



**GALIANO ISLAND
LOCAL TRUST COMMITTEE
BUSINESS MEETING AGENDA
TO COMMENCE AT 1:00 PM, FRIDAY, FEBRUARY 26, 2010
AT THE GALIANO LIONS PARK SOCIETY
912 BURRILL ROAD, GALIANO ISLAND, B.C**

***Approximate** time is provided for the convenience of the public only and is subject change without notice.

	Page #	*Approx. Time*
1. CALL TO ORDER		1:00 pm
2. APPROVAL OF AGENDA		
2.1 Town Hall Session		
3. QUESTIONS ON PROPOSED BYLAWS NO. 204 AND 205		1:30 pm
4. PUBLIC HEARING		2:00 pm
3.1 Proposed Bylaw No. 204 and No. 205 (Looking Glass Foundation)		
5. APPLICATIONS, PERMITS, BYLAWS AND REFERRALS		3:00 pm
5.1 GL-RZ-2009.1 (Looking Glass Foundation)		
5.1.1 Proposed Bylaw No. 204 cited as “Galiano Island Official Community Plan Bylaw No. 108, 1995, Amendment No.2, 2009 for further consideration (attached)	1	
5.1.2 Proposed Bylaw No. 205 cited as “Galiano Island Land Use Bylaw No. 127, 1999, Amendment No.1, 2009 for further consideration (attached)	4	
6. LOCAL TRUST COMMITTEE PROJECTS		3:15 pm
6.1 Transportation Advisory Committee OCP Referral Report – Part 1 – to be received and to provide direction to staff (attached)	7	

- | | | |
|-----------|--|---------|
| 7. | NEW BUSINESS | 3:30 pm |
| | 7.1 Presentation - observation wells and groundwater levels by Pat Lapcevic - Ministry Of Environment, Water Stewardship Division | |
| 8. | TOWN HALL MEETING (the LTC cannot take any comments on Proposed Bylaws 204 and 205) | 4:30 pm |
| 9. | ADJOURNMENT | 5:00 pm |

GALIANO ISLAND LOCAL TRUST COMMITTEE

PROPOSED

BYLAW NO. 204

**A BYLAW TO AMEND THE GALIANO ISLAND
OFFICIAL COMMUNITY PLAN BYLAW NO. 108, 1995**

WHEREAS the Galiano Island Local Trust Committee is the Local Trust Committee having jurisdiction on and in respect of the Galiano Island Local Trust Area, pursuant to the Islands Trust Act;

AND WHEREAS Section 29 of the *Islands Trust Act* gives the Galiano Island Local Trust Committee the same power and authority of a Regional District under Part 26, except sections 932 to 937 and 939, of the *Local Government Act*,

AND WHEREAS the Galiano Island Local Trust Committee wishes to amend the Galiano Island Official Community Plan Bylaw No. 108, 1995;

AND WHEREAS the Galiano Island Local Trust Committee has held a Public Hearing;

NOW THEREFORE the Galiano Island Local Trust Committee enacts in open meeting assembled as follows:

1. CITATION

This Bylaw may be cited for all purposes as "Galiano Island Official Community Plan Bylaw No. 108, 1995, Amendment No. 2, 2009."

2. SCHEDULES

Galiano Island Official Community Plan No. 108, 1995 is amended as shown on Schedule 1, attached to and forming part of this bylaw.

3. SEVERABILITY

If any provision of this Bylaw is for any reason held to be invalid by a decision of any Court of competent jurisdiction, the invalid provision must be severed from the Bylaw and the decision that such provision is invalid must not affect the validity of the remaining provisions of the Bylaw.

READ A FIRST TIME this 27th day of January, 2010.

PUBLIC HEARING HELD this day of, 200_.

READ A SECOND TIME this day of, 200_.

READ A THIRD TIME this day of, 200_.

APPROVED BY THE EXECUTIVE COMMITTEE OF THE ISLANDS TRUST this day of, 200_.

APPROVED BY THE MINISTER OF COMMUNITY AND RURAL DEVELOPMENT this day of, 200_.

ADOPTED this day of, 200_.

DEPUT SECRETARY

CHAIR

**GALIANO ISLAND LOCAL TRUST COMMITTEE
BYLAW NO. 204
SCHEDULE 1**

Galiano Island Local Trust Committee Bylaw No. 108, cited as, "Galiano Island Official Community Plan Bylaw No. 108, 1995" is amended as follows:

- 1) By adding the following immediately after SECTION II LAND USE, 4.2 c):

"4.3 Health and Wellness Facilities for the Treatment of Eating Disorders

Health and Wellness Facilities Objective

The objective of this subsection is:

- 1) to encourage facilities that enhance the economy of the island, the health of its residents and visitors, and that do not adversely affect the natural environment.

