning in Ganges Village over the next 10 years.

In addition to recognizing that better integrating transit / public transportation with the active transportation network is essential for increasing overall active transportation mode share, the Plan highlighted specific priorities related to improving pedestrian and cycling corridors and vehicle parking in the Ganges Village.

The two ATNP maps on the following page are included here for reference and were also taken into account through the tour bus parking site screening process to ensure that potential sites considered would not impact future corridors or parking locations already outlined in the ATNP.



Priority Corridors

- 1A McPhillips Avenue**
From Jackson Ave to Lower Ganges Rd
- 1B-1 Rainbow Road**
From Lower Ganges Rd to Jackson Ave
- 1B-2 Rainbow Road**
From Kanaka Rd to Windsor Plywood
- 1B-3 Rainbow Road**
West of Windsor Plywood
- 1C-1 Fulford Ganges Road**
From Seaview Ave to Lower Ganges Rd
- 1C-2 Fulford Ganges Road**
From Lower Ganges Rd to Purvis Lane
- 1D-1 Lower Ganges Road**
From Fulford Ganges Rd to Rainbow Rd
- 1D-2 Lower Ganges Road**
From Rainbow Rd to Upper Ganges Rd
(Interim Solution)
- 1D-3 Lower Ganges Road**
From Rainbow Rd to Upper Ganges Rd
(Ultimate Solution)

Active Transportation Priority Corridors identified in the Salt Spring Island ATNP.



- 1.** A row of parking stalls north of ArtSpring
- 2.** The off-street lot immediately west of ArtSpring
- 3.** A private lot along Rainbow Road near Jackson Avenue

Potential additional general purpose parking locations to support the Ganges Village identified in the Salt Spring Island ATNP.



3.0 STAKEHOLDER OUTREACH OUTCOMES

Supporting the context review summarized in Section 2.0, the project conducted key stakeholder interviews with CRD Staff, the Salt Spring Island Chamber of Commerce, BC Transit and tour operators based on the island. These discussions provided insights into regional planning, local economic impacts, tourism-related transportation demands, inter-regional connectivity, and public transit operations and funding.

Key Stakeholder Interviews Held:

- CRD Staff
- Salt Spring Island Chamber of Commerce
- Salt Spring Hop-On, Hop-Off
- Tour Salt Spring
- BC Transit

Key themes and insights that arose out of this stakeholder outreach include the following:

- According to the Salt Spring Island Chamber of Commerce, Salt Spring Island has historically played host to private tour buses from mainland British Columbia and Vancouver Island but **tours from off-island providers have declined** since the COVID-19 pandemic.
 - In the past, these operators have used larger 40-foot motorcoaches and used BC Transit stops for pick up and drop off, and occasionally for laying over. Operators of larger tour vehicles had also previously made arrangements for longer term layover requirements with Gulf Islands School District 64 to use space at Salt Spring Elementary and Gulf Islands Secondary, as well as using the Rainbow Recreation Centre lot.
 - Based on interviews with Island-based operators, these tours have not operated regularly since 2020. To the extent that they are still arriving, tour operators bringing buses to the island appear to be able to meet their own needs without utilizing the space outside of the Salt Spring Visitor Centre.
 - Other than the two on-island tour providers described here (Tour Salt Spring and Salt Spring Hop-On, Hop-Off), the Chamber staff were not aware of any recurring tour providers.
- **Tour Salt Spring** operates private charters and tours with a 14-passenger Sprinter van. They do not offer regularly scheduled trips but intermittently take tours to the Salt Spring Saturday Market.
 - This operator said they did not require a fixed stop in Ganges but instead primarily stops at privately-owned locations around the island and at destinations within the Village as required by their charter guests. They do not use the transit exchange area outside the Visitor Information Centre.



