

Dear Denman Island Trustees, Planners, and Staff:

On December 2, we were informed of a proposal to alter the zoning of 4100 Pinecrest Road, Denman Island – currently owned by Tara Parkinson and Paul Weyer. As residents and owners of 4170 Pinecrest Road, we would like to formally object to the proposal put forth by Parkinson and Weyer.

While well intentioned, the proposal for 3Ravens is (at best) naïve in its assumptions regarding benefit to the community and environmental impact, misguided in parallels drawn with the COHO project, and certainly inconsiderate of direct impact on neighbours.

Consider the following:

1. **Traffic:** This proposal would mean more households would exist at 4100 Pinecrest than all households currently resident. This means (at least) twice as much traffic, hazards, and wear, on a dirt road that already requires significant maintenance. As a dead-end cul de sac, all traffic would effectively end up in a bottle neck – the entry to which happens to be right at our driveway.
2. **Target Population:** In the letter provided to us on Dec 2, 2025 (dated Nov 29, 2025) Parkinson and Weyer claim that a motivating factor is the many Denman residents who currently live in “unhealthy, unaffordable, unsafe, poorly heated dwellings, possibly combined with non-potable or no water, and no power”. However, the effective proposed price adds up to \$192,000 – not something that folks living in those conditions could likely afford. This is a clear disparity between the portrait painted of the target audience, and the reality of those wealthy enough to afford that price tag. In the same letter, Parkinson and Weyer also state that electric cars would be the preferred mode of transportation for members. Even the least expensive electric cars cost over \$40,000 and are out of our price range. Again, this demonstrates a disparity between the depiction of the target population vs reality.
3. **Proximity to Amenities:** TRLC (or COHO) is about 2.5 kms away from Denman town – easily walkable, with paved road access. By contrast, the proposed 3Ravens property is about 10km away from Denman town with a significant portion on a dirt road. Factor in snow and rain, and there is close to zero chance that residents would be walking or biking. Our roads are sometimes not plowed for days in the winter. The reality is that residents in this location with children or jobs need to have access to at least one 4wd fossil-fuel vehicle (if not more). This contrasts sharply with the vision provided by Parkinson and Weyer of non-combustion vehicles for members as stated in their letter dated Nov 29, 2025. And while we love and support the Scuttle-Bus for paved roads across Denman, it was neither practical nor successful in this area (hence why it no longer runs this route).

4. **Density:** TRLC (or COHO) was zoned for 15 units on 88 acres of property for an average density of 5.87 acres per household. By contrast, the proposal is based on 8 houses on 15 acres of property, for an averaged density of 1.87 acres per household. This is significantly denser than COHO original zoning. In fact, if 3Ravens were to be zoned based on similar density, it would allow for a total of 2.5 households on the property – which is roughly within the parameters of what can be achieved with R2 zoning including suites and secondary dwellings (certainly if Bylaw 248 is passed).
5. **Environmental Impact:** Though Parkinson and Weyer indicate that rainwater catchment and heat pumps will be supplied, the reality is there is no way to ensure these will be the primary methods employed by members – and denying alternatives would be unconscionable. A shared laundry facility and shower facility will inevitably be supplied by the well on the property, which means 8x draw on that well, and potentially 100% increase in draw for this area compared to current usage. COHO has well documented challenges with reliance on rainwater - an acute challenge in this area which looks like a desert in the summer. And denying folks the right to install and use a wood stove would inevitably infringe on their rights to a reliable source of heat that is resilient to power cuts (which may not be fixed for days in this area). Simply put, there is a potential possibility of 8x smoke from woodstoves on the property despite the noble intentions to rely on heat pumps. This is, of course, in addition to the increased traffic that will certainly affect wildlife.
6. **Future Developments:** Despite Parkinson and Weyer's best intentions, there is no guarantee that this will be the final density existing on the property. Such developments have a historical precedent of incremental expansion. For example, until 2024, COHO was zoned for 15 dwelling units. An application was made in 2024 to increase this by 4 units for a total of 19 units.
7. **Taking Land off the Market:** Parkinson and Weyer suggest that "the property will be out of the housing market forever" – the idea being that it is therefore not subject to market demand and inflation. It's worth noting that the cost of membership to COHO was \$310,000 in 2023. This is more than we paid for our entire property in 2019. A founding member of COHO Landing admitted that "back in the early days we thought if we can just take land off the market, it will remain at least more affordable than it is now, but what we didn't anticipate was the sharp increase in construction prices". This is because even if mortgages are paid, investment costs for a wide variety of activities (maintenance, improvement, etc.) are often recouped when a member leaves. It's quite possible that the affordable housing project will be anything but in a few short years.

Finally, there are a number of initiatives currently being proposed to expand housing on Denman including Bylaw 248, which would allow a second dwelling without a TUP on R2 property. If passed, this would potentially add almost exactly the same number of households to Pinecrest Road – except in a much more equitable manner such that every

property has some, albeit limited, say in who becomes part of this community and manner and extent to which density increases in this area. This would be a more organic process that empowers every property owner, instead of the proposed rezoning application which concentrates decision making into a single organization, despite the reality that many of the consequences of those decisions will be shared with every property on this small road.

Best,



Bacchus Barua

[Redacted]

[Redacted]



Jessica Schlegel