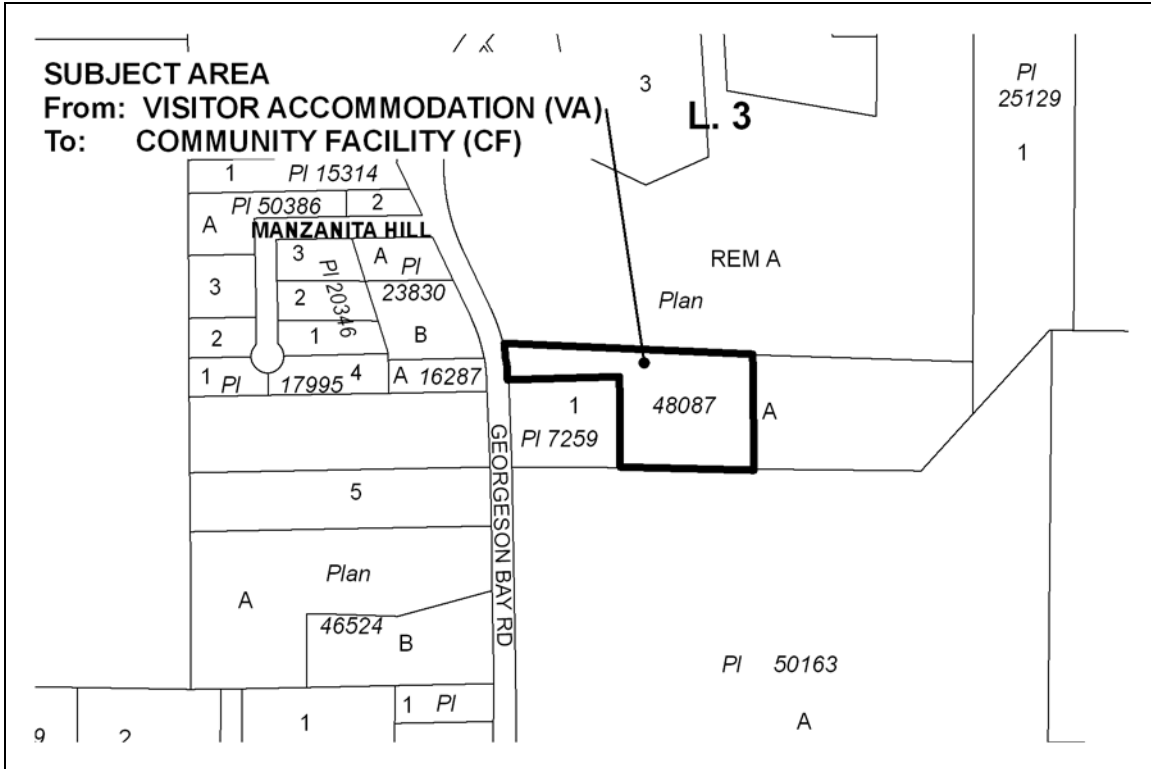
Health and Wellness Facilities Policies

- a) The principal use shall be health facilities for the treatment of eating disorders managed by non-profit organizations.
- b) Zoning for a health and wellness facility shall be considered on a site specific basis."

- 2) Galiano Island Official Community Plan Map, Schedule "B" Land Use Designation, is amended as follows:

- (i) By changing the designation of a portion of the lands legally described as Lot A, District Lot 3, Plan 48087, Galiano Island, Cowichan District from the Visitor Accommodation (VA) designation to the Community Facility (CF) designation, as shown on Plan No. 1, which is attached to and forms part of this bylaw.

**GALIANO ISLAND LOCAL TRUST COMMITTEE
 BYLAW NO. 204
 PLAN NO. 1**



BYLAW NO. 205

A BYLAW TO AMEND GALIANO ISLAND LAND USE BYLAW NO. 127, 1999

The Galiano Island Local Trust Committee, being the Trust Committee having jurisdiction in respect of the Galiano Island Trust Committee Area under the *Islands Trust Act*, enacts as follows:

1. Bylaw No. 127, cited as “Galiano Island Land Use Bylaw No. 127, 1999” is amended as follows:

a) By adding “Health and Wellness (HW)” in Section 4.1 after “Emergency and Health Services (EHS)”

b) By adding the following after Section 8.4:

“8.5 Health and Wellness Zone – HW

Permitted Uses

8.5.1 In the Health and Wellness zone the following uses are permitted, subject to the regulations set out in this section and the general regulations set out in Parts 2 and 3, and all other uses are prohibited.

8.5.1.1 residential treatment facilities for the treatment of eating disorders.

8.5.2 For the purposes of this bylaw, a residential treatment facility is a building comprising of up to 12 treatment facility accommodation rooms and a dwelling unit for the owner, employee or operator, all contained in a single building. A treatment facility accommodation room is meant to provide for the sleeping accommodation of the facility residents only and each room can not exceed 30 square metres in floor area.

8.5.3 Despite subsection 8.5.2, on the HW zoned portion of land legally described as Lot A, District Lot 3, Galiano Island, Cowichan District, Plan 48087 the dwelling unit for the owner operator may be in a separate building.

Permitted Density

8.5.4 Lot coverage must not exceed 25% of any lot.

8.5.4 The floor space ratio must not exceed .087.

8.5.5 One residential treatment facility is permitted per lot.

Permitted Height

8.5.6 No building or structure for a use permitted by this section may exceed 9 metres in height.

Minimum Setbacks

8.5.7 Buildings and structures must be sited

8.5.7.1 at least 7.5 metres from front and rear lot lines; and

8.5.7.2 at least 6 metres from any interior side lot line except where the lot line is common to a lot in a commercial or industrial zone, in which case the required distance is 3 metres.

Minimum Lot Size

8.5.8 No lot having an area less than 1.2 hectares may be created by subdivision.

Accessory Storage

8.5.9 Areas used for the unenclosed storage of goods, materials or equipment must be screened by a landscape screen not less than 2 metres in height and complying with the requirements of Part 15 of this bylaw."

c) Map Schedule "B", is amended as follows:

(i) By changing the zoning of a portion of the lands legally described as Lot A, District Lot 3, Plan 48087, Galiano Island, Cowichan District from the Visitor Accommodation (Inn) - (C3) zone to the Health and Wellness (HW) zone as shown on Plan No. 1 which is attached to and forms part of this bylaw.

(ii) By adding HW Health and Wellness to the map legend.

