

AGENDA

Regional District of Nanaimo
Electoral Area 'A' Official Community Plan Review Citizen's Committee

Monday August 10, 2009 @ 6:30 pm
(North Cedar Improvement District Fire Hall - 2100 Yellow Point Road)

1. **Minutes**
Adoption of the minutes from the meeting of July 13, 2009 - Page 2

2. **South Wellington Industrial Commercial Area**
Overview - Page 12
Industrial Commercial Inventory - Page 13
External Factors (Sandstone, Industrial Land Availability) - Page 15
Commercial Opportunities in South Wellington: Ruckledge Store

4. **New and Unfinished Business**

1.0 ha minimum parcel size
Island Timberlands Open House(s)
Boat Harbour Open House
Recognition of Tamagawa University - Page 32
Draft Official Community Plan Outline - Page 34

Regional District of Nanaimo
Summary of the Electoral Area 'A' Official Community Plan Review
Citizen's Committee Meeting Held on Monday, July 13, 2009 at 6:30pm
At the North Cedar Improvement District Hall
2100 Yellow Point Road

The Chair- Meeting called to order at 6:30 pm. There were approximately 25 people in attendance including guests.

Agenda Item No. 1 – Minutes of the April 20, 2009 Meeting

The minutes May 4, 2009 were moved by Ray Digby and seconded by Hendrick Kreiberg and were carried without amendments.

Agenda Item No. 2 – Adoption of Official Community Plan Citizen's Committee Speaker Series Meeting Minutes

The Official Community Plan Speaker Series Minutes were moved by Ray Digby and seconded by Bert Vermaskari and were carried without amendments.

Agenda Item No. 3 - Community Development Forum

Mr. Keller - provided handouts and explained that the group would be going over each handout one at a time.

Boat Harbour

Attendee - I would like to comment that I don't want us to ignore the developments on the Electoral Area 'A' boundaries. Greg forwarded out an e-mail regarding Airport which stated that the RDN has no ability to comment on airport. RDN has no say in aviation activities as we are exempt from Local Government Bylaws. Would we have a say on other types of uses.

Mr. Keller – Jurisdiction on airport lands lies with the airport. Perhaps we should think about how the Official Community Plan could identify the community's concerns with respect to the airport?

The Chair- The Regional District of Nanaimo has no jurisdiction on airport lands. However, we can work with the airport to try and make sure we satisfy the communities' visions but we have no ability make final decisions on their development.

Mr. Hooper – The Nanaimo Airport is always looking to work with public and willing to reach out and work with community.

Gary Laird - If we don't have any say on the airport how can we work with the Island timberlands and Cassidy?

Mr. Keller - We will talk about the airport at a future meeting as it is an important issue, but off topic at the moment.

Mr. Anderson – I want to bring up the topic of a sustainability checklist. For example, a checklist for individual developments which entails giving points and creating incentives for green development.

Mr. Keller - We have discussed this before and noted that the Regional District of Nanaimo has a checklist which is being used for a slightly different purpose. In addition, the draft Official Community Plan will support the use of incentives for green development including a checklist.

Mr. Anderson – I am concerned we don't have a matrix to evaluate environmental and fiscal effects on the land. RDN should have a philosophy behind it, for example DCC and scores correlate. It will cost the developer more money or less money based on scores.

Mr. Keller - The committee was not supportive of charging more for non-desirable developments which is reflected in the minutes.

Gary Laird - Why should developer get penalized?

Mr. Anderson – Because they are not green. Even if they're not being sustainable? We should be setting the bar in the Official Community Plan, should we not?

The Chair- let's keep on the topic at hand.

Brian Collen – Talked about lot averaging – resort component looks outside the Official Community Plan although the RGS supports resorts across the region.

Mr. Keller - Provincial bare land strata regulations allow an owner to create the equivalent number of smaller lots provided the developer can meet the conditions of the Approving Officer.

Anne Fiddick- Does RDN have jurisdiction over water lot?

Mr. Keller - The RDN cannot prohibit certain uses but can have some regulations that must be followed. Anything related to navigation is essentially off limits for RDN to regulate thorough zoning bylaws.

