

LETTER OF AGREEMENT

between

THE MINISTRY OF TRANSPORTATION & HIGHWAYS (MOTH)

and

THE ISLANDS TRUST (IT)

SUBJECT:

**ROAD STANDARDS, CLASSIFICATION
AND MOTH/IT CONSULTATIVE
PROCESS IN THE ISLANDS TRUST AREA**


October 20, 1992


WHEREAS, pursuant to Section 8(2)(a) of the *Islands Trust Act*, for the purpose of carrying out the object of the trust, the Islands Trust Council may, subject to the approval by the Minister of Municipal Affairs, Recreation and Housing, enter into agreements with the Province and agents of the Province respecting the coordination of administrative activities within the trust area;

WHEREAS, roads in the Trust Area form part of the unique amenities of the Trust Area and require extraordinary measures to protect their unique character and to encourage safe use, both the Islands Trust Council and the Minister of Transportation and Highways are desirous of entering into an agreement for ongoing consultation respecting road standards, road classification, and posted speed limits;

THEREFORE, both parties commit to respect the attached Letter of Agreement, dated October 20th, 1992.

1. ASSENTED TO THIS 12th DAY OF November, 1992 BY:


The Honourable Art Charbonneau
Minister of Transportation
and Highways


Carol Martin, Chairperson
Islands Trust Council

2. APPROVED, PURSUANT TO SECTION 8(2)(a) OF THE *ISLANDS TRUST ACT*, THIS 24th DAY OF DECEMBER, 1992 BY:



The Honourable Robin Blencoe
Minister of Municipal Affairs,
Recreation and Housing

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A. PURPOSE

The purpose of this agreement is:

1. To establish an ongoing consultative process between the agencies.
2. To establish an agreement on road standards and road classification in the Trust Area and;
3. To establish a procedure for the designation of scenic/heritage roads and bicycle route plans in the Trust Area.

B. OBJECTIVES

1. To establish a functional classification of rural roadways which:
 - a) classifies rural Island roads recognizing the relative importance of their role in servicing traffic between ferry linkages and major destinations on an island, and relates the classification to the road's importance and role in serving through traffic or providing access to land;
 - b) ensures all rural settlement areas, resource areas, recreational areas, commercial areas and other activity areas are provided with safe rural road service based on the level of traffic generating activity and rural traffic volumes;
 - c) classifies routes to maintain a safe and efficient relationship between the needs of road users and the users of adjacent land;
 - d) ensures that appropriate planning and design standards are used as agreed upon.
2. To establish the road standards for new roads, including new subdivision roads, and for existing roads when upgrading is required.
3. To establish scenic/heritage road designations for unique and valued roadways which recognize the objectives of the Islands Trust, and the process to be followed when improvements are to be undertaken.
4. To establish cycle route plans and roadway standards to accommodate safe cycling.
5. To establish a regular consultative process between the agencies on issues of common interest such as rehabilitation and maintenance programs and new road site-specific consultation.

6. To develop and agree upon cycle route plans and scenic/heritage designations to be in place by September 1993 to supplement this agreement.

C. CONSULTATIVE PROCESS

The Ministry of Transportation and Highways and the Islands Trust agree to the establishment of a consultative process to foster common understanding and hereby agree to facilitate the process by arranging meetings between respective staff and Local Trust Committees as required.

To facilitate ongoing dialogue the consultative process will be fostered through:

- An annual meeting of Ministry of Transportation and Highways staff and Islands Trust planning staff held in the fall at the call of the Manager of Local Planning of the Islands Trust to review with Ministry of Transportation and Highway staff any current issues such as proposed upgrading and maintenance programs and classification of proposed new subdivision roads.
- Routine exchange of information regarding specific concerns between the Islands Trust as represented by its local planning staff and Ministry of Transportation and Highways local staff as represented by the District's Highways Manager and/or their Area Managers.
- The establishment by the Trust of Local/Island Advisory Transportation Committees appointed by each Local Trust Committee to make recommendations to the Trust Committee and MoTH as specific issues arise and to assist in the development of bicycle route and Heritage/Scenic route plans. Special meetings may be called by either the Islands Trust or the Ministry of Transportation and Highways, as specific issues arise.
- Jointly reviewing the road classification networks and road standards every five years (effective in 1997.)
- Discussion in 1992 and 1993 of bicycle routes and Scenic/Heritage route designations.
- Ministry of Transportation and Highways routinely consulting with the Islands Trust prior to upgrading of designated scenic/historic routes.

D. ROAD CLASSIFICATIONS AND BICYCLE AND SCENIC/HERITAGE ROUTE DESIGNATION

1. Road Classifications of Island Roads

A hierarchy of road classes for the designated islands is set out in the Island-specific maps attached to the document (Appendix A). The Islands Trust will facilitate a timely process for each local trust committee to review, negotiate, revise or approve the maps attached in Appendix A. Until such time as the local trust committee approves the road classification map for their island, the Appendix A map will be used within the context of the consultative process.

The designated islands for purposes of road classification and standards are:

- > Saltspring
- Gabriola
- > North and South Pender
- Saturna
- Galiano
- > Denman
- Hornby
- Mayne
- Lasqueti
- Thetis
- Keats
- Bowen
- Gambier
- Thormanby

The nomenclature used for road classes in this document is terminology suggested by the Islands Trust. The equivalent terminology normally used by the Ministry for functional classification is:

Islands Trust Nomenclature

Major Rural
Main Rural
Minor Rural
Residential Rural/Local

Ministry of Transportation and Highways Nomenclature

Secondary Highway
Major road
Minor Road
Local Road

The road standard for the applicable classifications as set out in Section E will be applied for new roads, including subdivisions, and to existing roads when being upgraded.

2. Cycle Route Plans

The Islands Trust will prepare proposals for cycle route plans on the islands. Consultation on these proposals will occur with the Ministry of Transportation and Highways.

A negotiated agreement on the cycle route plan for the Islands Trust area is to be achieved between the Islands Trust and Ministry of Transportation and Highways by September 1993 and will subsequently form a component of this letter of understanding (Proposed Appendix B).

The agreed-to cycle route plan, when adopted by resolution or bylaw by the Local Trust Committee, may be forwarded to the Ministry of Highways and Transportation for registration.

The approved plan, for the designated cycle routes, will trigger adjustment of the shoulder standards for new roads and for existing roads when they are to be upgraded as indicated in section E. The requirements for safely accommodating cyclists will be recognized when prioritizing roads for upgrading.

3. Scenic Heritage Designation

The Islands Trust will prepare proposals for scenic/heritage designation to recognize roadways having unique and significant scenic and/or heritage value. Only a limited portion of roadways on an island will qualify for such designation.

3. Scenic Heritage Designation Continued

Consultation will occur between the Ministry of Transportation and Highways and the Islands Trust on the criteria for evaluation of scenic and heritage values and the proposals for scenic/heritage road designations. The agreed upon criteria shall be incorporated as part of this agreement.

A negotiated agreement on scenic/heritage designation of roads in the Island Trust area is to be achieved between the Islands Trust and Ministry of Transportation and Highways by September 1993 and will subsequently form a component of this letter of understanding (Proposed Appendix C).

The Ministry of Transportation and Highways will be consulted, and its agreement obtained, on a proposed scenic/heritage road designation plan for an island prior to adoption of the plan, by resolution or bylaw, by the Local Trust Committee.

Planned work on roads designated as Scenic/Heritage will trigger a consultative process between the Islands Trust and the Ministry of Transportation and Highways prior to the initiation of upgrading.

E. ROAD STANDARDS FOR ISLAND ROADS

It is recognized that road standards in the Islands Trust Areas have been lowered in response to the Trust objective to maintain the Rural character of the islands and in recognition of the size of Islands and their unique character and the need for a gentler approach in harmony with the land. With the exceptions of Denman, North Pender and Saltspring in the Trust Area, island roads do not carry travellers to any points beyond.

However, the standards must recognize a requirement for safe transportation facilities.

The standards to be utilized for construction on each of the road classifications are outlined in the following paragraphs and table.

NOTE: Where the Islands Trust and the Ministry of Transportation and Highways identify a need for cycling facilities, as established by the agreed to cycle route plan, the standards for shoulders shall be adjusted as noted in the footnotes in the road standards table which follows. (See Figure 1, page 8).

1a) Major Rural

This classification of road applies only to a limited section of road on Salt Spring Island.

The road in this class typically carries substantially higher volumes of traffic at higher speeds than a Main Rural road.

This classification will have a paved travel-way width of 6.7 m except on crest and horizontal curves where a 7.3 m width will apply.

A 1.2 m paved width on each side of the travel way will provide for cycling, pedestrian and emergency parking use.

The bicycle route plan will incorporate all sections classified as Major Rural road as an element in the cycle plan.

Posted speed shall not exceed 80 km/hr.

1b) Main Rural

This classification of road applies to all designated islands within the Islands Trust except for South Pender, Gambier, Lasqueti, Keats, Thormanby and the undesignated Islands.

This classification of road will have a paved travel-way width of 6.7 m except on crest and horizontal curves where a 7.3 m top paved width will apply.

A 0.6m paved shoulder on each side will be provided.

The bicycle route plan will designate road sections requiring adjustment of the shoulder width to safely accommodate cycling demands. The constructed top width for each bicycle shoulder lane can range from 0.6 to 1.2 metres on both

sides in recognition of safety and travel demand requirements, as designated in Island specific cycle route plans.

The posted speed shall not exceed 60 km/hr.

1c) Minor Rural

This classification of road applies to all designated islands within the Islands Trust, but does not include the undesignated islands.

This classification of road will have a paved top width of 6.1m.

Paved shoulders are not required unless identified in the cycle route plan. The bicycle route plan will designate road sections requiring adjustment of the shoulder width to safely accommodate cycling demands. Constructed top width for each bicycle shoulder lane can range from 0 to 1.2 metres on both sides in recognition of safety and travel demand requirements, as designated in Island specific cycle route plans.

The posted speed shall not exceed 50 km/hr.

1d) Residential Rural/Local

This classification applies to all designated Islands and the undesignated Islands within the Islands Trust.

This classification applies to most new roads in small subdivisions.

This classification of road will have a paved top width of 5.5 m.

The posted speed may be in the range of 30 to 50 km/hr

2a) Illustrative Cross-Sections by Road Standard

The Island Road standards and illustrative cross-sections are shown on the following pages.

2b) Heights and Clearance Zone

Height of vegetation within the brushing and utility zone shall be controlled to maintain sight distance on curves and intersection sight triangles for traffic safety reasons.