- **Salt Spring Hop-On, Hop-Off** provides regularly scheduled services between Ganges and several wineries, breweries, food makers, and scenic parks using a 24-foot cutaway transit bus. The regular service utilizes the loading zone south of the BC Transit stop outside of the Visitor Centre. Buses run Friday through Sunday and serve this stop hourly between 10:00 a.m. and 5:00 p.m. with a final drop off at 5:40 p.m.
 - In 2023 prior to beginning operation, this operator reached out to the owner of the property where the Ganges Village transit exchange is located and requested that the area used for general purpose vehicle parking at the rear of transit exchange be converted over to a pick-up and drop off zone for their tour bus vehicle.
 - The owner complied, parking was removed from that area and reallocated as a commercial loading zone used by Salt Spring Hop-On, Hop Off for the short periods of time it picks up and drops off passengers once per hour.
 - The space is also reportedly now used by other larger commercial vehicles which had previously parked in the centre of Lower Ganges Road in the painted median.
- **BC Transit** operates seven routes on Salt Spring Island, all of which connect to Ganges. BC Transit also noted that future expansions in transit frequency on Salt Spring Island would necessitate an expanded Ganges Exchange bus zone into the area now used by Hop-On, Hop-Off. They also noted that:
 - A larger medium-duty bus may be needed to meet the passenger capacity requirements of the system in the future, particularly the on the Route 2 Fulford Ganges, which is the system’s busiest. However, this type of vehicle would also require additional turn around space at the Fulford Harbour ferry terminal before it could be implemented.
 - Occasionally the system’s Operating Company (Ganges Faerie Minishuttle) has noted that the presence of larger vehicles in the loading zone behind the transit exchange has negatively impacted the ability for transit vehicles to access it. However, these occurrences seem to have been somewhat ad hoc.



Existing Ganges Transit Exchange stop (top) and area repurposed from parking to loading and tour bus use at the rear of the zone (bottom).

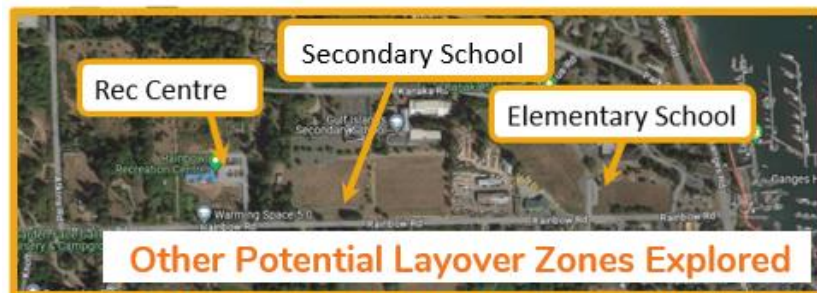


4.0 FUTURE REQUIREMENTS + SITE EVALUATION

Based on the analysis of community context, stakeholder feedback and existing usage, as well as ongoing conversations with the project Working Group, **the study determined that there was no immediate need to change the existing tour bus parking arrangements but that it would be wise to plan ahead for the possible return of large tour bus visits and future transit system requirements.**

Therefore, the remaining phases of the Study focused on two key areas of inquiry:

- **Analyzing potential alternate site locations that could be used in the future for tour bus parking** if the current space at the rear of the existing Ganges Transit Exchange was no longer feasible due to transit system expansion or other reasons. This also included confirming space requirements and turning movements at the existing Ganges Transit Exchange site would still be feasible if the transit system shifted to using larger vehicles in the future and increased the number of required transit bays at the exchange.
- **Confirming space requirements and turning movements for full size tour buses to access longer term layover** at the Elementary School, Secondary School and Rainbow Recreation Centre parking lots / turnaround spaces (all off Rainbow Road, see below).



4.1 Screening Criteria and Alternate Sites Evaluated

The maps on the following page illustrate the preliminary sites that were assessed using a high-level screening process and then narrowed down to the final alternate sites explored through design in Section 4.2. In addition to aligning with vehicle infrastructure design and Crime Prevention Through Environmental Design best practices as well as BC Transit Infrastructure Design Guidelines, the following criteria were developed with the project Working Group and were also used when assessing potential alternate tour bus parking locations.

Tour Bus Parking Alternate Site Screening Criteria:

- Be located as centrally as possible in the Ganges Village and provide a sense of arrival.
- Minimize impacts on existing businesses and the operation of the Saturday Market.
- Minimize impact on future ability to implement the priority active transportation corridors and general-purpose parking areas described in the Salt Spring Island ATNP.