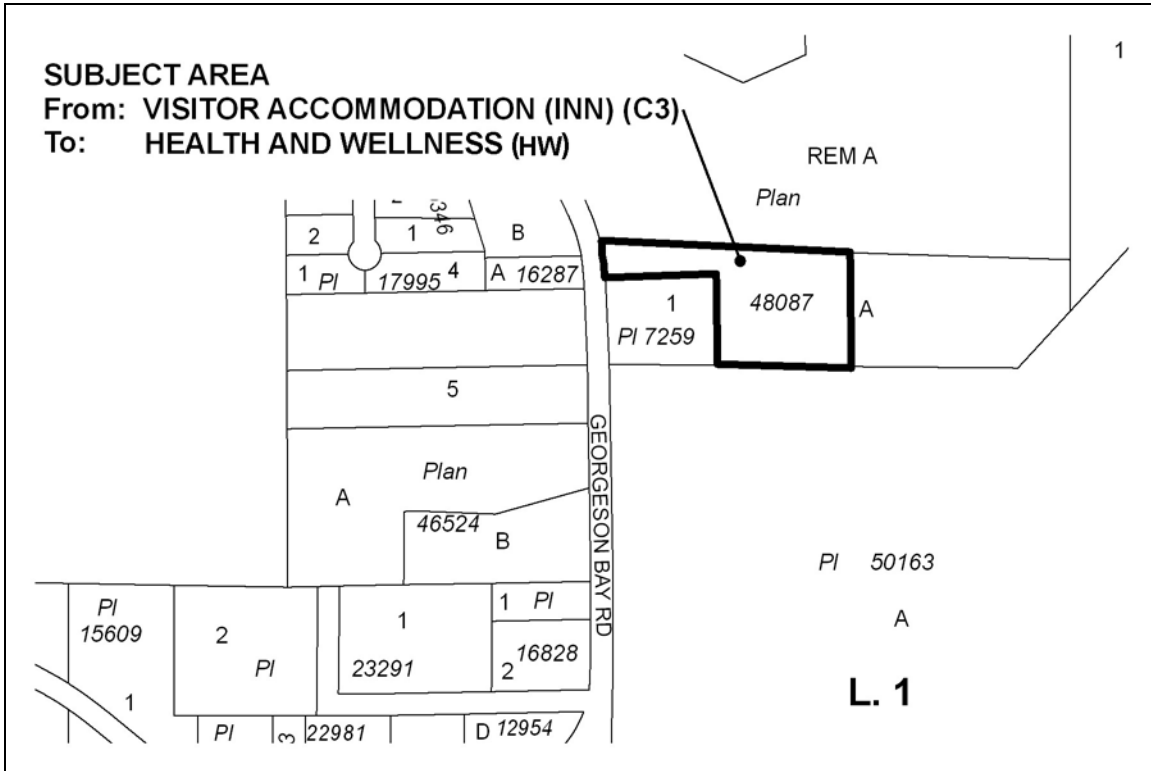
B. This bylaw may be cited for all purposes as the "Galiano Island Land Use Bylaw No. 127, 1999, Amendment No. 1, 2009".

READ A FIRST TIME THIS	27th	DAY OF	January	2010
PUBLIC HEARING HELD THIS		DAY OF		200_
READ A SECOND TIME THIS		DAY OF		200_
READ A THIRD TIME THIS		DAY OF		200_
APPROVED BY THE EXECUTIVE COMMITTEE OF THE ISLANDS TRUST THIS		DAY OF		200_
ADOPTED THIS		DAY OF		200_

DEPUTY SECRETARY

CHAIRPERSON

**GALIANO ISLAND LOCAL TRUST COMMITTEE
 BYLAW NO. 205
 PLAN NO. 1**



COPIED TO	
<input checked="" type="checkbox"/>	PLANNER
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RECEIVED
FEB 08 2010

ISLANDS TRUST
VICTORIA BC

TRANSPORTATION ADVISORY COMMITTEE
OFFICIAL COMMUNITY PLAN REFERRAL REPORT
PART I

prepared for the:

GALIANO ISLAND LOCAL TRUST COMMITTEE

February, 2010

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1.0 INTRODUCTION

On Galiano Island the Local Trust Committee is charged with maintaining an Official Community Plan (OCP). The OCP provides broad parameters including policies and objectives that guide the land use bylaws for which the Local Trust Committee is responsible.

In 2009 the Local Trust Committee initiated a review of the current Official Community Plan. To assist in the review a number of citizen-based advisory committees were organized and requested to review various aspects of the OCP and offer recommendations for revisions. This report documents the activity and conclusions of the Transportation Advisory Committee.

Galiano Island's rural settlement patterns, long narrow shape, hilly topography and single ferry access point, create a unique and challenging physical context for transportation planning and implementation. The smaller islands nearby, both within and beyond the Galiano Island Trust Area, generate additional transportation infrastructure demands. The natural environment, our precious fresh water resources, and the aesthetics of our rural habitation will all be influenced by how land, water and air transportation are planned and provided in the future.

Members of this committee have each brought to discussions their own perspective and experience with island living. We have done our best to keep in mind the long term view, the broad public interest and the Trust Policy Statement during this referral work.

1.1 TERMS OF REFERENCE

The following Terms of Reference were provided by the Local Trust Committee to the Transportation Advisory Committee:

1. The objectives of the Advisory Group are to research the topic, obtain community comment on the issue, and to report to the local Trust Committee and the Islands Trust with recommendations, options and comments.
2. Specifically the Transportation Advisory Group should consider, but not limit recommendations to, the following aspects of this issue:
 - a. Review the existing Transportation Policies in the OCP
 - b. Consider potential new or revised policies that support planning for future land uses
 - c. Suggest new or revised policies that would support reduced auto-dependence and potentially support climate change mitigation
 - d. Identify any existing policies that have not been implemented or are out-of-date
 - e. Review proposed Road Network Plan
 - f. Consider the Greenhouse Gas emission mitigation measures.

Additional guidance relevant to the Committee's task is provided in the Islands Trust *Policy Statement* and the *Local Government Act*. From the *Policy Statement* the following "directive policies" are relevant:

- 4.1.7 design of road systems and servicing corridors to avoid agricultural lands unless the need for roads outweighs agricultural considerations, in which case appropriate mitigation measures shall be required to derive a net benefit to agriculture;

- 4.2.7 location and construction of roads, and utility and communications corridors to minimize fragmentation of forests;
- 5.3.4 development of a classification system of rural roadways, including scenic or heritage road designations;
- 5.3.5 impacts of road location, design, construction and systems;
- 5.3.6 designation of areas for the landing of emergency helicopters;
- 5.3.7 development of land use patterns that encourage establishment of bicycle paths and other local and inter-community transportation systems that reduce dependency on private automobile use;
- 5.5.7 planning for bicycle, pedestrian and equestrian trail systems.