Figure 1

ISLAND ROAD STANDARDS

Islands Trust Nomenclature	R/W Width	Design Speed	Cleared Width	Driving Lanes	Constructed (Top) Width	Surfaced Shoulder Standard	Gravel Shoulder	Cycle Lanes
Residential Rural/Local	20m(66')	50km/hr	13.9m(45.6')	5.5m(18.0')	6.7m(22')	not required	0.6m	No lanes
Minor Rural	20m(66')	50km/hr	14.5m(47.6')	6.1m(20')	7.3m(24')	not required	0.6m	2 lanes *
Main Rural	20m(66')	60 km/hr	15.6m(51.1')	6.7m(22') 7.3m(24') crest/curve	9.1m(29.8') or 9.7m crest/curve	0.6m/lane	0.6m	2 lanes **
Major Rural	25m/80'	80km/hr	18.1m(59.4')	6.7m(22') 7.3m(24') crest/curve	10.3m(34.8') or 10.9m crest/curve	1.2m/lane (3.9')	0.6m	2 lanes

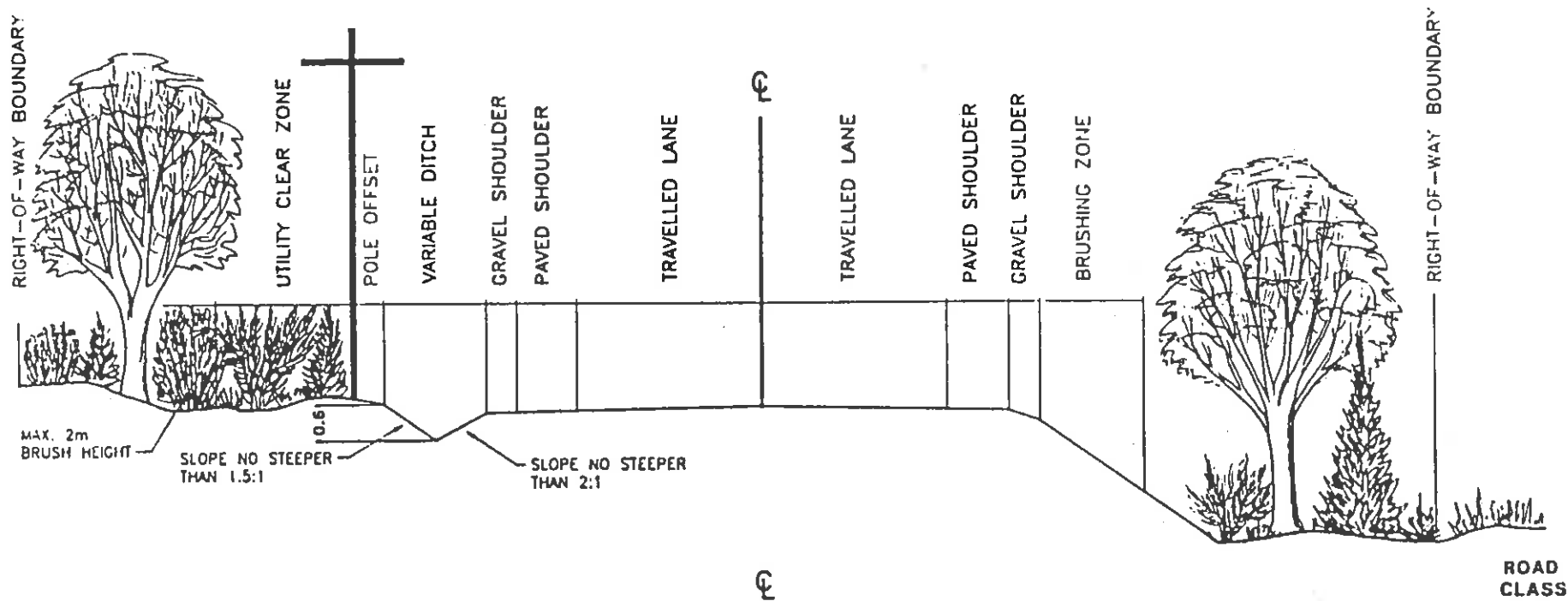
* Constructed top width for each bicycle shoulder lane can range from 0 to 1.2 meters on both sides for each section as designated in an Island Specific Cycle route plan.

** Constructed top width for each bicycle shoulder lane can range from 0.6 to 1.2 meters on both sides for each section as designated in an Island Specific Cycle route plan.

Figure 2

Typical Cross Section (Metric)

TYPICAL CROSS SECTION (METRIC)



											ROAD CLASS
2.75	0.6	MIN. WIDTH 2.1	0.6	0	2.75	2.75	0	0.6	2.0		RESIDENTIAL
2.75	0.6	MIN. WIDTH 2.1	0.6	0*	3.05	3.05	0*	0.6	2.0		MINOR RURAL
2.75	0.6	MIN. WIDTH 2.1	0.6	0.6*	3.35 CURVES 3.65	3.35 CURVES 3.65	0.6*	0.6	2.0		MAIN RURAL
2.75	0.6	MIN. WIDTH 2.1	0.6	1.2	3.35 CURVES 3.65	3.35 CURVES 3.65	1.2	0.6	2.0		MAJOR RURAL

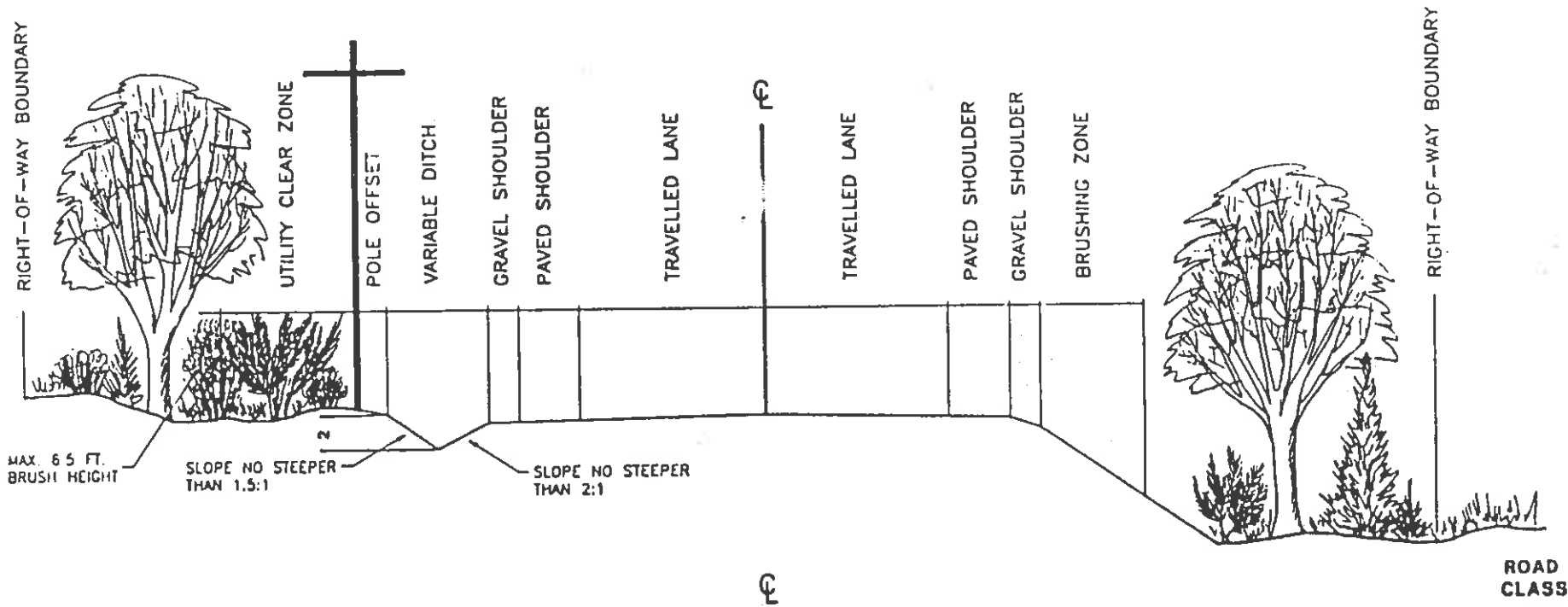
NOTE:

- DIMENSIONS IN METRES
- REQUIRED DITCH WIDTH VARIES DEPENDING UPON THE DEPTH OF DITCH REQUIRED FOR DRAINAGE.
- * DESIGNATION AS CYCLE ROUTE INCREASES SHOULDER WIDTH TO 1.2m
- R.O.W. WIDTH 20m FOR ALL CLASSES EXCEPT MAJOR RURAL WITH A WIDTH OF 25m.

Figure 2b

Typical Cross Section (Imperial)

TYPICAL CROSS SECTION (IMPERIAL)



										ROAD CLASS	
9	2	MIN. WIDTH 6.9	2	0	9	9	0	2	6.5		RESIDENTIAL
9	2	MIN. WIDTH 6.9	2	0*	10	10	0*	2	6.5		MINOR RURAL
9	2	MIN. WIDTH 6.9	2	2*	11 CURVES 12	11 CURVES 12	2*	2	6.5		MAIN RURAL
9	2	MIN. WIDTH 6.9	2	4	11 CURVES 12	11 CURVES 12	4	2	6.5		MAJOR RURAL

NOTE:

- DIMENSIONS IN FEET.
- REQUIRED DITCH WIDTH VARIES DEPENDING UPON THE DEPTH OF DITCH REQUIRED FOR DRAINAGE.
- * DESIGNATION AS CYCLE ROUTE INCREASES SHOULDER WIDTH TO 4FT.
- R.O.W. WIDTH 65.6FT. FOR ALL CLASSES EXCEPT MAJOR RURAL WITH A WIDTH OF 82FT.

Roadside vegetation will be retained where possible unless it becomes a hazard to public safety or interferes with utility or drainage requirements. Trees will be permitted to encroach within the road right of way if they do not interfere with Hydro and Telephone services, or where utility poles will not be within a right of way. The brushing zone will be a minimum of 2.0 m from the shoulder. The height clearance area for utilities will be 2.75 m beyond the utility pole to meet Worker's Compensation Board requirements. Low brush up to 2 m in height is allowed in the utility clearance area except at intersection sight triangles (including driveways).

The clearing width for construction will be only to the width required to contain the roadworks and utilities. Trees and brush can be retained beyond this width.

Maintenance programs for brush cutting will be discussed as part of the yearly consultative process.

2c) Ditches

The ditch, one or both sides as required, would typically be designed for a depth of 0.6m with a back slope of 2:1 and side slope of 3:1. This would require 2.1m of width to accommodate such a ditch configuration.

The side slopes of ditches may be steeper in order to minimize the clearance width up to a maximum back slope of 1.5:1 and maximum side slope of 2:1 where safety and geotechnical engineering concerns do not prevail.