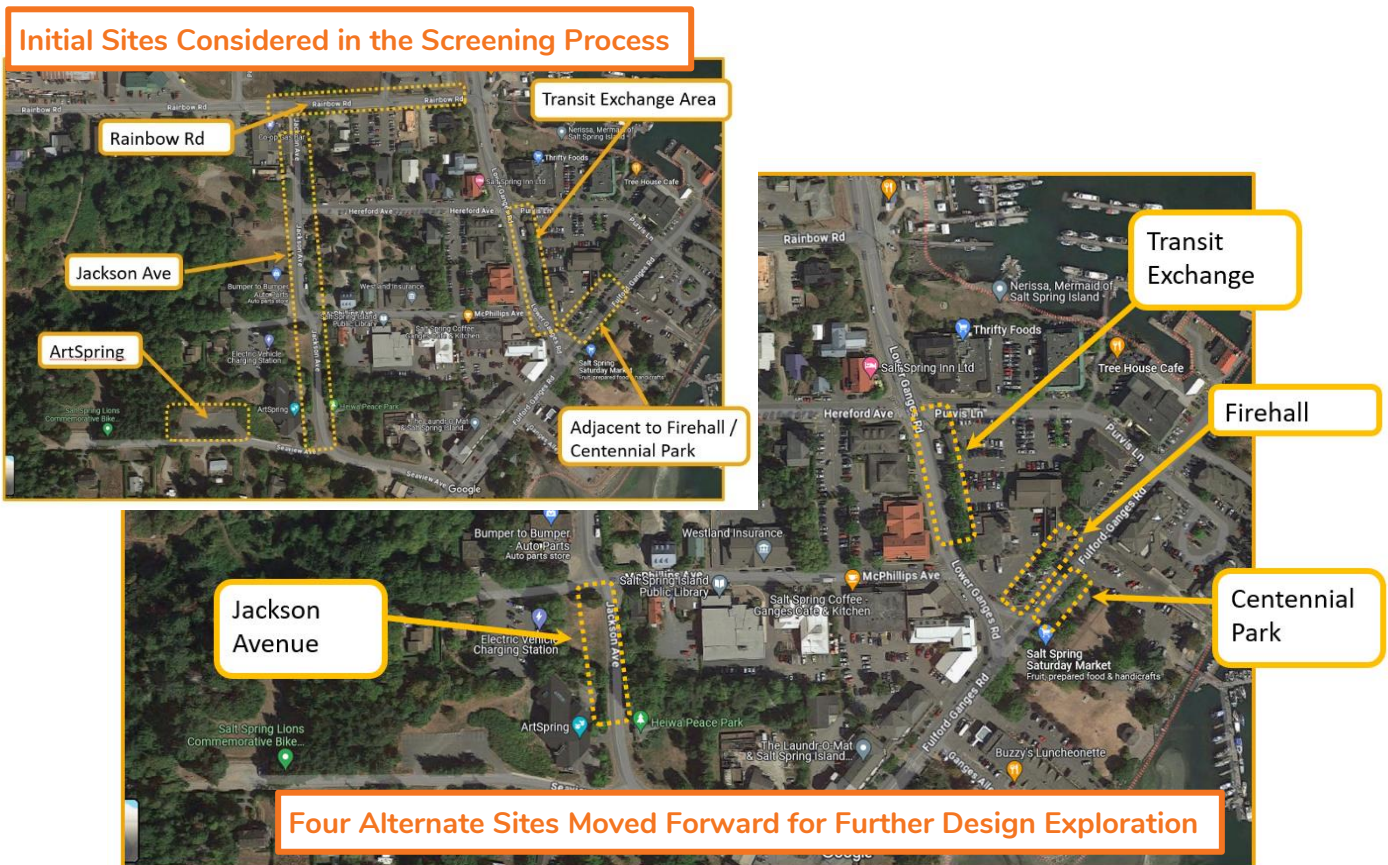
- Provide a passenger waiting area for tour bus boarding and alighting, including weather protection if possible.
- Consider provision of space for longer tour bus layovers, which potentially could be at a separate location from the tour bus passenger drop off / pick up point.
- Where possible, locate the tour bus passenger drop off / pick up space in an area close to pedestrian, transit and other multimodal linkages.
- Preserve as much existing parking as possible within the Ganges area.
- Passenger and tour bus operator access to public washrooms preferred.