From the *Local Government Act* the following requirements are stated:

- 887-1-e approximate location and phasing of any major road, sewer and water systems;
- 877-3 targets for reduction of greenhouse gas emissions in the area covered by the plan, and policies and actions of the local government proposed with respect to achieving those targets.

1.2 COMMITTEE MEMBERSHIP AND OPERATION

Membership of the Transportation Advisory Committee included all individuals who expressed an interest in participation to the Local Trust Committee and comprised the following members: Sheila Anderson (Chair) Geoff Gaylor, Bowie Keefer, Peter Midgley, Barbara Moore, Gary Moore (Co-chair), and Stefani Paine. Members Gaylor, Keefer and Midgley also serve as members of the Official Community Plan Steering Committee and served a liaison role between the Committees.

The Transportation Advisory Committee held bi-weekly meetings between mid-July and late-November 2009. Commencing in January 2010 more frequent meetings were scheduled in order to meet timing objectives of the Local Trust Committee. All meetings were open to the public and, while limited, public delegations and input were invited and welcome. Meetings in 2009 were advertised in advance on the activegaliano.org website and other venues. Meeting minutes were posted on the OCP section of the activegaliano.org website.

Initial work by the committee focused on review and research on various topics deemed relevant to transportation and reduction of transportation-related greenhouse gas emissions. This led to decisions to offer comment on topics including:

- encouragement of inter-island foot passenger ferry service;
- improved provision of parking in relation to public docks serving outer islands and the Sturdies Bay ferry terminal;
- greater emphasis on traffic safety pertaining to issues including enforcement, road design and maintenance and traffic calming;
- support for an Island transit bus service and a “car-stop” system;
- provision for pedestrians, bicycles and motor assisted cycles to reduce automobile dependency;
- provision for traditionally non-licensed vehicles on selected public roads and off-road corridors;

- expansion of the community trail network, in part to contribute to reducing greenhouse gas emissions.

Following documentation of this work in a “Preliminary Positions” release the Committee turned its attention to a line by line review of transportation-related sections of the current OCP and review of the Road Network Plan Proposed Bylaws 158 and 159 which were given third reading by the Local Trust Committee and approved by the Executive Committee of Islands Trust in 2004 but did not receive the required approval for implementation by the responsible Provincial Minister, prior to being withdrawn from the Minister’s desk by a subsequent Local Trust Committee.

The Transportation Advisory Committee participated in three public events: Blue Sky Sundae on August 23, OCPizza on October 2, and Gumboot Social on December 5, 2009. The Group’s table at the latter two events offered an opportunity for detailed discussion and public input on topics relevant to the Committee mandate, and a summary of “Preliminary Positions” was available as a handout at the Gumboot event, as well as being posted on the activegaliano.org website.

2.0 REVIEW OF EXISTING OCP TRANSPORTATION POLICIES

The following table cites transportation-related “objectives” and “policies” as included in the current OCP in the left hand column and provides comments of the Transportation Advisory Committee where applicable in the right hand column. Where no comment appears on the right the reader should interpret that this committee agrees that the relevant objective or policy is important and useful to keep as is, although general comments at the end of each section may apply in some cases. The focus of comments relates to clarification, appropriateness of wording, and some suggestions for additional objectives and policies. Further suggestions for new objectives and policies are contained in other sections of this document.

2.1 LAND TRANSPORTATION

<p>Preamble: 1.1 Land Transportation In 1992 the Islands Trust Council and Ministry of Transportation and Highways entered into an agreement to ensure an ongoing consultative process between the agencies. The agreement includes road functional classifications as per Schedule “C”, procedures for the designation of scenic and heritage roads, and cycle route plans in the Trust Area. The road standards are modified from Provincial standards to protect the rural character of island roads.</p>	<p>Transportation Advisory Committee comments: In the OCP and the following text the relevant “Letter of Agreement” is referred to as the “Letter of Understanding”. Functional classifications and construction standards applicable to the Galiano Trust Area include Main Rural, Minor Rural, and Residential Rural/Local. Standards specify right-of-way width, design speed, cleared width, and widths of driving lanes, road top, surfaced shoulders and gravel shoulders, and presence and widths of bicycle lanes (as designated in an island specific cycle route plan).</p>
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2.1.1 LAND TRANSPORTATION OBJECTIVES

<p>The objectives of this subsection are:</p>	<p>Transportation Advisory Committee comments:</p>
<p>1) to achieve over the long term a planned road and trail network based on the network depicted in Schedule “C”, including further components of the network that may be identified by amending Schedule “C”</p>	<p>Use of the word “achieve” makes it clear that this objective intends more than just planning future road and trail networks – it implies measures to ensure such planning will be achievable. However to date there are no specific policies to guide how the Local Trust Committee can support the “achieve” part of this objective in land use decisions.</p>
<p>2) to ensure that island roads are rural in character and do not adversely affect the natural environment</p>	<p>Wording of this objective seems to conflict with itself in that ANY road will adversely affect the natural environment.</p> <p>It might be better if objective was split into two – one for rural character and another separate objective to “ensure that island roads are planned and designed to minimize adverse impact on the natural environment and groundwater resources”.</p>
<p>3) to ensure that parking for all land uses is safe and compatible with the rural character of the island</p>	
<p>4) to ensure roadways are safe for all users</p>	
<p>5) to encourage alternatives to motor vehicles</p>	
<p>6) to ensure that emergency road access is available to all lots on Galiano Island where residential use is permitted</p>	<p>The term “emergency road access” is not explained or defined in the OCP. Some interpret it to refer only to private driveway standards to support fire truck or ambulance access. Others interpret it to mean emergency evacuation routes to provide alternatives in natural disasters that might block main public road routes.</p> <p>We recommend that the provision of emergency road access, both driveway standards and the provision of emergency evacuation alternatives should be considered important for all lots, whether residential use is permitted or not.</p> <p>A further comment is that reference to emergency road access or evacuation routes</p>

	should include be “maintained” emergency road access or routes.
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2.1.1.2 SCHEDULE C – ROAD NETWORK PLAN

