

From: Brad Smith <bsmith@islandstrust.bc.ca>
Sent: Monday, December 6, 2021 1:00 PM
To: Maple Hung <mhung@islandstrust.bc.ca>; Robin Ellchuk <rellchuk@islandstrust.bc.ca>
Subject: FW: Important and long standing OCP policy overlooked in new application DL 86!

This is correspondence for GL-RZ-2021.2 (Gaylor). LTC is considering whether to proceed today. If they do, we will need a web folder set up. Please just file in EDM for now.

Brad Smith, PAg

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[Islands Trust](#) Preserving and protecting over 450 islands and surrounding waters in the Salish Sea.

From: Sheila Anderson <[REDACTED]>
Sent: Sunday, December 5, 2021 9:08 AM
To: Dan Rogers <drogers@islandstrust.bc.ca>; Tahirih Rockafella <trockafella@islandstrust.bc.ca>; Jane Wolverton <jwolverton@islandstrust.bc.ca>
Cc: Brad Smith <bsmith@islandstrust.bc.ca>
Subject: Important and long standing OCP policy overlooked in new application DL 86!

Dear Galiano Island Trust Committee,

In reviewing the preliminary Staff Report for a new application for rezoning an F1 DL86 to a combination of F3, NP, and RR, I noticed that the only mention of the OCP refers to it complying with Transportation Policy o) which states.. “ **Residential use should only be permitted on any lot on Galiano Island where there is access to the lot providing continuous road access to the Sturdies Bay Ferry Terminal by any combination of dedicated highway, statutory right of way and private easement identified on Schedule C as Proposed Highway or Proposed Emergency Access.**”

Transportation Policy o) does not provide for or permit subdivision of land, but merely allows a single residential use on existing parcels. In other words, if this application were to rezone the entire DL 86 to F3, then the owners would be able to get a building permit for a single accessory dwelling based on Policy o) and continue using the private easements they have over adjacent lots to access and egress it.

However, there is another policy that has been in our OCP since mid nineties that was adopted just after the last fake water access only subdivision was approved on DL 39 which has no dock on its exposed Georgia Strait shoreline to this day. This policy is now listed as **Transportation Policy s)**. Its purpose was, and still is, to prevent the subdivision of land that has no existing frontage or connection to an existing public road or dedication, and prevent fake water access only subdivisions, isolated residential activity without road access maintained to a safe standard under the MoT/IT agreement.

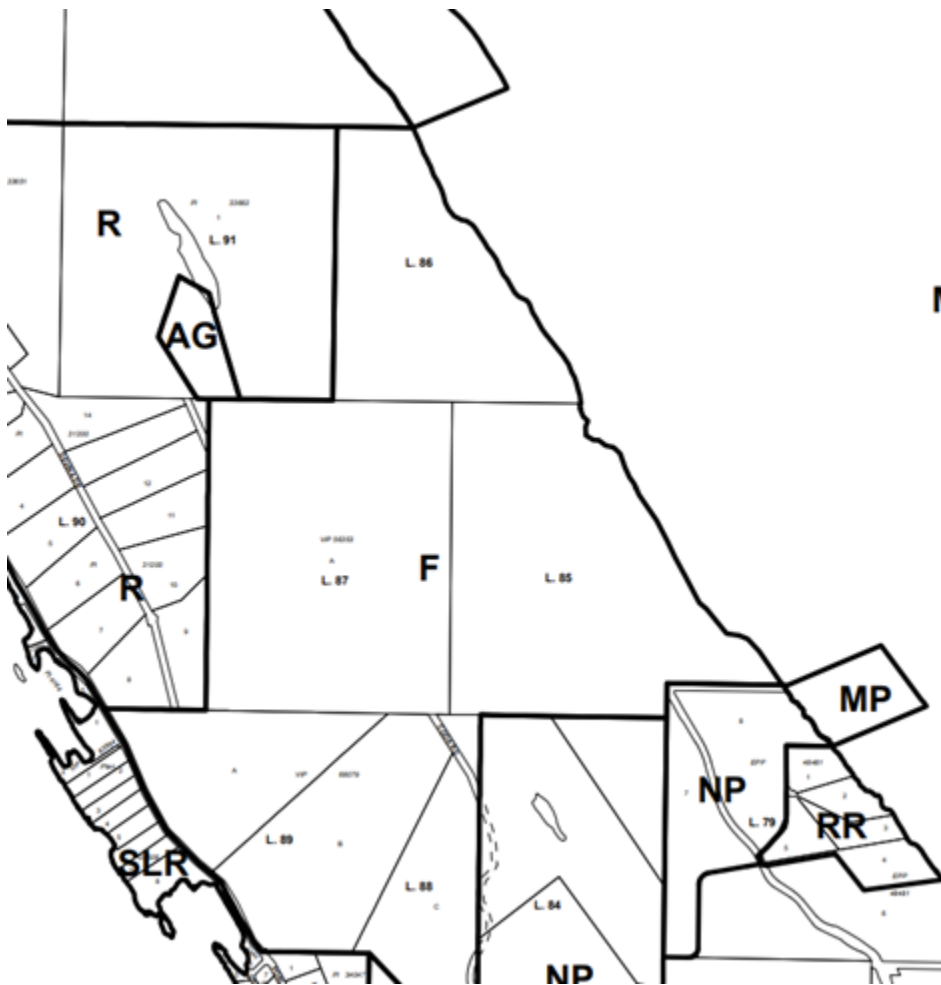
Policy s) reads as follows:

s) The Local Trust Committee does not consider it to be in the public interest for lots without public road access, or without access by private road as part of a bare land strata plan, connecting to the public road system and to island services and the ferry terminal to be created by subdivision on Galiano Island.

It is worth noting that in all the years since the mid nineties, and during the work of the Transportation Advisory Committee and LTC's regarding the Road Network Plan and policy additions, MoTI gave every indication of complete support of our OCP position opposed to subdivisions that have no public road access to the new lots being created.

If DL 86 is to be subdivided it will need to first wait for the DL85 (to it's south) to be rezoned and subdivided. DL 85 would be required to provide access to lands beyond by dedication of its part of Bodega Beach Drive. This would give DL 86 what it needs to be able to subdivide and dedicate the section of Bodega Beach Drive that continues through it to Dionisio Provincial Park, or alternately include the continuation Bodega Beach Drive in the land transferred to BC Park beyond the point where a public road dedication would access the two RR lots and F3 lots they wish to create.

While BC Parks are able to register subdivision of a parcel to facilitate transfer of land to BC Parks, it is clearly outside their domain to create isolated new residential lots in a manner contrary to OCP Policy s) and bypassing MoTIs requirements for road access to new lots created by subdivision. The map of the plan proposed shows the two RR waterfront lots accessed only by an "easement road", which makes me think the applicant is unfamiliar with what is required for subdivision of land in rural areas of BC.



I would be happy to discuss the points I am raising in this email with you.

Recommendations:

- 1) I urge you to proceed no further with this application**
- 2) Inform the applicant they cannot subdivide these extra densities until they have a public road to DL 86.**
- 3) Suggest they could proceed to rezone the DL to F3 if they are urgently needing an accessory residence.**

Sincerely,

Sheila Anderson

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