Based on the above criteria an initial potential list of sites was developed for preliminary analysis and screening, as shown below. **Several sites were then eliminated from the evaluation process due to the following reasons:**

- **Rainbow Road** and the **segment of Jackson Avenue north of McPhillips Avenue** were eliminated due to their potential conflict with future active transportation improvements.
- The **ArtSpring** parking lot size and configuration was too small.

This left the following areas for exploration through design as shown in Section 4.2:

1. Extending the **Existing Transit Exchange** area on the east side of Lower Ganges Road
2. Adjacent to the **Firehall** site on the north side of Fulford-Ganges Road.
3. Adjacent to **Centennial Park** on the south side of Fulford-Ganges Road.
4. The west side of **Jackson Avenue** south of McPhillips Avenue.





4.2 Tour Bus Parking Conceptual Design Options

High-level conceptual designs and costing were developed for the four short-listed alternate sites, as well as an evaluation of the benefits and challenges of each. The following summarizes the features of each design option, its costs and any design considerations. A summary and comparison of the design options is also provided in [Section 4.3](#).

4.2.1 OPTION 1 – EXTEND EXISTING TRANSIT EXCHANGE

Options to extend the existing transit exchange on Lower Ganges Road between Purvis Lane and Fulford-Ganges Road were explored since this option could potentially use existing space, is familiar to people today, and is close to major destinations, which are all positive attribute for ridership and passenger access.

Prior to beginning design work, the project team conducted a turning movement analysis to assess whether access to the transit exchange would change if/when the transit system shifted to a larger 30-foot vehicle. This included also assessing the routing used by buses to turn around from the Lower Ganges Road exchange site via Purvis Lane and Fulford-Ganges Road. **The turning movement analysis showed no issues with larger 30-foot transit buses making these movements in future.**



Analysis of 30-foot transit bus turning movements turning left onto Purvis Lane from southbound Lower Ganges Road (left) and turning right onto Purvis Lane from northbound Lower Ganges Road and looping onto Fulford-Ganges Road (right).



Building from this turning analysis, the project investigated potential design opportunities to extend the exchange site, including extending it further south along Lower Ganges Road past the existing Firehall site. Right of way constraints due to the existing Firehall building, tree placement and the positioning of a crosswalk at McPhillips Avenue made it less feasible to extend the exchange considerably further south (which may be more feasible if the Firehall site is redeveloped in future).

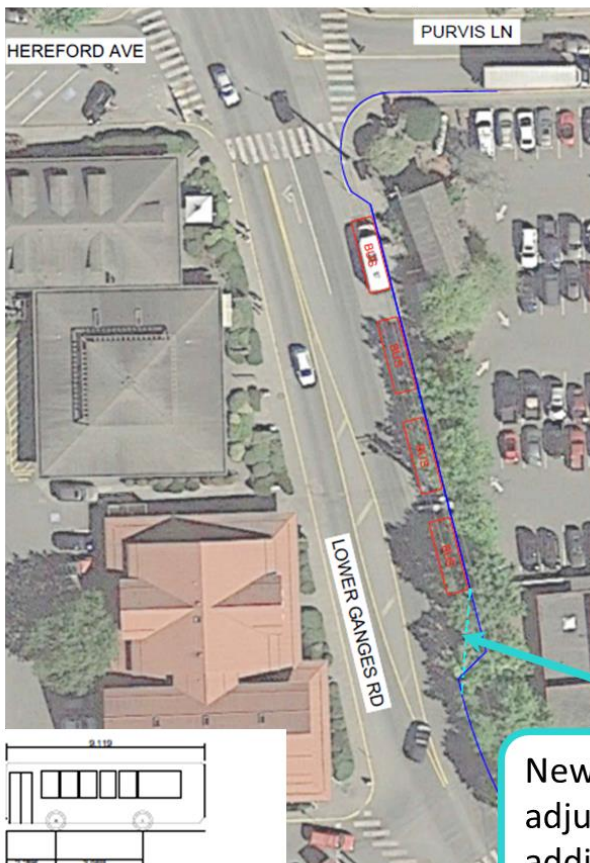
However, the design work showed that a minor adjustment to the curbline as buses / vehicles enter the exchange space could enable easier access and potentially greater vehicle capacity.