Map and Legend	<p>Schedule “C” shows “open public roads”, “unopened public road dedication”, Section 4 public roads, and some private roads that existed at the time of this mapping work and to a large degree still exist. There is however no indication on the map legend or elsewhere in the Transportation Section of OCP whether the mapped data represents a plan for future public roads or trails.</p> <p>We have also noted that this Schedule C does not include any planned emergency evacuation routes.</p> <p>Improved definitions of all road classifications to be shown on Schedule C are needed to aid clear interpretation.</p>
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2.1.1.3 LAND TRANSPORTATION POLICIES

The policies of this section are:	Transportation Advisory Committee comments:
a) The Letter of Understanding with the Ministry of Transportation and Highways shall be respected and the public consultative process expressed therein shall be supported.	We suggest there should be specific reference here to the Approving Officer function, separate from Ministry of Transportation, in relation to this Letter of Understanding.
b) BC Tel and BC Hydro shall be requested to engage in a consultative process with the community with respect to the use of the road right-of-way and all users shall be requested not to apply herbicides or pesticides on the road right-of-ways	<p>Additional policy to promote a Letter of Understanding on this issue with each electric transmission and telecommunications provider would be beneficial.</p> <p>Separating the issues of use of road right-of-way by linear service providers and application of herbicides or pesticides on road right-of-way is suggested.</p> <p>The request not to apply herbicide or pesticide is presumably intended to protect our groundwater, watercourses, riparian areas, etc. Should it also be referred to in other policy areas of OCP such as water supply?</p>

<p>c) The Ministry of Transportation and Highways shall be requested to control traffic safety by limiting speed rather than by requiring roads to be straightened and widened.</p>	<p>There should be an exception for widening of the road for paved shoulders when it is the only means of providing improved safety for cyclists and pedestrians (e.g., where a separate pedestrian /cycle path is not feasible due to terrain)</p>
<p>d) The Ministry of Transportation and Highways shall be requested to leave the natural vegetation alongside the travelled portion of the road undisturbed, except as required for safety.</p>	
<p>e) When paving is required, the ministry of Transportation and Highways shall be requested to require paving to minimum widths.</p>	<p>This could be expanded to include reference to road widths as defined for various classifications in the Letter of Understanding.</p>
<p>f) All roads should follow the natural contour of the land and avoid unnecessary interference with water flow.</p>	<p>This could be worded better and explain it is referring to groundwater flow, as well as surface water. This transportation policy may complement groundwater and water supply aspects of the OCP.</p>
<p>g) The use of road allowances for parallel transportation routes to separate motor vehicles and non-motorized vehicles shall be encouraged.</p>	<p>We suggest a reference to accommodating unlicensed vehicles should be added to this policy, or alternately in a separate policy.</p>
<p>h) The size and nature of signs on private property shall be regulated</p>	<p>From a transportation perspective this policy seems to fit with Land Transportation Objective 4) as unregulated signage adjacent to roads or at intersections could interfere with safe use of roads by the public. We suggest this policy should be limited to “adjacent to public roads”. The regulation of size and nature of signs elsewhere on private property should properly be addressed in other areas of OCP, e.g., Residential, or Economic Activity.</p>

<p>i) The Ministry of Transportation and Highways shall be requested to provide places for slow vehicles to pull off the road as an alternative to doubling road widths and to install minimal signs that are rural in character.</p>	<p>These seem to be two separate topics that should be separated. The context of “minimal” is unclear (e.g., size or number?).</p>
<p>j) The Ministry of Transportation and Highways and the B.C. Ferry Corporation shall be requested to provide parking facilities to decrease long term parking on road ways at ferry terminals, beach accesses, boat launches and government docks.</p>	<p>As written the responsibilities of organizations for specific parking areas is confusing. The policy also should recognize potential interest or responsibility of other authorities including BC Parks, the CRD and harbour authorities, or alternatively be written in a generic context (e.g. “agencies responsible for creating demand for parking”)</p>
<p>k) In all subdivisions the Approving Officer shall be requested to require access to foreshore, emergency vehicle standards for all new roads, road construction designed only for the zoned residential capacity and consolidation of road accesses from subdivisions onto main roads.</p>	<p>Reword to clarify that the foreshore access requirement relates to subdivisions with foreshore, whereas road standards and emergency vehicle access relate to all subdivisions. Also clarify if the emergency vehicle standard relates to driveways (all developed public roads would be assumed to meet emergency vehicle requirements?)</p>
<p>l) Off street parking shall be required for all land uses.</p>	<p>This policy seems not to practically apply to the smaller Galiano Island Trust Area islands to the same degree as it does to land uses on Galiano Island (e.g., Gossip, Wise, Sphinx, Charles, Parker and Julia, whose residents and visitors generally park ON street on Galiano) Question: Does “off street” in this policy mean the same as “off road” in Policy m)?</p>