Proposed and existing ditch systems entering fresh water lakes used for potable water supply are of special concern. The Ministry of Transportation and Highways will advise the Islands Trust of proposed drainage works in proximity to fresh water lakes or of plans for drainage of wetlands which may have groundwater recharge value.

F. UTILITY PERMITS

Ministry of Transportation and Highways will put a condition in a new utility permit requiring that the applicant must notify Islands Trust of his/her intentions (for information only).

APPENDICES

APPENDIX A: ROAD CLASSIFICATION BY ISLAND

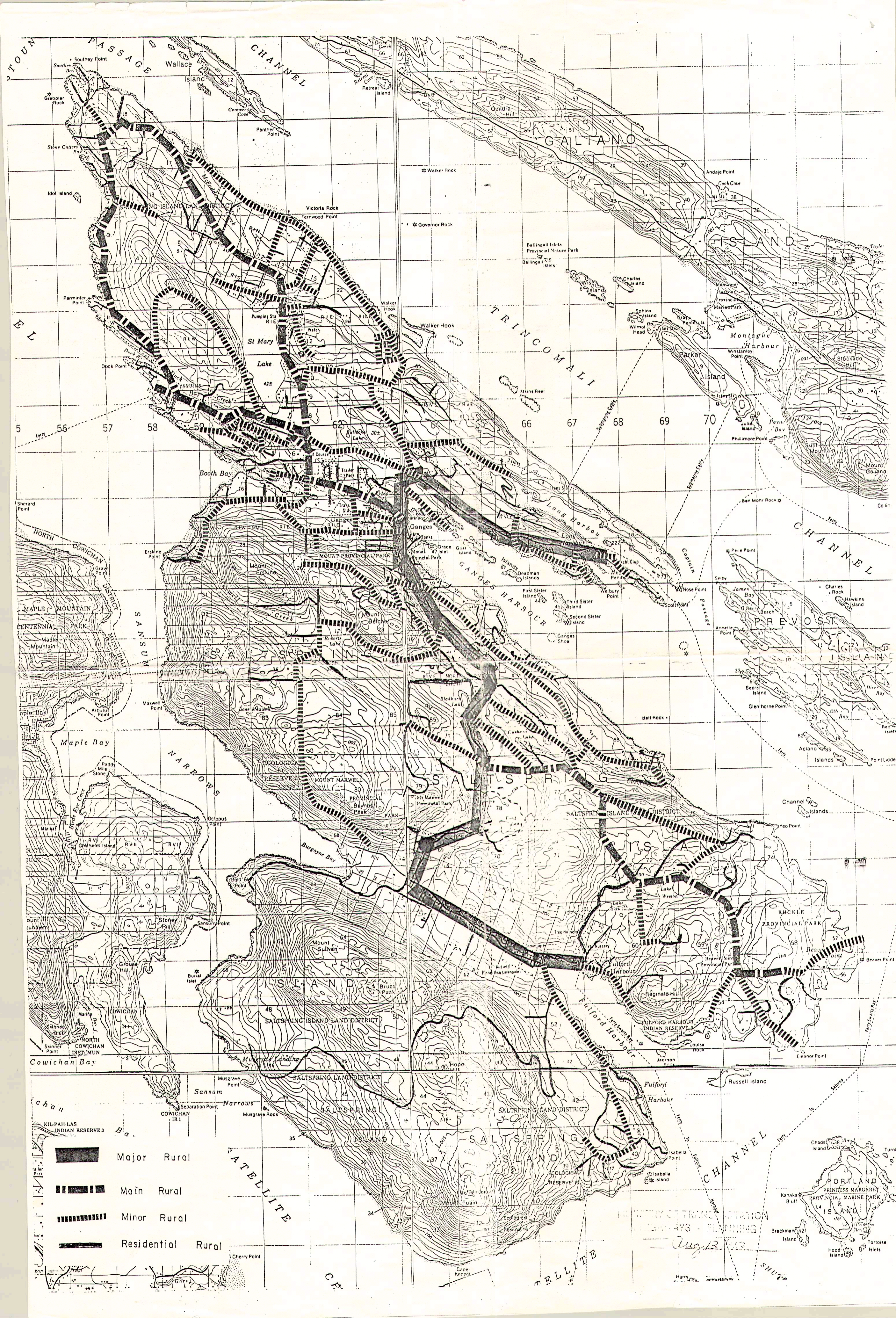
Salt Spring
Gabriola
North and South Pender
Saturna
Galiano
Denman
Hornby
Mayne
Lasqueti
Thetis
Keats
Bowen
Gambier
Thormanby



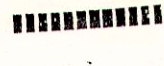

APPENDIX B: CYCLE ROUTE PLAN (to be developed in 1992/93)

APPENDIX C: SCENIC/HERITAGE ROUTE PLAN (to be developed in 1992/93)

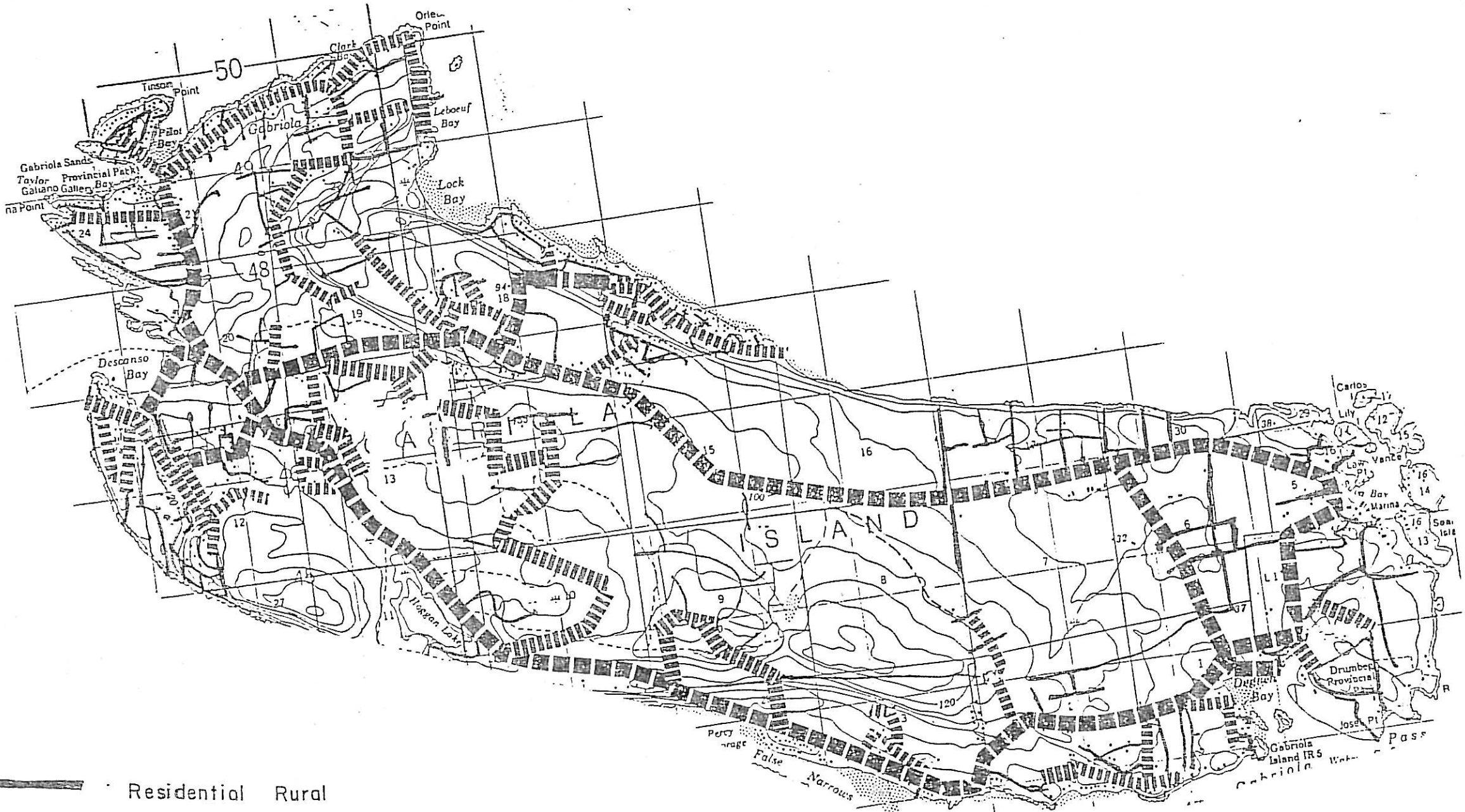
APPENDIX A




ROAD CLASSIFICATION



-  Major Rural
-  Main Rural
-  Minor Rural
-  Residential Rural

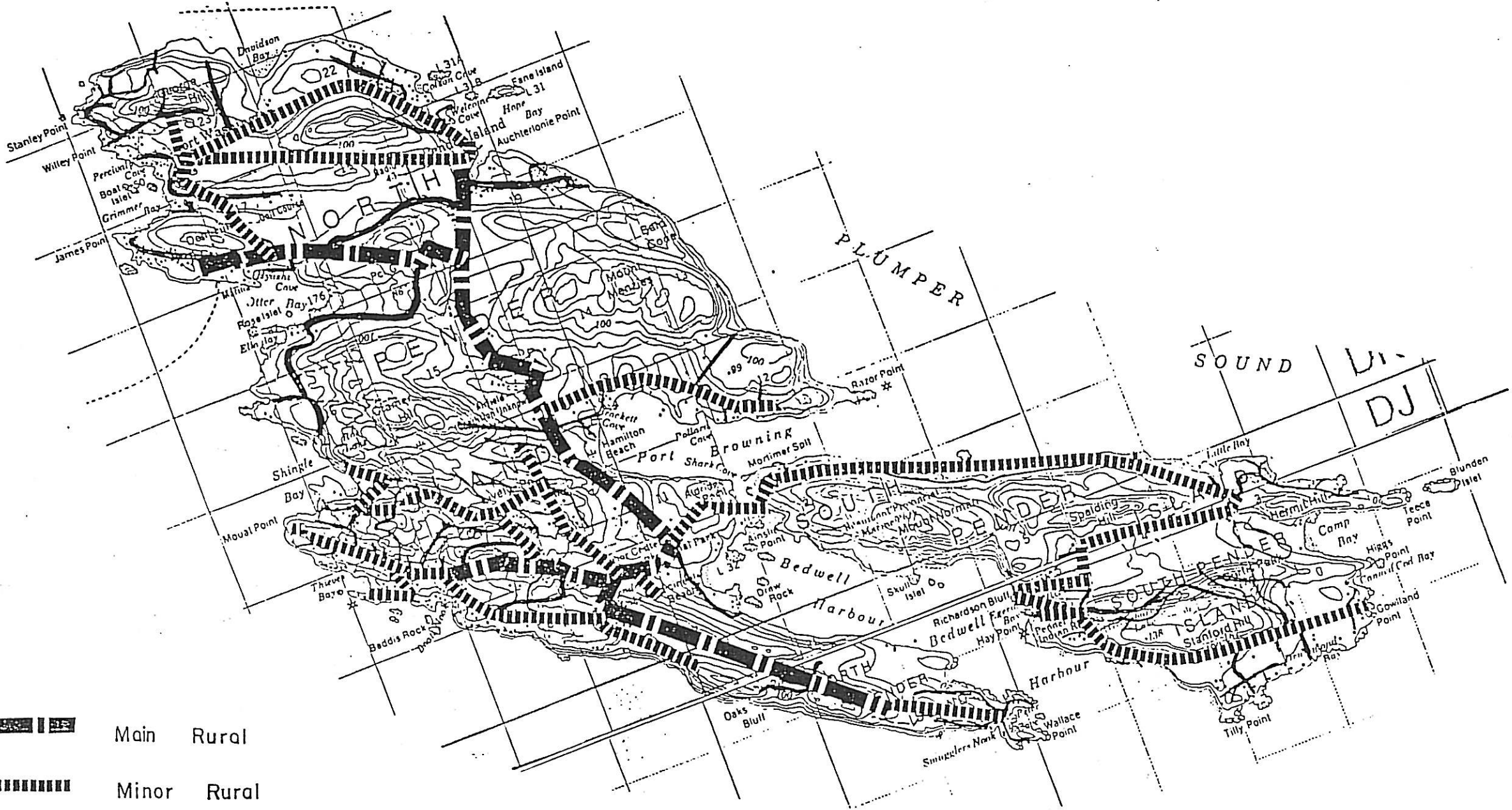
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-  Residential Rural
-  Minor Rural
-  Major Rural