This could be used in the interim to support better separation between transit vehicles at the front of the exchange and other tour or loading vehicles at the rear of the exchange, as well as better facilitate transit access over the longer term as frequencies expand and more space is required.

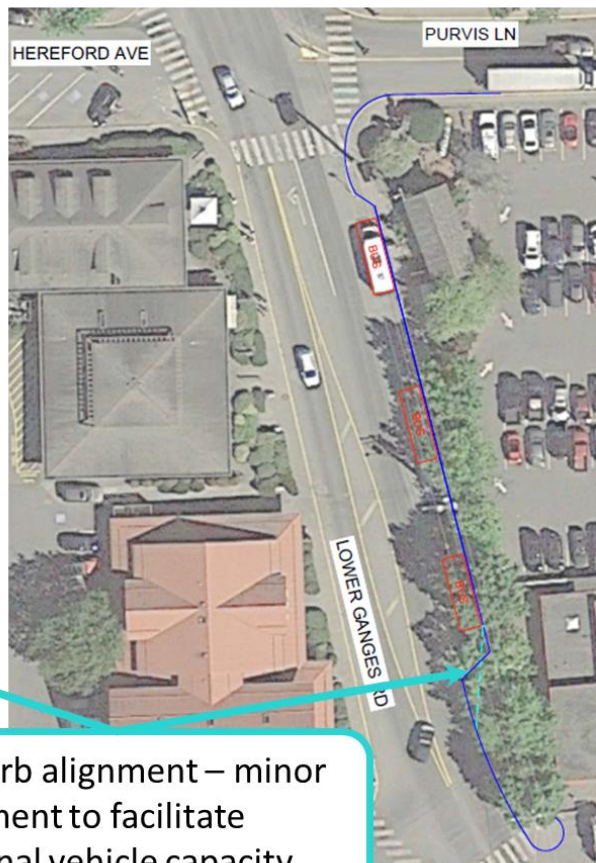
The design options presented below use a larger 9.1m / 30ft bus and include two variations. To the left, the design shows space for 4 buses if a “first in first out” approach is taken, in which buses pull in one after the other and must leave in the same order. The option to the right has three bus positions which allows for independent arrival and departures.

Design Option 1 – Extend Existing Exchange

Option 1a: First In, First Out Bus Layout



Option 1b: Independent Arrival and Departure



New curb alignment – minor adjustment to facilitate additional vehicle capacity



Design features, considerations and costs of this option are as follows:

Benefits

- Coordinating tour bus parking with the transit exchange creates a welcoming gateway for visitors and creates a sense of arrival.
- Seamless connections with surrounding sidewalks.
- Grouping transit and tour buses in one location simplifies transfers, makes it easy for passengers to access, and enhances operational efficiency.
- The site does not require removal of any parking spaces.
- Passengers benefit from existing shelters and other amenities.

Challenges and Considerations

- The exchange operates within a constrained area, limiting the scope for expansion and additional services.
- The site is already in use, with some reported conflicts that need addressing to ensure smooth operations.
- BC Transit may require these spots for future expansion, potentially limiting the long-term viability of the current setup.