<p>m) The Ministry of Transportation and Highways shall be requested to ensure that the subdivider provides adequate areas for off-road parking at an appropriate location considering the likely point of departure by water to access the subdivision, as a condition of approval of any subdivision on Valdes, Hall, or Reid Island, the Secretary Islands, or the smaller islands associated with Galiano Island.</p>	<p>As discussed in section 3.2 of this report - this policy has not been addressed with respect to most of the relevant subdivisions and is an issue that requires attention.</p>
<p>n) The Local Trust Committee does not consider it to be in the public interest for lots without public road access to be created by subdivision.</p>	<p>This policy fails to state that on Galiano Island the “public road access” should connect to the public road system and provide access to island services and the ferry terminal.</p>
<p>o) Residential use shall not be permitted on any lot on Galiano unless there is public access to the lot or a statutory right of way has been granted to the Galiano Island Local Trust Committee for road access purposes.</p>	<p>This policy seems to address the goals of ensuring certainty of access to properties to be used residentially and avoiding situations in future where access is restricted after homes are built.</p> <p>Some new residences occurred on lands prior to the adoption of this policy, without meeting this access requirement.</p> <p>Ensuring secure and reliable access to property prior to new residential build out and use seems like the responsible thing to do and is in the public and community interest.</p> <p>A question is raised as to whether this SRW referred to can provide for much needed emergency evacuation routes under the wording “for road access purposes”. It is also noted that that reference does not distinguish whether it refers to public or private road access purposes.</p> <p>We explored how this policy could be amended to address the above concerns. One suggestion is to change “for road access purposes” to read. “ for emergency</p>

evacuation routes and for future public road routes” and combine this with map references on Schedule C of the OCP.

We noted that the reference to SRW in this policy is very general, and the committee is mixed in its views as to whether such generality is helpful or not. Clarification of the reason for the SWR and intended implications for its future might aid more consistent interpretation by readers.

One committee member feels that residential use should not be restricted or subject to specific requirements for access and was therefore not in favour of this policy.

2.1.4 GENERAL COMMENTS AND RECOMMENDATIONS ON THE LAND TRANSPORTATION SECTION

In addition to those recommendations we have made within the above tables we add the following:

A number of requests are directed to the Ministry of Transportation throughout the section. It may be appropriate to list these in a single policy statement or group them consecutively within the lists.

The Committee notes the absence of Objectives that:

- state goals and support actions relating to reducing greenhouse gas emissions in our rural community;
- make achieving secure emergency evacuation routes a greater priority.

We recommend additional objectives to address these matters.

Policies could be added to support Land Transportation Objectives 4 (safety) and 5 (alternatives to motor vehicles) including:

- more specific emphasis on providing for increased pedestrian and cyclist safety;
- seek trail network links specifically provide for non-motorized forms of transportation;
- encourage or support a car stop program and car and bus stop locations including recognition in Schedule C;
- support the concept of senior government providing subsidy for transit service appropriate to island requirements.

The current Objectives speak of achieving a planned road and trail network and should as noted above emphasize the importance of achieving planned emergency evacuation routes to provide known alternatives should the main road be blocked by a natural or manmade disaster. Policies are needed to show how these objectives will be achieved. In addition Schedule C should show the general location and connectivity of future public roads, trails and emergency evacuation routes.

2.2 AIR TRANSPORTATION

<p>Preamble:</p> <p>1.2 There are no air strips in the Galiano Trust Area. Float plane services are available to meet the air transportation needs of the island. In many areas of Galiano the community experiences disruptive levels of noise from low flying smaller aircraft travelling between the urban centres of Vancouver and Victoria</p>	<p>Transportation Advisory Committee comments:</p> <p>The statement made in first sentence now appears to be untrue.</p>
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2.2.1 AIR TRANSPORTATION OBJECTIVES

<p>Objectives of this subsection are:</p> <p>1) to minimize noise pollution from aircraft</p> <p>2) to meet clearly defined community needs.</p>	<p>Transportation Advisory Committee comments:</p> <p>Addition of the words “limit service” is suggested: i.e., to limit service to meet clearly defined community needs.</p>
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2.2.2 AIR TRANSPORTATION POLICIES

<p>The policies of this subsection are:</p> <p>a) The Federal Ministry of Transportation and the Canadian Coast Guard shall be requested to regulate take-off and landing procedures, flight routes and minimum flying altitudes over the Galiano Island Trust Area, in order to reduce noise levels.</p>	<p>Transportation Advisory Committee comments:</p> <p>The committee considers this policy is important and should be acted upon, both with respect to float planes serving Galiano Island and aircraft flying over Trust Area islands.</p> <p>We would like to see policy include along with reducing noise levels – preserving public safety.</p>
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<p>b) A private or public airstrip or helipad shall not be permitted in Galiano Island Trust Area except for emergency evacuations associated with police, fire or ambulance facilities or hospitals.</p>	<p>The committee believes the majority of community would like NOT to permit airstrips and helipads other than for emergency purposes. Recent events appear to indicate the LTC does not have the authority to prevent construction and use of private airstrips despite potential for significant consequent impacts on neighbouring residential areas. That something so impacting can occur without even consultation with local government is perplexing at best.</p> <p>The committee discussed various aspects of the issue and agreed that the OCP should make a strong statement opposing airstrips for other than emergency purposes, and include an additional policy requesting support of the Federal agency responsible to ensure this outcome.</p> <p>The following rewording is suggested: The construction or use of permanent airstrips or helipads in the Galiano Island Trust Area should be restricted to emergency services associated with police, fire, ambulance or hospital facilities.</p> <p>Despite the foregoing, the stated focus of the current policy on evacuation could be considered unduly restrictive in preventing non-evacuation emergency services (e.g., firefighting), or addressing what might be deemed legitimate future requirements for temporary facilities (e.g., to avoid land disturbance impacts during construction or maintenance projects).</p>
<p>c) All air transport operators shall be requested to ensure that services do not exceed the needs of the local community.</p>	
<p>d) Land use regulation shall permit the location of emergency evacuation points where appropriate.</p>	

2.2.3 GENERAL COMMENTS ON AIR TRANSPORTION SECTION

We noted in the table the need for mention of public safety in Policy a) but suggest Objectives could be improved with similar emphasis added.