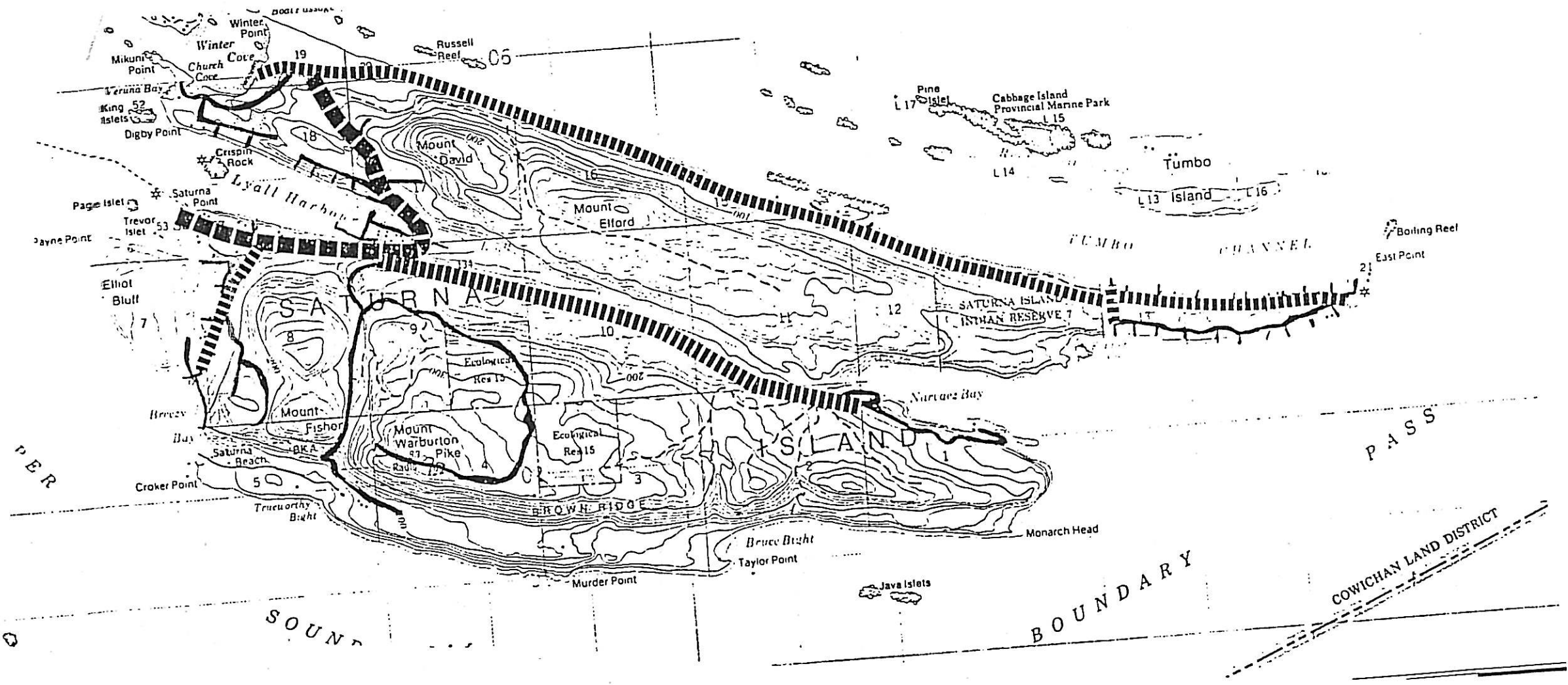
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& HIGHWAYS - PLANNING




: Aug 13/92



Main Rural
 Minor Rural
 Residential Rural

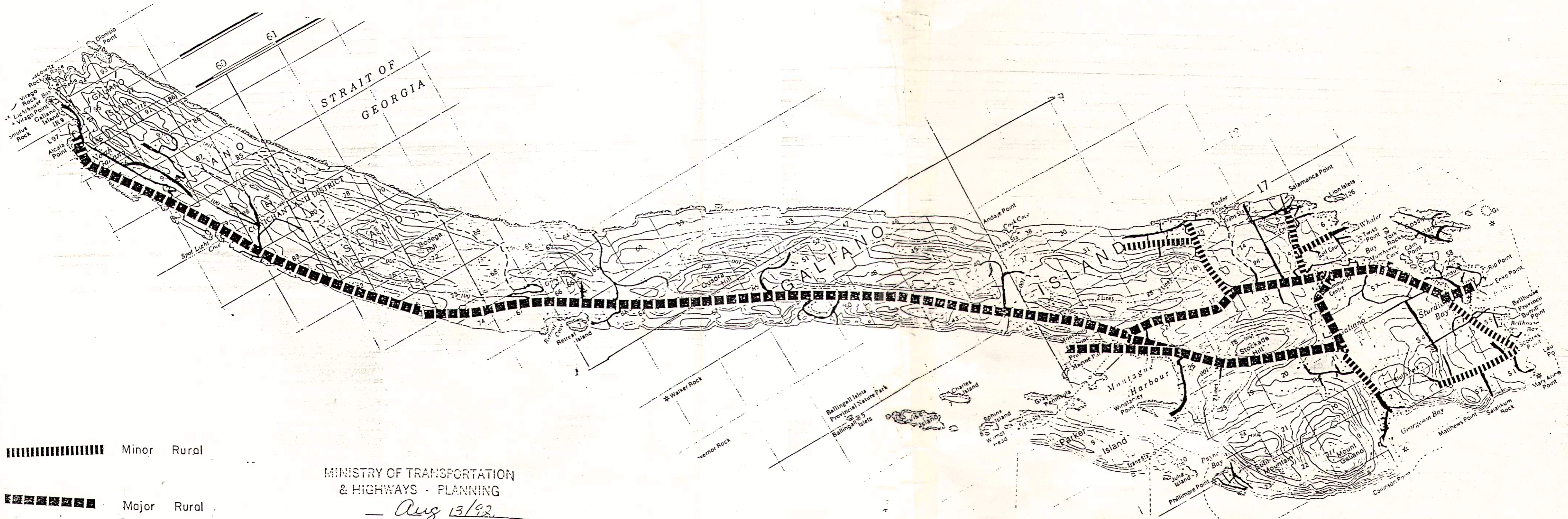
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 & HIGHWAYS - PLANNING
 - Aug 13/92.






-  Main Rural
-  Minor Rural
-  Residential Rural

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& HIGHWAYS - PLANNING

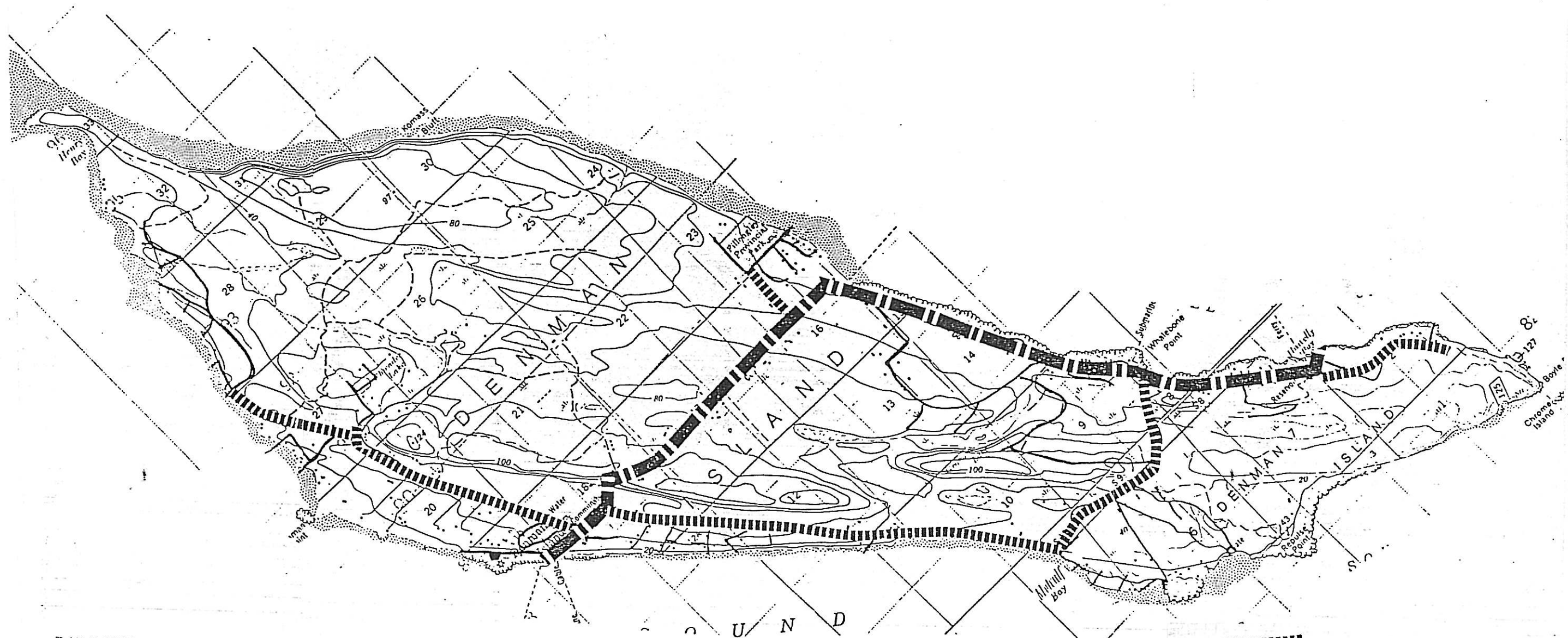
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-  Minor Rural
-  Major Rural
-  Residential Rural