Estimated Cost

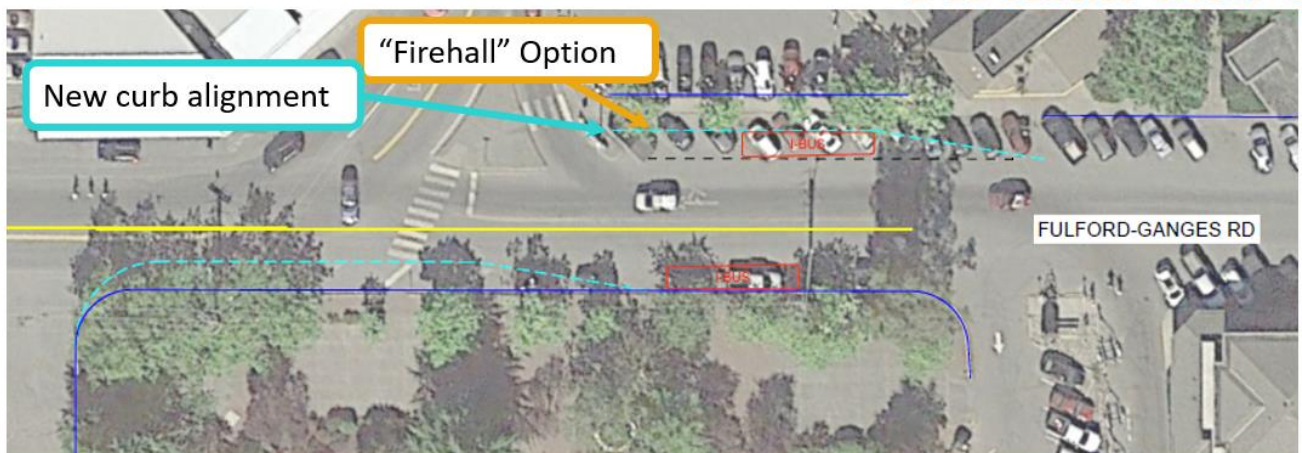
- The capital cost for Option 1 at Lower Ganges Road is estimated at \$10,000, however it may be more feasible as part of a larger upgrade to the exchange.



4.2.2 Option 2 – Adjacent to the Firehall

This option looked at creating a bus bay on the north side of the Fulford-Ganges Road adjacent to the current Firehall site. It reallocates existing parking spaces primarily used for the firehall function, and reallocates it to a bus bay that could be used by tour buses. One other key advantage to this spot is that its close proximity to the existing transit exchange and its orientation means that it could also be used to provide added capacity and resilience to the transit exchange.

Design Option 2 – Adjacent to Firehall



Design features, considerations and costs of this option are as follows:

Benefits

- This option is centrally located, creates a welcoming gateway for visitors and creates a sense of arrival.
- Provides a seamless connection with surrounding sidewalks.
- It is relatively close to public washrooms located across the street in Centennial Park.
- It is located close to the transit exchange, providing the opportunity for connection between these modes as well as the opportunity for increased capacity and resilience for transit vehicles in future.
- The changes also enable the possible addition of one accessible vehicle parking space.

Challenges and Considerations

- There is a significant impact to parking, resulting in a loss of approximately 12-13 parking spaces.
- BC Transit may need the Firehall option area for future expansion.

Estimated Cost

- The capital cost for Option 2 at Fulford-Ganges Road is estimated at \$69,100.



4.2.3 Option 3 – Adjacent to Centennial Park

This option explored creating a bus bay on the south side of the Fulford-Ganges Road adjacent to Centennial Park and across the road from the Firehall site examined in Option 2. It would change the curb alignment and reallocate existing parking spaces for use by tour buses. Some of these parking spaces are also used on Saturdays for the set up / take down of the Saturday

Design Option 3 – Adjacent to Centennial Park



Market.

Design features, considerations and costs of this option are as follows:

Benefits

- This option is centrally located, creates a welcoming gateway for visitors and creates a sense of arrival. It is located right beside the site of the Saturday Market, which is a key visitor destination (in addition to be a destination for Salt Spring residents).
- Provides a seamless connection with surrounding sidewalks.
- It is very close to the public washrooms located in Centennial Park.

Challenges and Considerations

- This option would require the loss of 7 parking spaces and depending on time restrictions for tour buses accessing the space, may potentially impacts loading/unloading for the Saturday Market.
- Due to its location on the south side of Fulford-Ganges Road, this space is less useful as a spare layover location for transit vehicles based on their expected circulation patterns meaning it has less operational flexibility. It is also slightly more distant from the existing transit exchange.

Estimated Cost

- The capital cost for Option 3 adjacent to Centennial Park on the southside of Fulford-Ganges Road is estimated at \$48,900.



4.2.4 Option 4 – Jackson Avenue

This option uses adjacent park space / available right of way on the west side of Jackson Avenue south of McPhillips Avenue to create space for one tour bus vehicle. Potentially there would also be enough space for a second vehicle. If desired, this space could instead be used for general purpose parking or for a longer layover location for transit vehicles if the transit exchange requires additional capacity in the longer term.