2.3 WATER TRANSPORTATION

2.3.1 WATER TRANSPORTATION OBJECTIVES

Objectives of this subsection are:	Transportation Advisory Committee comments:
1) to ensure water transportation facilities do not adversely affect the natural environment nor the natural processes of the shoreline	Better wording might promote ensuring minimal impact rather than no adverse effect as any shoreline facility will have some impact.
2) to ensure water transportation meets the needs of local community without using seasonal or peak demands as a fixed schedule	
3) to promote water traffic safety in the Galiano Island Local Trust Area.	Addition of a new objective 3) is suggested: “to ensure appropriate access points from Galiano Island to water access properties in the Galiano Local Trust Area are available” Renumber as objective 4).
	Addition of a new objective is suggested: “to encourage foot passenger only, multiple port, inter island ferry service.

2.3.2 WATER TRANSPORTATION POLICIES

The policies of this subsection are:	
a) Wharves, barge landing and boat launching ramps shall be sited to minimize the impact on the natural environment.	
b) All water transport operators shall be requested to ensure services do not exceed the needs of the local community	

<p>c) All government authorities shall be requested to ensure Galiano does not become joined by a bridge to any other land and that it not become, nor its water passages be modified to provide, a transportation link between the mainland and Vancouver Island</p>	
<p>d) The Coast Guard and the Provincial Parks and Recreation Branch administering boating regulations, shall be requested to minimize noise disruption and to protect the safe use of water transport by:</p> <ul style="list-style-type: none"> • ensuring float planes land outside bays and taxi at not more than 5 knots to the dock, • prohibiting all water skiing and jet skiing activities within bays, and • ensuring safe methods of transporting dangerous materials on the water. 	<p>The jurisdiction and mandate to regulate these issues should be reviewed.</p> <p>There is no definition of “bay” and a lack of clarity as to the target areas (e.g., channel between Gossip and Galiano Islands, channels between Philimore Point and Wise and Charles Islands, Montague Harbour, Payne Bay, etc.)</p> <p>Landing float planes “outside bays” and taxiing “at not more than 5 knots” may be unreasonably restrictive and impracticable.</p>
<p>e) B.C. Lands shall be requested to prohibit the landing of light aircraft or power boats on beaches.</p>	<p>While “regulate” rather than “prohibit” seems appropriate for swimming beaches, it appears to overstate a reasonable expectation for use on all shoreline within the Galiano Local Trust Area.</p>
<p>f) The establishment of group or community wharves shall be encouraged</p>	<p>Does the term “community wharf” refer to those held by a government agency for the public, or held by a community organization?</p>
<p>g) B.C. Ferries shall be requested to ensure that on-shore facilities encourage foot passenger service</p>	<p>Strengthen and specifically address the association with public parking as support for foot passenger service.</p>

h) The operation of personal watercraft in Montague Harbour shall be prohibited.	A definition of “personal watercraft” may be required and the jurisdiction to prohibit operation should be confirmed. The Committee is in agreement with the intent of this policy.
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2.1.1.3 GENERAL COMMENT ON THE WATER TRANSPORTATION SECTION

Names of agencies require updating. Jurisdictional authority needs to be reviewed and wording revised to reflect the authority of the Local Trust Committee to regulate versus the need to seek support of other authorities in achieving OCP objectives.

3.0 NEW OR REVISED POLICIES SUPPORTING PLANNING FOR FUTURE LAND USE

3.1 INTER-ISLAND FOOT PASSENGER FERRY SERVICE

We support OCP revisions to provide encouragement for an inter-island foot passenger ferry service that would integrate with other needed transportation improvements including the community trail network, road system improvements for safety of pedestrians and cyclists, a car stop program and a regular bus service. Clearly a foot passenger ferry service could impact on already significant parking problems at the ferry terminal and public wharves unless alternatives to automobile use reduce parking demand, or parking provisions are greatly increased. Our recommendations are:

- i. the OCP should generally encourage development and expansion of foot passenger ferry services by private and/or public organizations;
- ii. the OCP include policy to guide identification of docks for scheduled foot passenger service and coordination with future bus routes and schedules.

3.2 PUBLIC PARKING

The committee supports new or revised policy to better address provision for parking in relation to public docks serving outer islands and water access areas, and the Sturdies Bay ferry terminal. Recommendations include:

- i. encourage and guide resolution of current parking challenges at embarkation points for the outer islands and Philimore Point, including steps to increase parking spaces, and provide opportunity for parking of vehicles without “white line” infractions (i.e., parking partially or wholly within driving lanes);
- ii. add policy to encourage BC Ferries or the Province to provide public parking as part of its terminal operations at Sturdies Bay for both:
 - short term (one or two day) parking reasonably close to the terminal to support off-island day trips by permanent residents; and,
 - longer term parking more distant from the terminal permitting storage of vehicles which property owners wish to leave on the island;
- iii. at one or more locations provide for parking of boat and utility trailers (subject to a requirement for current licensing);
- iv. revise policy regarding the provision of parking on Galiano as a requirement for subdivision on outer islands of the Galiano Trust Area, to extend to other Trust Areas in cases where it is likely that Galiano will be the access point, and encourage awareness by Trust Council and the Ministry of Transportation of the significant problems Galiano residents are now experiencing as a result of this issue;
- v. add policy that recognizes that adjacent Gulf Islands National Park Reserve areas will increase demand for parking and encourage Parks Canada to ensure

adequate provision for parking and other park and park user service arrangements to address this impact.

3.3. ROAD SAFETY

This committee has received input from the public expressing a variety of concerns about safety on our island road systems. We observe there is a growing public awareness of road safety issues from a variety of perspectives and offer the following recommendations:

- i. add policy that strongly urges that Ministry of Transportation to:
 - bring our island road system, particularly the “main road” classification, up to the standards agreed to in the Ministry of Transportation / Islands Trust Letter of Agreement;
 - improve and maintain road surface and shoulders to be pothole free; and,
 - maintain good visibility at intersections by brush control;
- ii. adopt policies to support actions to calm traffic on all our roads, particularly in “village” commercial areas, and on side roads classified as residential.