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& HIGHWAYS - PLANNING

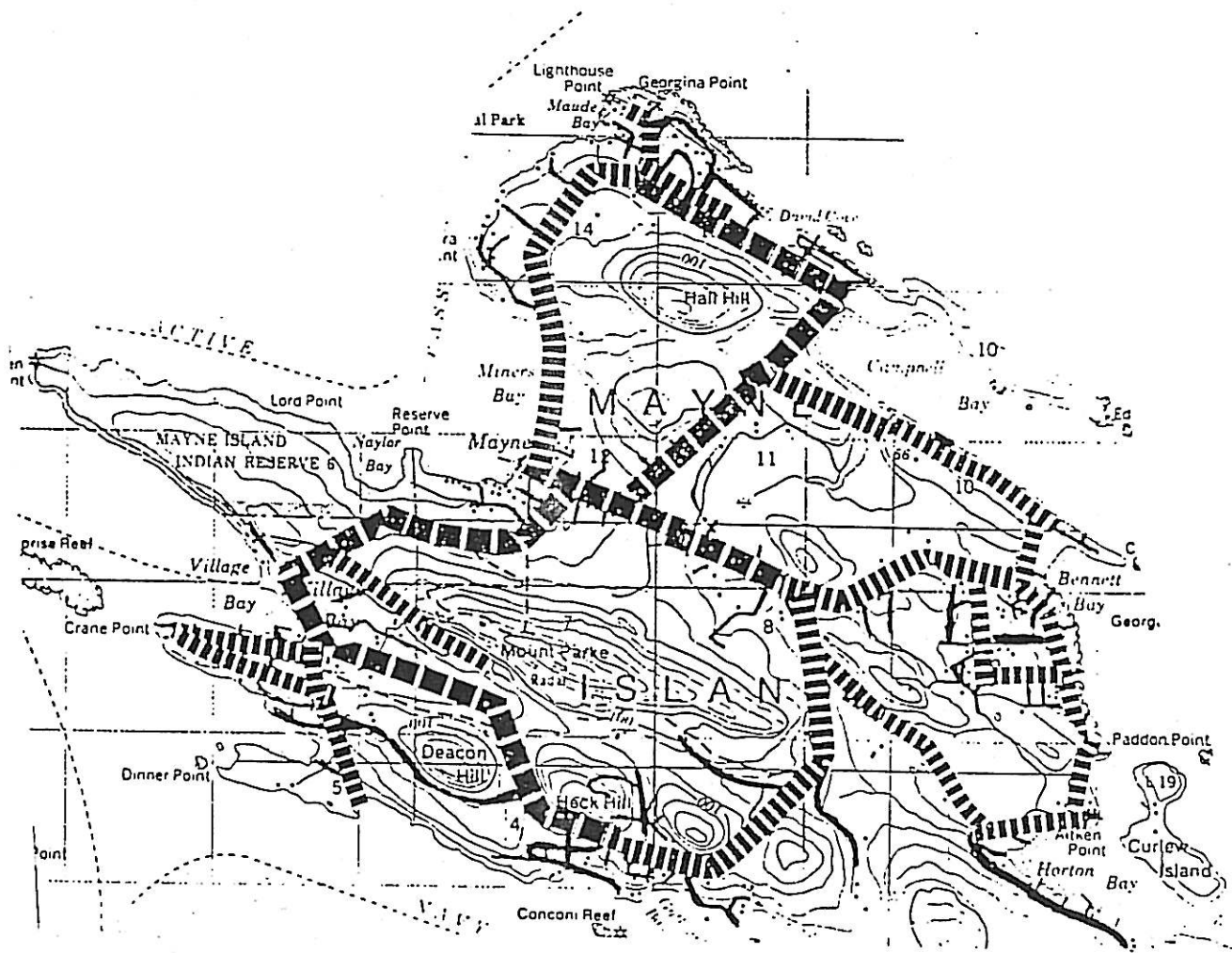
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& HIGHWAYS - PLANNING

Aug 13/92

-  Minor Rural
-  Main Rural
-  Residential Rural



Main Rural



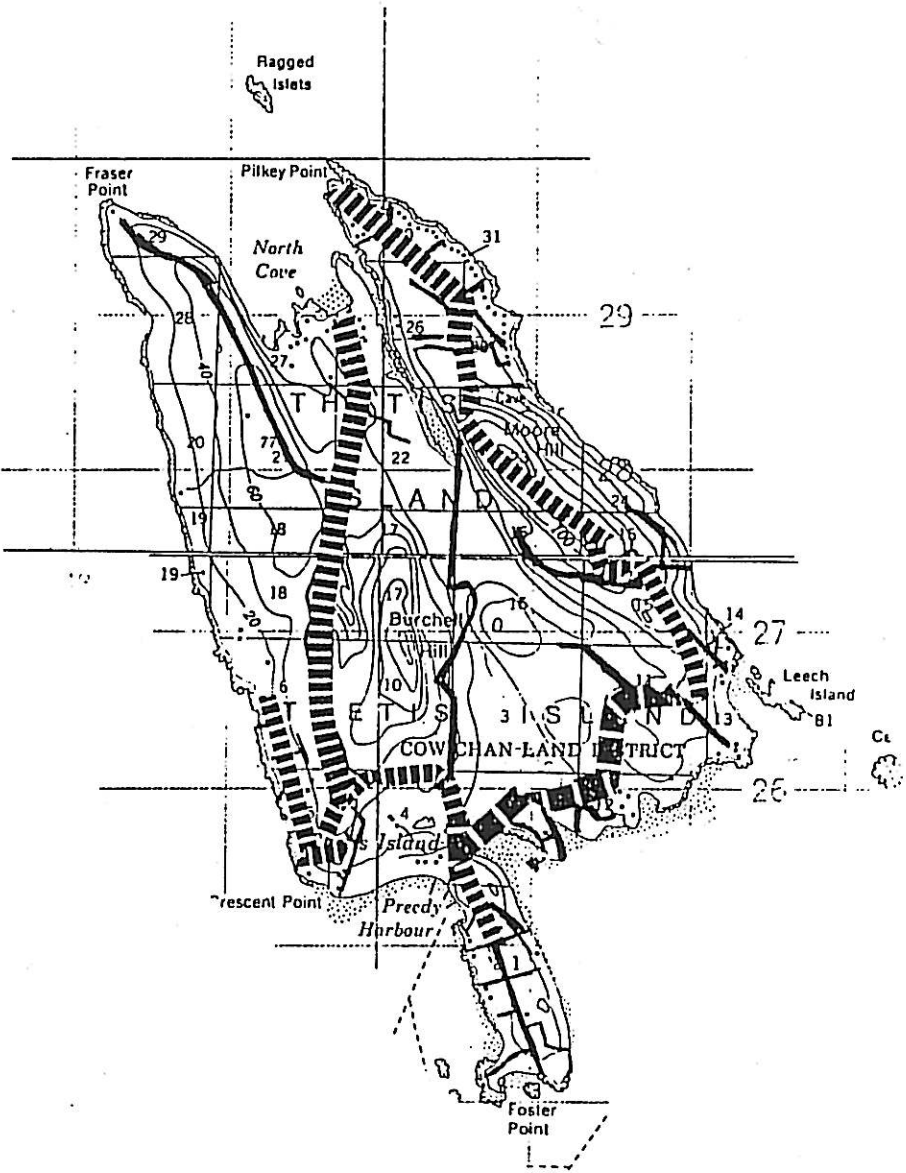
Minor Rural






Residential Rural

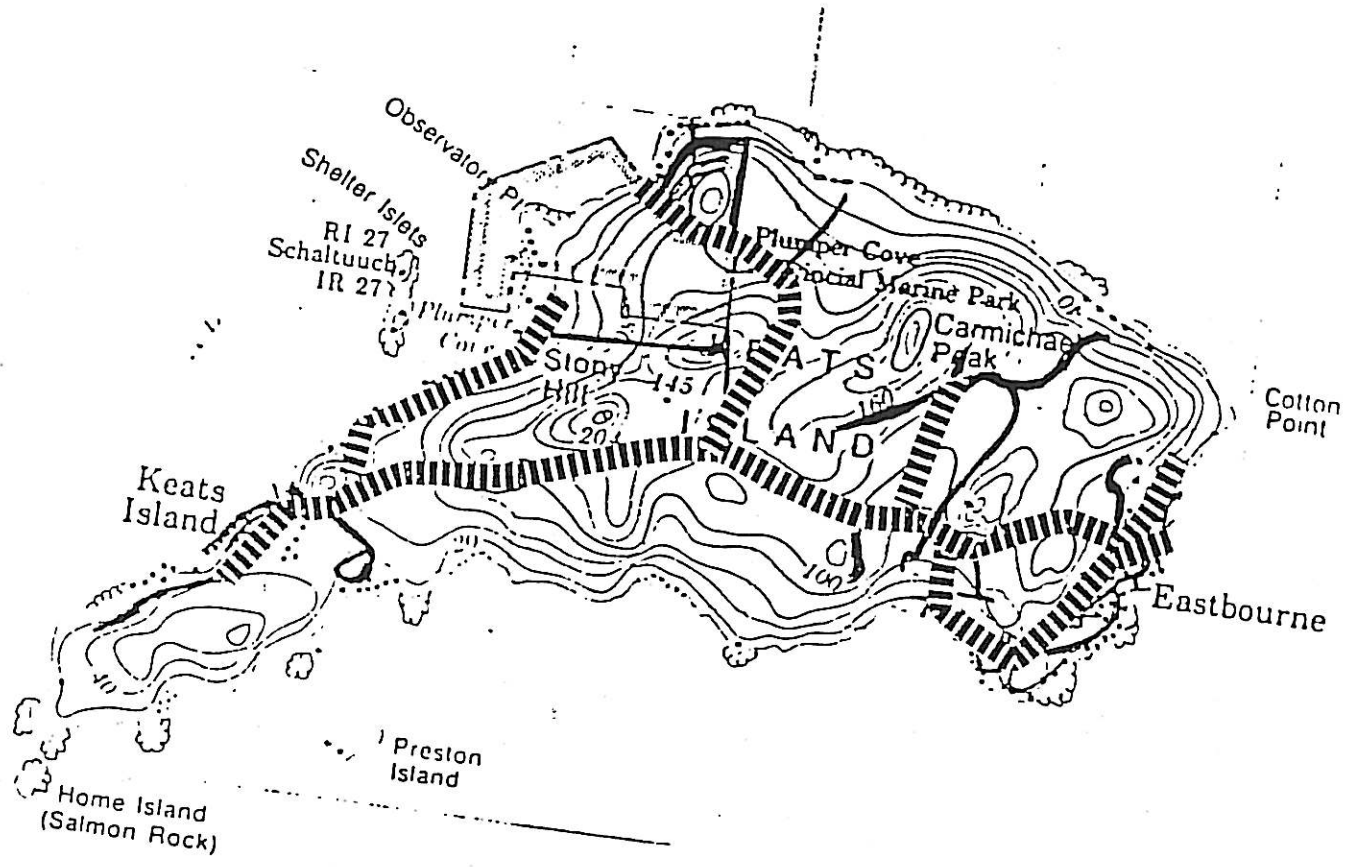
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& HIGHWAYS - PLANNING