Design Option 4 – Jackson Avenue



Design features, considerations and costs of this option are as follows:

Benefits

- The site does not require removal of any parking spaces and presents an opportunity to add parking if tour buses are not using the space.
- While still located within Ganges Village, the site is on the edge of the Ganges core and could function as both a passenger boarding and unloading area as well as a space for longer layovers for either tour buses or transit vehicles.

Challenges and Considerations

- The location of the site on the edge of Ganges does not provide the same sense of arrival and welcoming gateway to visitors as the other sites explored.
- There are no existing sidewalks for the site to integrate into.



- There are no nearby public washrooms or any passenger amenities, other than potentially at the ArtSpring site when that facility is open.
- There is an elevation difference between the road height and the park area that will require fill.
- Enabling use of the site may also require addressing the paving and curbing at the corner of Seaview Avenue at Fulford-Ganges Road to enable larger vehicles to make this turn (see turning movement analysis, below). This corner may already be in the progress of being addressed through proposed improvements to the Fulford-Ganges Road corridor as part of another project.

Estimated Cost

- The capital cost for Option 4 on Jackson Road is estimated at \$48,400 without sidewalks, and \$74,100 with the inclusion of sidewalks. An accurate survey / assessment of the earthworks was not ascertained as part of the conceptual design and so the final estimated cost may vary from what is shown.



Analysis of 40-foot tour bus turning movements if turning left onto Fulford-Ganges Road from Seaview Avenue (which continues on from Jackson Avenue and the proposed tour bus parking option located there).



4.3 Tour Bus Parking Conceptual Design Comparison Summary

The following table provides a summary of the tour bus parking options explored through conceptual design, their costs and key notes and take aways on their function and viability.

SUMMARY OF TOUR BUS PARKING DESIGN OPTIONS, COSTS AND ASSESSMENT NOTES

Ganges Tour Bus Parking Option Explored	High Level Estimated Cost	Notes on Option Assessment
Option 1: Extended Transit Exchange	\$10,000	Relatively minor investment to change curb that could make it easier to share space between transit vehicles and the tour bus / loading zone, plus work towards longer term transit capacity requirements at this location.
Option 2: Adjacent to Firehall	\$69,100	Could be considered as part of Firehall site redevelopment as it offers potential space for tour buses plus resilience to the transit system, but has greater parking impacts.
Option 3: Adjacent to Centennial Park	\$48,900	Not recommended as impacts Saturday Market operation and has the least operational flexibility and benefit.
Option 4: Jackson Avenue	\$48,400- \$74,100 sidewalk included	Could be considered as an option over the longer term to add tour bus and/or general-purpose vehicle parking to the Village (as well as depending on if potential longer layover space for transit vehicles), however would work better as layover space with passenger drop off and pick up still occurring closer to Option 1 or 2.

While there is less immediate need to change the existing approach to tour bus parking in the Ganges Village, Options 1, 2 and 4 could each offer potential benefits to the space provision for tour buses, transit and (in the case of Option 4), general purpose vehicle parking. It is recommended that these Options be considered as they are feasible with other infrastructure projects in the same areas.

Option 3 Adjacent to Centennial Park is not recommended for consideration as it impacts the Saturday Market operation too greatly and does not offer up sufficient operational flexibility.

