

From: Sara Miles [REDACTED]
Sent: Friday, November 21, 2025 5:47 PM
To: SouthInfo <SouthInfo@islandstrust.bc.ca>; Aaron Campbell <acampbell@islandstrust.bc.ca>; Deb Morrison <dmorrison@islandstrust.bc.ca>; Brad Smith <bsmith@islandstrust.bc.ca>; Robert Kojima <rkojima@islandstrust.bc.ca>
Subject: 3334 Port Wash Rd

Re: Nov 21 LTC meeting consideration of industrial rezoning PLRZ20240110

I wanted to present this at your afternoon town hall today but you closed the meeting early.

It was also very disappointing that you did not allow an opportunity for Trustee Morrison to comment on this motion before making your decision.

I watched the proceedings of the morning portion of this meeting online and reviewed the recent updates to the application page. It is clear there is a lot of community support for Braedon and his corporation. However, I think it is important that we rely on facts, not emotion.

Regarding the reports you received today, Planner Smith said the water checked out all fine. I don't think this was an accurate representation. The report makes it clear that the water is high in LEAD. It requires extensive treatment. I live next-door and I can't drink my water anymore.

The report also doesn't tell you that there's a well in his truck yard. A few years ago Braedon told me that it had run dry in the summer. Why aren't you testing that well?

Your apparent disregard for the condition of my well is quite upsetting to me. It is 6 feet from his operation. Have there been any fuel spills? There are hazardous substances all over the yard. The people who lived here before me never had to treat their water and they had good water. That's all over now.

The other issue with this site is the size. There's a concept in planning called setbacks and the people who have written in support of this don't seem to recognize the importance of having an appropriate setback for an industrial activity. Braedon's site is very small. It's a large piece of property but this flat piece down by the road where he operates is tiny. My driveway goes right through the middle of it. Today he was talking about adjusting the lot line so he can have a circular driveway but tell me how he's going to achieve that when he cannot even speak to his neighbor with whom he shares the easement.

A number of letters of support have been written. Several do not seem to include the writers address and therefore should not be included. There are also letters of opposition that you haven't published.

On the environmental side, Braedon talked about having a trail up Mount Elizabeth. The people I have spoken to would like this area to be preserved for nature, not for him to walk his dog.

The environmental report that was provided made no mention of the turkey vultures and the nighthawks that inhabit this place in the summer, they come here to have their babies. Nighthawks nest on the ground. I have a video from October 4 I will send to you. It's from the day when the vultures left to go south for the winter; they were so numerous. I couldn't believe how many there were. These birds aren't mentioned in the environmental report at all. What else has this rushed report left out?

Page 9 of the environmental reports says the perimeter of the yard is planted with a cedar hedge. It's not cedar; it's Leyland cypress. Braedon's original "rationale" that he wrote for this rezoning clearly states that the property is fully screened with "Leyland Cypress". Leyland cypress is a landscape tree used for hedges. It is a hybrid and sterile. It grows extremely fast in poor soil. It is not useful for lumber or firewood. If this environmental assessment company cannot identify a Leyland Cypress versus a cedar tree, what else might they have got wrong?

The report also says the remainder of the parcel is forested and undeveloped and then it says that they cleared a benched area. This is development.

He says he has no plans for expansion. In the last few years he's gone from one mini dump truck to four full-size tandem trucks with pups plus various other trailers and equipment. These new trucks weigh 30 tons each. That's why he has to stagger them on the ferries as he told us this morning because they would fill the boats. They are gigantic. Business grows-that's what it does. Of course it will expand.

Let's talk about the OCP for a minute. Over 20 years ago it was designated for potential industrial. In the OCP from 2011, Page 42 states "Priority may be given to the following locations for new or additional industrial development: a) by application to rezone the industrially designated land on Port Washington Road".

In the the OCP from 2003, page 19 it states "2.7.2 Priority will be given to the following locations for new or additional industrial development: a) the vicinity of the Highways Maintenance Yard on Port Washington Road;"

Changing the wording from Will to May is significant. There was also talk in those days of the precautionary principle. I've never heard this committee talk about precautions.

I think that if there were a buyer for 3334 Port Washington Rd that would help make it possible for Braedon to acquire a site that is already zoned industrial and has been used for trucking purposes for many years. It's odd how the committee characterized him as sort of a poor struggling small business owner. Let's be clear. This is a very large powerful corporation operating here. If they can afford to buy these gigantic dump trucks and excavators, they can afford to buy a piece of land that is appropriate for their use and what they want to do. It would be so much better for them to have a space where they're not going to be constantly conflicting with the public and neighbours.

Braedon got started on a temporary use permit because he wasn't sure if this site would be suitable long-term. You guys did the land use Bylaw review for four years and the decision from that was to keep that lot rural and consider each place independently. I don't know why he's so determined on this location. It's really not suitable. It's too small.

He wants to put in a welding shop. I only know one place on the island that is zoned for a welding shop and my understanding of the history and review of the old minutes indicate perhaps that approval was associated with a pretty generous gift to the community.

There should absolutely be extensive discussion about a conservation covenant on the upper portion of the lot at 3334. It would be pretty easy for you to convert the DPA area to covenant. In fact, if all the

property owners along the ridge agree, the trust could do it themselves and it wouldn't even really cost anybody that much save it permanently for future generations.

I had a phone call from somebody this morning who was concerned about this application because of the extensive list of uses that are being requested. Industrial zoning is supposed to be site specific, but this is not specific at all. It is a laundry list of storage, fuel storage, empty propane tanks, which are not secured right now, loose fuel tanks, fueling operations, a repair shop, a mechanic, welding, storing mulch, equipment and large piles of aggregate and composted material. They say the building will help mitigate the noise. I think a building will facilitate more of this activity because they won't be constrained by things such as inclement weather.

Furthermore, there is no perc test for the proposed septic site down at the bottom beside my well.

It is strange that this decision seems to be based on an individual's personality and popularity. You should be basing it on the land use. They could get it zoned to industrial and then sell it to somebody else who is going to do something very different.

I'd like to propose a new vision for Port Washington Road, instead of expanding industrial, which is what will happen if this goes ahead. I'd like to propose that we develop a heritage circle route from Hope Bay to Clam Bay to Port Washington Road and Corbett Valley. This would be a route where cyclists, people walking, and alternative modes of transport like horseback, are encouraged and made safer. It could be a way to celebrate the farms, gardeners, and artists who live in this community, to encourage local food system resiliency, and community connections.

Please say no to industrial on Port Washington Road before it proliferates and this place is unrecognizable as the rural gem of the island that it is.

Sincerely, Sara

sara miles

[REDACTED]