Aug 13, 192



-  Minor Rural
-  Main Rural
-  Residential Rural

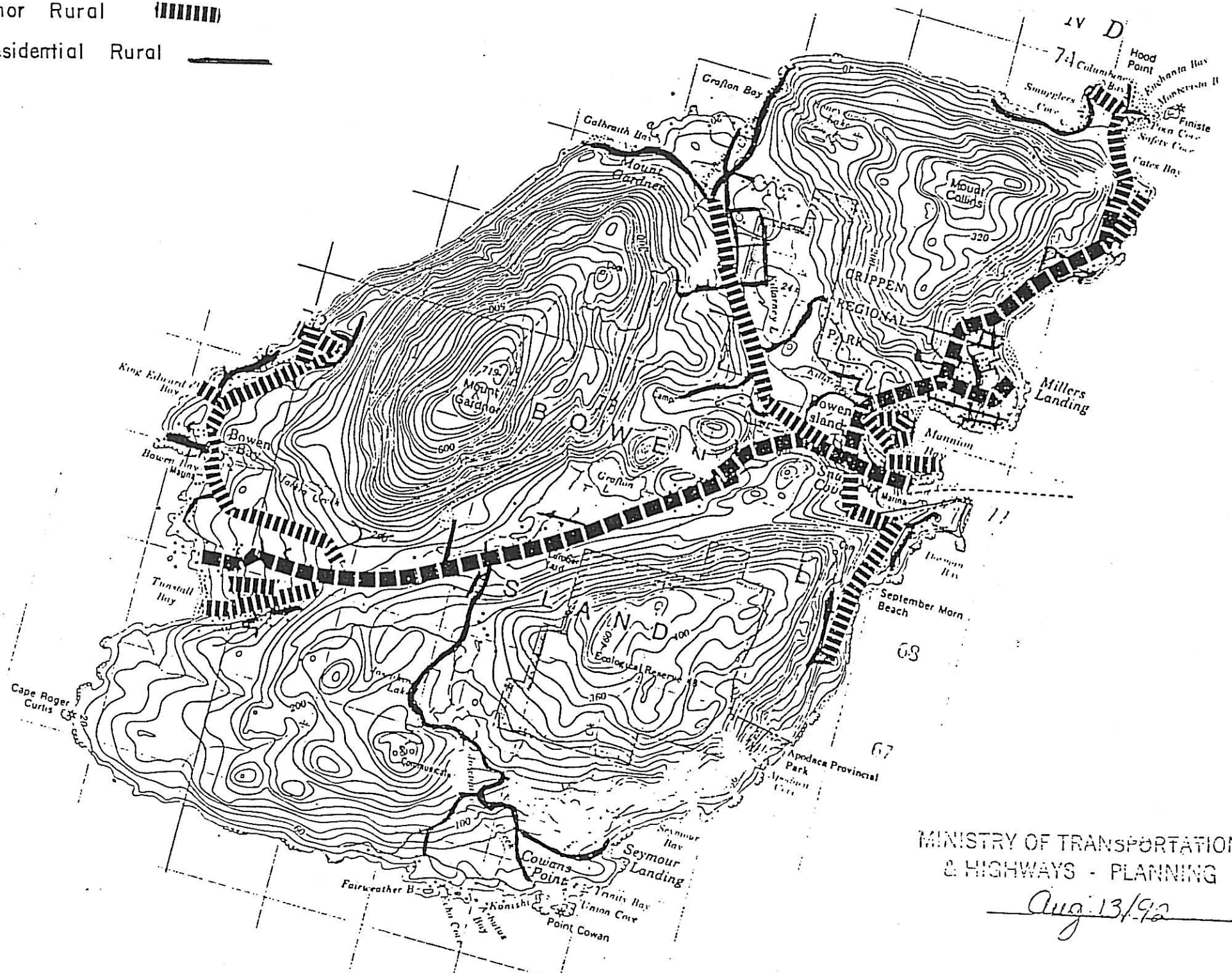
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Minor Rural 
 Rural Residential 

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 HIGHWAYS - PLANNING
 Aug 13/92

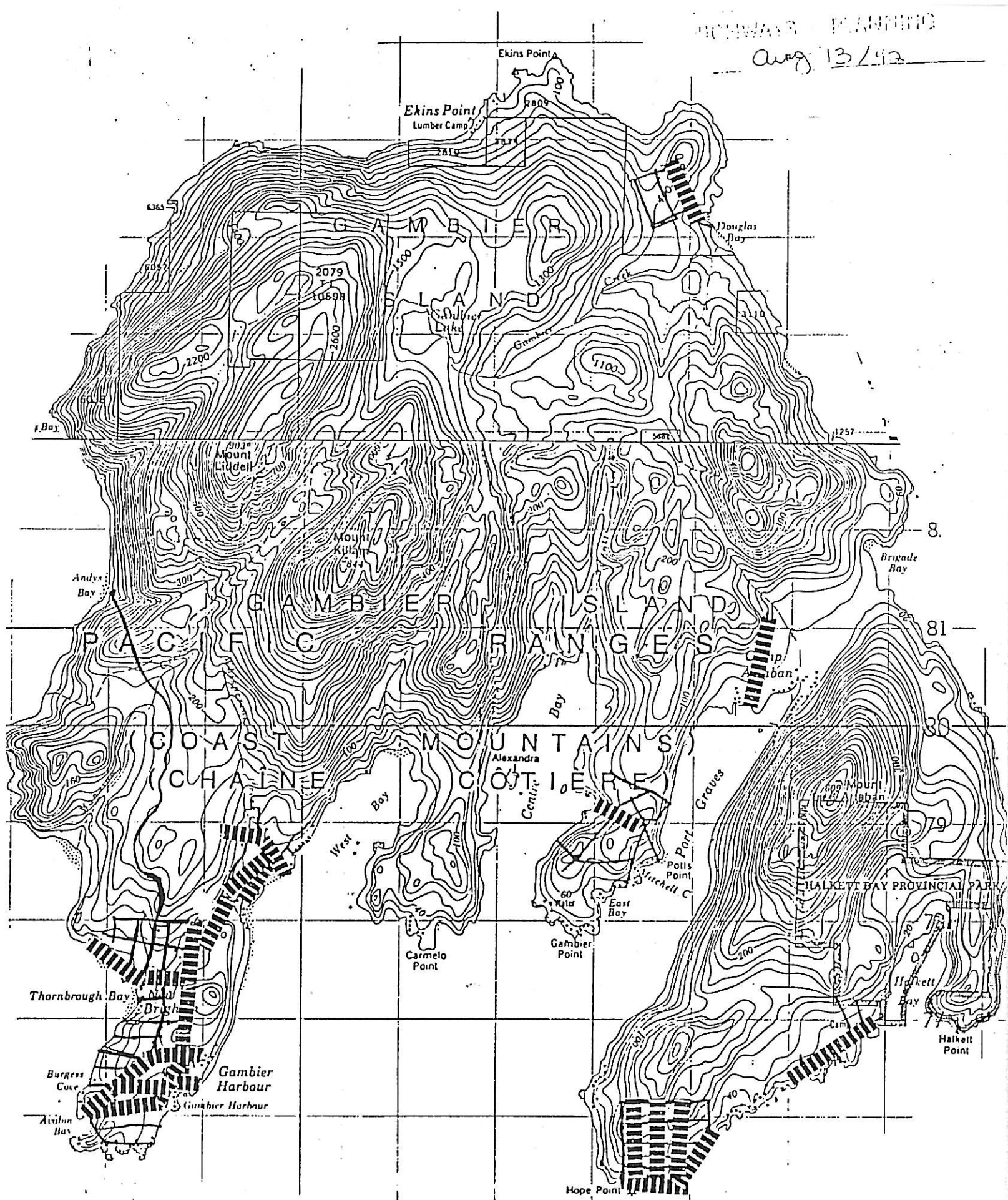
Main Rural [Symbol]
 Minor Rural [Symbol]
 Residential Rural [Symbol]