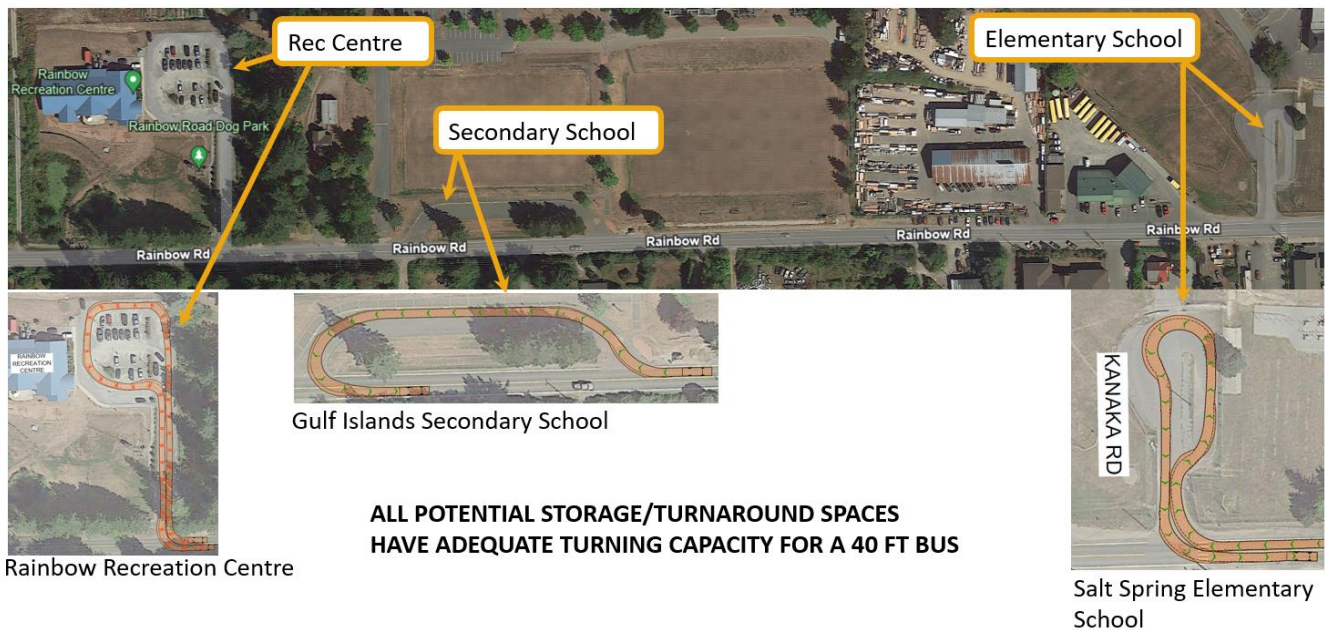


4.4 Other Longer Term Layover Options

In addition to the alternate tour bus parking site options, this study also confirmed space requirements and turning movements for full size tour buses to access longer term layover at the Salt Spring Elementary School, Gulf Islands Secondary School and Rainbow Recreation Centre parking lots / turnaround spaces (see below).

This analysis showed that all three locations could potentially be utilized for this purpose (assuming confirmation and coordination with the land-owning agencies), with the two School District 64 sites offering the easiest access and likely best potential capacity.

Potential Longer Term Layover Sites + Turning Movements Analyzed





5.0 Conclusions & Recommendations

Study conclusions and recommendations based on the work undertaken and discussion with the project Working Group are as follows:

- There is **little immediate need for expanded tour bus parking at present, but it would be wise to plan for this over the longer term.**
- The Salt Spring Island transit system exchange will also likely require expanded capacity to handle additional and longer transit vehicles in the medium- to longer-term; **ideally, locating expanded space for tour bus parking in the vicinity of the exchange could provide additional resilience for transit as well.**
- Based on evaluation and conceptual design work for other sites, **the following priority areas are recommended for consideration as part of future infrastructure improvements:**
 - **Option 1 - Existing Ganges Transit Exchange Curb Realignment** – It would be possible to adjust the curbing at the rear of the existing exchange to enable additional capacity and ease of access. **Estimated high-level cost: \$10,000.**
 - **Option 2 - Firehall Tour Bus Parking Site** – Would create a tour bus parking / transit exchange overflow bay adjacent to the Firehall on Fulford-Ganges Road, east of Lower Ganges Road. **Estimated high-level cost: \$61,900.**
 - **Option 4 - Jackson Avenue** – Would create a tour bus parking site (or site that could offer additional general-purpose parking) on Jackson Avenue south of McPhillips Avenue. **Estimated high-level cost: \$48,400 if an adjacent sidewalk is not included; \$74,100 if a sidewalk is included.**
- Turning movements for larger tour bus vehicles were tested at the **Salt Spring Elementary School, Gulf Islands Secondary School and Rainbow Recreation Centre parking lots (all located off Rainbow Road), and these locations appear to be feasible for that purpose,** pending the required coordination with property owners.