4.0 NEW OR REVISED POLICIES THAT WOULD SUPPORT REDUCED AUTO-DEPENDENCE AND POTENTIALLY SUPPORT CLIMATE CHANGE MITIGATION

4.1 TRANSIT BUS SERVICE

We support the concept of an Island Transit Bus Service in our island’s future. While recognizing our population base cannot support an urban level of service, we have heard, from many perspectives, very strong interest and support for an island-based bus service. Our recommendations for action include:

- i. policy be added to the OCP to strongly encourage appropriate government agencies to develop subsidy funding for an appropriate rural level of bus service as part of their greenhouse gas mitigation actions;
- ii. suitable sites be identified on the Road Network Plan for future bus stop / car stop locations.

4.2 CAR STOP PROGRAM

We support a “Car Stop” Program for Galiano, similar to that recently developed on Pender and Mayne Islands. We consider it a measure that can be implemented by the community quite immediately. Our recommendations for addition or revision of policy include:

- i. policy be added to the OCP to recognize and support a car stop program as one measure to reduce automobile dependency;

- ii. (as proposed in Section 4.1) suitable sites be identified on the Road Network Plan for future car stop / bus stop locations.

4.3 PROVISION FOR PEDESTRIANS, BICYCLES AND MOTOR-ASSISTED CYCLES

We need improved provision for pedestrians, bicycles, and motor assisted cycles on Galiano to help reduce auto dependence in our community. Rural settlement areas are typically far more dependent on automobile travel than urban or suburban areas. Studies show that residents in rural areas are on average less likely to incorporate the physical activity of walking or cycling as a form of transportation in their daily lives. This OCP Review is an opportunity to plan for significantly changing these statistics for Galiano. Our recommendations for action include adding or revising policies to:

- i. provide for progressive development of separate yet adjacent bicycle lanes along all public roads classified as Main Rural or Minor Rural under the Ministry of Transportation / Islands Trust Letter of Agreement. In addition creation of bicycle lanes should be a requirement of subdivision in which new public roads of these classes are constructed, or older existing roads are upgraded and reclassified;
- ii. strongly encourage the Ministry of Transportation to take the following actions and, in addition, have the OCP provide guidance as to criteria for priority areas in which they are to be taken:
 - post lower speed limits in identified problem areas;
 - post signs in strategic locations that will increase the awareness of cyclists and vehicle drivers about local conditions, hazards and responsibility of sharing the roads;
 - consider the installation of posted pedestrian crosswalks or speed bumps in critical areas of congestion; and,
 - allocate sufficient budget to smooth the road surface and repair and maintain appropriate shoulder conditions;
- iii. encourage (or require) bicycle racks in commercial zones, and at the ferry terminal, trail heads, car/bus stop locations and public docks;
- iv. support pedestrian and cycle routes as an integral part of a whole island road network plan and as a basic need for our community's well being.

4.4 PROVISION FOR TRADITIONALLY NON-LICENSED VEHICLES

We support provision for traditionally non-licensed vehicles (TNLVs) on selected Galiano Island public roads, and encouragement for development of off-road corridors for TNLVs. Our recommendations are to add or revise policy to:

- i. require designation of portions of the island road system to permit use by neighbourhood zero emission vehicles, as provided for in amendments to the Motor Vehicle Act Regulations, and encourage extension of similar

permission by that Act (or other permissible local regulation) to include other TNLVs with comparable total energy characteristics;

- ii. specifically, in the above designation, include village and commercial areas and residential class side roads;
- iii. encourage senior government agencies and insurers to recognize TNLVs as a class of vehicles with licensing and insurance provision appropriate to risks encountered in low speed operation in restricted areas
- iv. encourage provision of pathways for TNLVs in identified priority areas through a combination of use of portions of public roadways, use of separate pathways adjacent to roadway but on road allowance, and statutory rights-of-way for off road corridors over private land;
- v. allow for small parking areas for TNLVs when car or bus stop locations are developed.

4.5 EXPANSION OF THE GALIANO COMMUNITY TRAIL NETWORK

We recommend measures to expand our community trail network in ways that may in part contribute to reducing automobile dependence in our community:

- i. recognize the *Galiano Island Parks and Recreation Trail Network Plan* as a base for an OCP Community Trail Network Plan and adopt relevant elements as part of the OCP;
- ii. add policies that support the establishment of statutory rights-of-way (SRW) for public trails suitable for pedestrian and cycle use, and in accordance with a Community Trail Network Plan, which offer viable alternate routes and neighbourhood links for non-automobile transportation;
- iii. provide policy that will ensure opportunities for acquiring such public trail SRWs can be acted upon at rezoning and subdivision in all land use designations;
- iv. provide policy to encourage coordination of our Community Trail Network Plan with Regional and National Trail Networks, and identify which proposed or existing trails would be appropriate in this role.

5.0 EXISTING POLICIES THAT HAVE NOT BEEN IMPLEMENTED OR ARE OUTDATED

The Committee's comments on this component of the Terms of Reference are included in Section 2.

6.0 REVIEW AND DISCUSSION OF THE PROPOSED ROAD NETWORK PLAN

The Committee's comments on the Proposed Road Network Plan Bylaws 158 and 159 will be presented to the Local Trust Committee separately as Part II of its mandate.

7.0 GREENHOUSE GAS MITIGATION MEASURES

Comments on this component of the Terms of Reference are contained within Section 4 of this report.

8.0 FOLLOW UP

In closing the Committee wishes to express its sincere hope that this report will be helpful to the Local Trust Committee and the community as the OCP Review progresses. We would be pleased to meet with the OCP Review Steering Committee, the Local Trust Committee or Islands Trust Staff to discuss any elements of this report if that is useful. In addition we look forward to the opportunity to review and comment upon any draft amendments to the OCP Transportation Section that may arise from our comments.