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 & HIGHWAYS - PLANNING

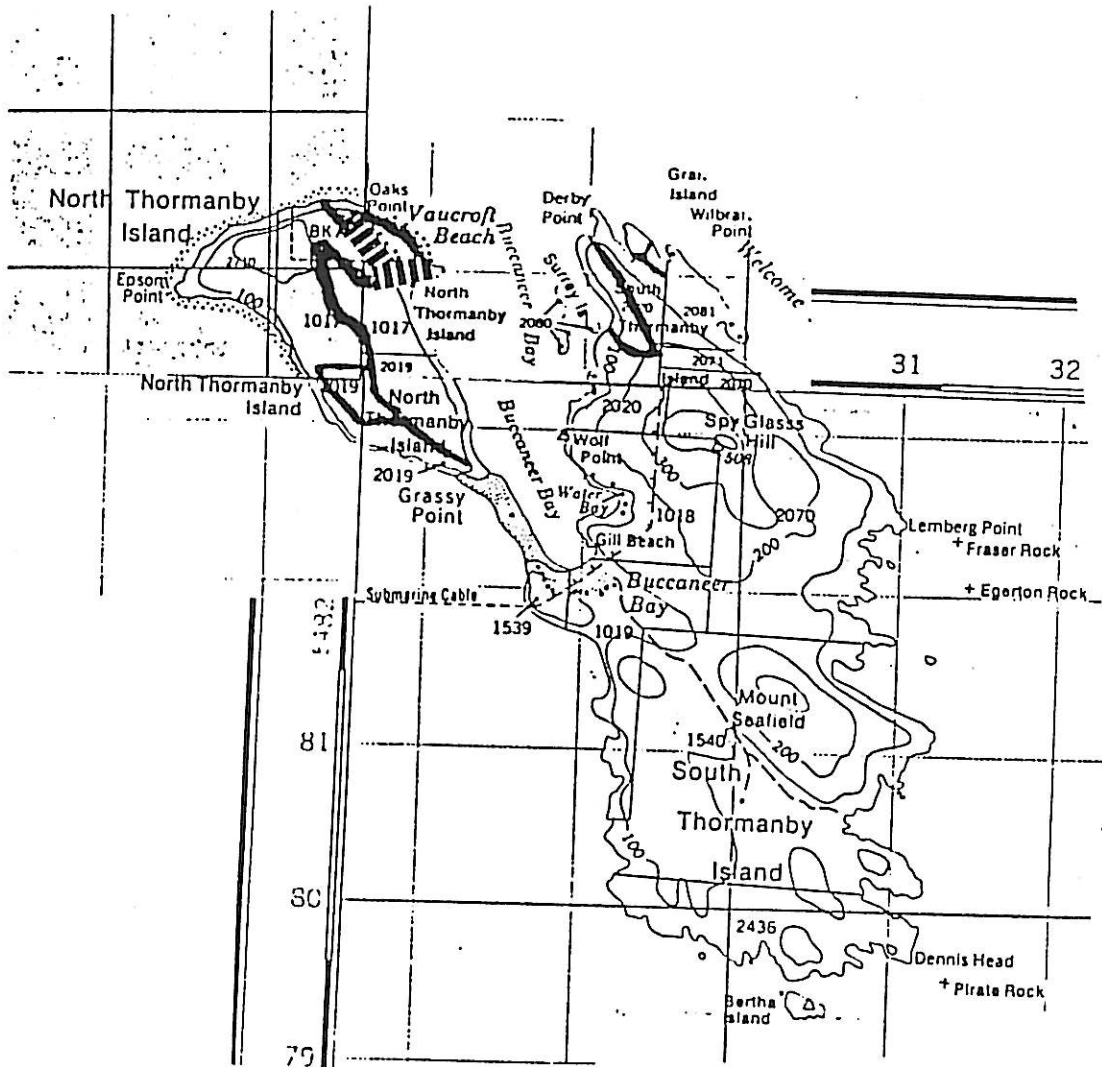
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Aug 13/92



Minor Rural 

Residential Rural 



Minor Rural



Residential Rural



MINISTRY OF TRANSPORTATION
& HIGHWAYS - PLANNING

Aug. 13 / 93.



Province of
British Columbia

Ministry of
Transportation
and Highways
Vancouver Island Region
Planning

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Islands Trust
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April 16, 1996
R6-361

Attention Mr. Gordon MacIntosh, Executive Director

Dear Sir:



Re: Cycle Routes

Further to your Nov. 28/95 memo we have reviewed the proposed additions for cycle route designation and are in general concurrence with your proposals. Based on your proposals for Mayne and Hornby Islands as well as those previously discussed in T. Quinn's Nov. 13/94 memo, to which we previously responded, we would propose the following list of cycle routes, table 1 attached, for consideration for immediate designation pursuant to the Memorandum of Understanding. I suggest this be an item for confirmation at our forthcoming May 16th meeting.

It should be noted that this table represents our views for a designated long term network to accommodate cyclists, but does not imply any intent to immediately reconstruct such roads.

The design standards for the paved shoulders on these cycle routes will be 1.2 metres width. The only exception will be a 1.8 metre shoulder width on Fulford/Upper Ganges/Lower Ganges route from Fulford Harbour to Long Harbour on Saltspring Island.

While we would support a future addition, we have not included cycle path access to Dionisio Provincial Park on Galiano at this time, until the matter of public road access is clarified.

For the islands of Bowen, North Pender, and Denman, cycle route proposals could be developed in conjunction with forthcoming official community plan development.

For smaller islands with less than 750 population, we do not see a requirement for cycle route plans. However, if some of these islands wish to put forward cycling issues, we are willing to discuss pursuant to the consultative mechanism.



N. Hope, P. Eng.
Regional Director
Vancouver Island Region

TP/rlp

Attachments

cc: T. Pollock, Vancouver Island Region
Maria Szalay, Howe Sound District
P. Wightman, Central Island District
M. Perkins, Vancouver Island Region
W. Bedford, South Island District
M. Proudfoot, North Island District

Table 1: Gulf Island Cycle Routes

No.	Island Location	Functional Class
<u>Hornby Island - North Island District</u>		
1	Central, Shingle Spit to Strachon Valley, Elementary School	Main Rural
2	Shingle Spit Rd.	Main Rural
3	St. Johns, Central to Ostby	Main Rural
<u>Gabriola - Central Island District</u>		
1	North Rd., Elementary School	Main Rural
2	South Rd.	Main Rural
3	Taylor Bay, North to Berry Point Rd.	Main Rural
4	Berry Pt. Rd., to Orlebar Pt.	Minor Rural
5	Barrett, North to Bluewater	Main Rural
6	Bluewater, Barrett to Bond	Minor Rural
7	Bond, Bluewater to Strand	Minor Rural
8	Strand, Bond to Sandwell Park	Rural Residential
9	Coast Rd., South Rd. to Stalker	Main Rural
10	Stalker Rd., Coast to Drumbeg Park	Minor Rural
11	Ricardo, Berry Point to Twin Beaches	Minor Rural
12	Stephens Rd., South to Pat Burns	Main Rural
13	Barrett Rd. Bluewater to Watercliff	Main Rural
<u>Gallano - South Island District</u>		
1	Sturdies Bay Rd., Elementary School	Main Rural
2	Georgeson Bay Rd., Sturdies Bay to Montague Harbour Rd.	Main Rural
3	Montague Harbour Rd.	Main Rural
4	Montague Park Rd.	Main Rural
5	Porlier Pass Rd.	Main Rural

Note: All cycle routes will have as a design standard a paved shoulder width of 1.2 m. The only exception will be the 1.8 m paved shoulder width on the Fulford/ Ganges/Long Harbour Route

Table 1: Gulf Island Cycle Routes

No.	Island Location	Functional Class
Saltspring Island - South Island District		
1	Fulford - Ganges Rd., including Ganges Bypass	Major Rural
2	Upper Ganges, Lower Ganges to Robinson - Long Harbour	Major Rural
3	Lower Ganges & Vesuvius Bay Rds.	Main Rural
4	Sunset Drive	Main Rural
5	North End Rd.	Main Rural
6	North Beach Rd.	Minor Rural
7	Fernwood Rd., Fernwood School	Minor Rural
8	Robinson	Minor Rural
9	Upper Ganges, Robinson to North End	Minor Rural
10	Canal Rd., Lower Ganges to Rainbow	Minor Rural
11	Rainbow, Canal to Fulford-Ganges & Saltspring School, etc.	Minor Rural
12	Beddis, Ganges-Fulford to Stewart	Minor Rural
13	Stewart, Beddis to Horel	Minor Rural
14	Stewart, Horel to Beaver Pt. Rd.	Main Rural
15	Beaver Pt. Rd., Ganges-Fulford to Stewart	Rural Residential
16	Beaver Pt. Rd., Stewart to Ruckle Park	Main Rural
17	Cranberry Rd., Fulford Ganges to Nobb Hill	Minor Rural
18	Nobb Hill, Cranberry to Maxwell Rd.	Minor Rural
19	Maxwell	Minor Rural
20	Walker's Hook Rd.	Minor Rural
21	Southridge, Fulford School	Rural Residential
22	Blackburn, Saltspring Centre School	Rural Residential

Note: All cycle routes will have as a design standard a paved shoulder width of 1.2 m. The only exception will be the 1.8 m paved shoulder width on the Fulford/ Ganges/Long Harbour Route

Table 1: Gulf Island Cycle Routes

No.	Island Location	Functional Class
<u>Mayne Island - South Island District</u>		
1	Deacon, Ferry Terminal to Dalton Drive	Main Rural
2	Dalton, Deacon to Village Bay Rd.	Main Rural
3	Village Bay Rd., Dalton to Fernhill	Main Rural
4	Fernhill, Village Bay Rd. to Georgina Point Rd.	Main Rural
5	Georgina Point Rd., Fernhill Rd. to Lighthouse	Minor Rural
6	Waugh Rd, Georgina Pt Rd. to Campbell Bay Rd.	Main Rural
7	Campbell Bay Rd., Waugh Rd. to Fernhill Rd.	Main Rural
8	Fernhill, Campbell Bay Rd. to Bennett Bay, Elementary School	Main Rural/Minor Rural
9	Horton Bay Rd, Fernhill to Steward Drive	Minor Rural
10	Gallagher, Horton Bay Rd. to Marine Drive	Minor Rural
11	Marine Drive, Gallagher to Mariner's Way	Minor Rural
12	Mariner's Way, Marine Drive to Dalton Drive	Main Rural
13	Dalton Drive, Mariner's Way to Deacon	Main Rural

Note: All cycle routes will have as a design standard a paved shoulder width of 1.2 m. The only exception will be the 1.8 m paved shoulder width on the Fulford/ Ganges/Long Harbour Route

Table 2: Proposed Cycle Routes Requiring Further Review

N/A = Not Available yet or Not applicable
 MoTH = Ministry of Transportation and Highways
 IT = Islands Trust

Island Location	Origin	Functional Class	Proposed Heritage Approval Rating	Proposed Heritage Road	Bikeway Recommended	Design Speed (km/hr)	Area Manager
Hornby Island - North Island District							
St John's, Ostby to Hellwell Park	MoTH	Minor Rural	Yes	Yes	Suggested	50	Robin Storkey
Central, Sracon Valley to Ford Cove	MoTH	Minor Rural	Yes	Yes	Suggested	50	Robin Storkey
Galiano - South Island District							
Cycle access to Dionisio Park	IT	Main Rural?	N/A	No	Yes	60	Mark Stevens



Province of
British Columbia

Ministry of
Transportation
and Highways
Vancouver Island Region
Planning

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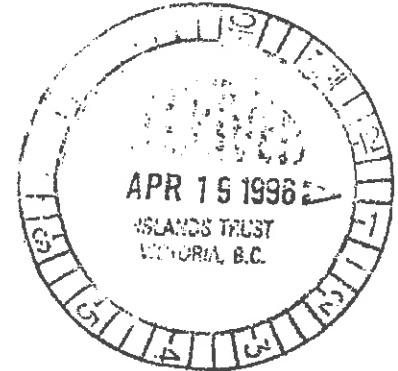
Islands Trust
2nd Floor
1627 Fort Street
Victoria, BC V8R 1H8

April 16, 1996
R6-361

Attention Mr. Gordon MacIntosh, Executive Director

Dear Sir:

Re: Scenic/Heritage Roads



Your submission of Nov. 28, 1995 which suggested further additions to the scenic/heritage road designations has been reviewed.

We can accept a substantive portion of the proposals. These have been consolidated with the previously accepted listing into the consolidated table 1 attached which is proposed for immediate designation pursuant to the Memorandum of Understanding. These include the islands of Denman, Hornby, Gabriola, Lasqueti, Saltspring, Galiano, N. Pender, S. Pender, Saturn and Gambier. I suggest this be an item for confirmation at our forthcoming May 16th meeting.

Some of your proposals, particularly those involving our South Coast Region, require further review and have not been processed at this point, namely Bowen Island and Keats. These have been listed in Table 2 attached.

We continue to have concerns about the extensiveness of scenic/heritage road designation on some islands. We have placed some roads from these islands into table 3 for further discussion for elimination of some roads or adjustment of the road terminus to cover only the most significant length. This applies to the following islands: Saltspring, Gabriola, South Pender and Saturna. On Saturna, we would suggest either Cliffside or Tumbo Channel be dropped.

The heritage maple in Georgeson Bay Road on Galiano by itself and the heritage Arbutus on Polier Pass Drive does not warrant scenic heritage road designation of the adjoining roadway sections. To address the Trust's concern

about this issue, we would accept that the consultative process will be invoked prior to our Ministry taking any action on these trees.

On Gambier, several unopened road allowances seem to have been proposed for scenic/heritage road designation. Where there is no existing road, designation is inappropriate.

On Lasqueti, Main Road does not appear to have enough special features to warrant designation and therefore has not been included in the table 1 listing.



**N. Hope, P. Eng.
Regional Director
Vancouver Island Region**

TP/rlp

Attachments

cc: T. Pollock, Vancouver Island Region
Maria Szalay, Howe Sound District
P. Wightman, Central Island District
M. Perkins, Vancouver Island Region
W. Bedford, South Island District
M. Proudfoot, North Island District

Table 1: Scenic/Heritage Roads - Islands Trust

Road	Location	Functional Class
Denman East Central Pickles Beadnell	<u>Vancouver Island Region - North Island District</u> from N. boundary Lindsay-Dickson Park to Owl Crescent (and Mallard Way) all, from North West Rd. to Pickles all, from Denman Rd. to Central Rd. all, along Fillongley Provincial Park to end	main rural minor rural minor rural residential rural
Hornby Island St. Johns Pt. Central St. Johns Pt.	<u>Vancouver Island Region - North Island District</u> intersection with Ostby to 300 m east of High Salal Strata Title Access Rd. from Strachon Valley Rd. to End at Ford Cove from Central Rd. to Ostby Rd.	main rural minor rural main rural
Gabriola Wharf Rd. Berry Pt. Rd. Easthom Rd. Coates Drive Gray Rd.	<u>Vancouver Island Region - Central Island District</u> all east from Norwich Rd. to end at Leboeuf Bay past Clarendon from ferry parking lot to Harrison Way from South Rd. to end at Weldwood Land all	residential rural minor rural main rural residential rural minor rural
Lasqueti Venables	<u>Vancouver Island Region - Central Island District</u> all of road in Section #15, approx. from Hazelwood to Richardson Bay Rd.	minor rural

Table 1: Scenic/Heritage Roads - Islands Trust

Road	Location	Functional Class
Galiano Southwind Active Pass Drive Bluff Retreat Cove Morgan Rd. Gardner Rd.	Vancouver Island Region - South Island District all from Georgeson Bay beach access and beyond to end from Georgeson Bay Rd. through Bluff Park to Warbler all, from Porlier Pass Rd. to end all all	residential rural residential rural minor rural residential rural residential rural residential rural
N. Pender Hoosen Razor Pt. Amies	Vancouver Island Region - South Island District all - Bedwell Harbour to end all - Bedwell Harbour to end all - Otter Bay Rd. to Corbett	residential rural minor rural residential rural
S. Pender Gowlland Pt. Higgs Kloshe Jennens	Vancouver Island Region - South Island District all - Egeria Bay to end all all all	minor rural residential rural residential rural residential rural
Saturna East Pt. Rd. Staples Rd. Boot Cove Rd. Cliffside	Vancouver Island Region - South Island District 950 m east from intersection with Winter Cove Rd. to 2,654 m east, from Winter Cove Rd. (about west intersection of Dark Horse Logging Rd. to east intersection Dark Horse and Howghquia Wind) Harris Rd. to top of Mt. Warbuton at radio communication tower about 4.015 km all all	minor rural residential rural minor rural rural residential

Table 1: Scenic/Heritage Roads - Islands Trust

Road	Location	Functional Class
Saltspring Southey Pt. Rd. Arbutus Dr. North Beach Walker's Hook Churchill Rd. Old Scott Welbury Scott Point Dr. Cusheon Lk. Rd. Beaver Pt. Rd. Isabella Pt. Rd. Roland Maxham Baker Rd. Morningside	Vancouver Island Region - South Island District all all all - North End to Fernwood all - Fernwood to Robinson all - Upper Ganges Rd. to end all - Long Harbour to Welbury Terminus to Old Scott Rd. all - Long Harbour to end Fulford-Ganges Rd. to Stewart Stewart to Ruckle Park all - Fulford-Ganges Rd. to end all - Isabella Pt. Rd. to end all - Isabella Pt. Rd. to end Upper Ganges to end Ferry dock to IR (including Strata Title portion)	residential rural residential rural minor rural minor rural minor rural mnr rrl/res.rrl. mnr rrl/res.rrl. mnr rrl/res.rrl. minor rural main rural minor rural residential rural residential rural residential rural minor rural

Table 1: Scenic/Heritage Roads - Islands Trust

Road	Location	Functional Class
Gambier Bowen View Rd.	South Coast Region - Howe Sound District HWM to High Hawk	rural residential

Table 2: Proposed Scenic/Heritage Roads - Islands Trust - Region 1 Under Review

No.	Road	Location	Proposed Approval Rating	Functional Class	Area Manager	Development Approvals
	<u>Keats</u>	<u>South Coast Region - Howe Sound District</u>				
1	Keats Rd.	Ferry terminal to km 0.6. Area Manager reports in dispute	Doubts	minor rural	Dorian Gregory	Ray DeGraff
	<u>Bowen</u>	<u>South Coast Region - Howe Sound District</u>				
1	Miller Rd.	Bowen Trunk to Scarborough	????	main rural	Yvonne Lyager	Mesina Martins
2	Barton Rd.	all	????	residential rural	Yvonne Lyager	Mesina Martins
3	Woods Rd.	all	????	residential rural	Yvonne Lyager	Mesina Martins
4	Mt. Gardner	all - Woods to end	????	residential rural	Yvonne Lyager	Mesina Martins
5	Mt. Gardner	all - Bowen Trunk to Woods	????	minor rural	Yvonne Lyager	Mesina Martins
6	Finisterre	Poca to Smugglers Cove	????	minor rural	Yvonne Lyager	Mesina Martins
7	Smugglers Cove	Finisterre to Campbell Rd.	????	minor rural	Yvonne Lyager	Mesina Martins
8	Eagles Cliff	Cove Rd. to Finisterre	????	minor rural	Yvonne Lyager	Mesina Martins
9	Dorman Rd.	Bowen Trunk to Taylor Rd.	????	minor rural	Yvonne Lyager	Mesina Martins
10	Grafton	all	????	main rural	Yvonne Lyager	Mesina Martins
11	Cowan Rd.	Grafton to Willies Way	????	residential rural	Yvonne Lyager	Mesina Martins

Table 3: Proposed Scenic/Heritage Roads - Islands Trust - Requiring Further Rationalization

Road	Location	Proposed Approval Rating	Proposed Cycle Route	Functional Class	Area Manager	Development Approvals
Vancouver Island Region - Central Island District						
North Rd.	West of Seawind intersection for 3,740 m approximately	Doubts	Yes	main rural	Ed Hemmingsen	Marcel Cyr
North Rd.	northwest of Fairbairn intersection for 900 m approximately	Doubts	Yes	main rural	Ed Hemmingsen	Marcel Cyr
South Rd.	900 m southwest of Fairbairn intersection approximately	Doubts	Yes	main rural	Ed Hemmingsen	Marcel Cyr
South Rd.	300 m west of intersection with Wharf and South Rd. to Coast Rd. and South Rd.	Doubts	Yes	main rural	Ed Hemmingsen	Marcel Cyr
Vancouver Island Region - Central Island District						
Asquati Main Rd.	all of road in Section #3	Doubts	N/A	residential rural	Richard Crossley	Nick Vandemolen
Vancouver Island Region - South Island District						
Robinson	all - Walker's Hook to Upper Ganges	Doubts	Yes	minor rural	Mark Stevens	Bill Hickman
Sunset	Southey Pt. Rd. to Vesuvius Bay Rd.	Doubts	Yes	main rural	Mark Stevens	Bill Hickman
Vesuvius Bay	Sunset to end	Doubts	Yes	main rural	Mark Stevens	Bill Hickman
Upper Ganges	North End to Robinson Rd.	Doubts	Yes	minor rural	Mark Stevens	Bill Hickman
Vancouver Island Region - South Island District						
Heritage Maple	500 m either side of tree in middle of Georgeson Bay Rd., Near Morgan Rd. intersection	Doubts	Yes	N/A	Mark Stevens	Bruce Hacking
Heritage Arbutus	all	Doubts	Yes	main rural	Mark Stevens	Bruce Hacking
Vancouver Island Region - South Island District						
S. Pendar	Canal to Gowland Pt.	Doubts	N/A	minor rural	Jerry Higgins	Leonor Jolly
Vancouver Island Region - South Island District						
Turnbu Channel	Loop at end	Doubts	N/A	residential rural/m	Jerry Higgins	Bruce Hacking
Wherry Rd.	from Saturns Beach to Taylor Beach.	Doubts	N/A	residential rural	Jerry Higgins	Bruce Hacking
South Coast Region - Howe Sound District						
High Hawk Beach	Bowen View to Beach	Doubts	N/A	rural residential	Dorian Gregory	Ray DeGraff
	High Hawk to end	Doubts	N/A	rural residential	Dorian Gregory	Ray DeGraff
Twin Point	Avalon Bay Area, Maintenance Class 8 , Druid Bay to Avalon Bay Rd.?	Doubts	N/A	rural residential	Dorian Gregory	Ray DeGraff
Druid Bay Rd.	Avalon Bay Area, Maintenance Class 8 , Twin Point to end ?	Doubts	N/A	rural residential	Dorian Gregory	Ray DeGraff
McBride	Avalon Bay Area, Maintenance Class B , Twin Point to end ?.	Doubts	N/A	rural residential	Dorian Gregory	Ray DeGraff