Anne Fiddick– Can they do what they want?

Burt Vermaskari – Federally and provincially, this water lot has slipped through the cracks.

Brian Collen – Couldn't we include green development for building?

Mr. Keller - If there is support we could do this.

Henrick Kreiberg – Could this be a cluster development with strata?

Mr. Keller - Yes, it could be strata or it could be fee simple, both result in efficient use of land and both require different approval processes.

Attendee – This could create a different community node if it becomes a strata development as opposed to fee simple subdivision. The strata counsel may pursue things (use of common area land) more than individual owners would.

Trevor Scott – The property has two zonings and compatibility. Is the zoning required compatible with the rural zoning in the area?

Mr. Keller - Depends on the management of the property. Good question and should be looked at more closely in the re-zoning process

Trevor Scott – Is there any way to set guidelines for compatibility with the surrounding uses?

Mr. Keller - There is no one prescribed formula to determine compatibility. It comes down to number of factors and how are they managed. For example, historical land use resulted in separated uses, now we look at mixed uses and more connectivity within the community.

The Chair– In dealing with sustainability, do they fit in the two documents?

Brain Collen – This is difficult thing to answer, I have a hard time seeing the positives.

Mr. Burnett– 60 lots verses - 5 acre lots?

Brain Collen – The difficulty of densification is that there is no guarantee. I can't find a level of comfort that the development would turn out to meet the parameters of the Official Community Plan. I worry about open space being locked away from it being Open Park. Also that it would meet green environmental standards. We should put different conditions on it to be refined in the future to make sure these items are not avoided.

Jill Maibach– I agree with Ray Digby this does meet concept. I would like to see it as part of the Official Community Plan for future discussion to meet criteria discussed.

Anne Fiddick – looking at principles 1-15 maybe we could do this but thinking about transportation, this is not the space for this type of development. Services are not cost efficient. Checking against checklist and does not come out greater than 50%.

Gary Laird – Densification should not be outside the UCB boundary. Future developments will look to this as an example if this goes through.

Mr. Keller - Density is not an issue, they can still have the same density with the current zoning. They can build the same number of units without re-zoning. The big issue is should a resort component be supported?

Anne Fiddick – This is not the same though as strata could keep green space from public.

Ray Digby- What about fire protection?

Burt Vermaskari – Densification has already started; Holden Corso has large lots.

Ray Digby– They can do this now?

Mr. Keller – Yes they can create an equivalent number of 2000m² lots under the Provincial Bare Land Strata Regulations.

Jill Maibach – Can we put a covenant on the land to protect green space?

Mr. Keller – We could make this a condition of re-zoning or the developer may be willing to do so.

Attendee – Is it realistic to worry about strata. I don't understand the objections. There are a lot of strata lots in Cedar already. Kirkstone has one, concept is already there.

Jill Maibach – Thinking about active transportation, can we put an inclusion for public to use marina that we want to see, are we included in this decision?

Mr. Keller - Conditions of re-zoning such as active transport can be included as conditions of rezoning in the Official Community Plan.

Mr. Keller - Every application goes through this process of meeting the guidelines and other recommendations of the Official Community Plan.

Brain Collen– Sustainability principles seems to be up to board interpretation, we need qualifiers to evaluate development. How can we evaluate any without this?

Mr. Keller - When we release the draft there will be qualifiers briefly explaining the sustainability principles, we have had extensive discussion on this subject in previous meetings. They are our guiding principles.

Brain Collen – Looking to implement boat harbour into the Official Community Plan based on other details we don't have yet, what are our assurances?

Mr. Keller – There is a whole draft process and in addition even if it is supported in the Official Community Plan a re-zoning process involving public input would be required.

The Chair- Recap: concept of strata to allow ½ acre lot to save green space would be supported in strata?

Mr. Keller – This can be a suggested preference, not a requirement there is no guarantee unless re-zoning was to occur.

The Chair– Can we move discussion to debate the resort itself, we've covered off the housing, is this the best use?

Jill Maibach - Resort portion to move forward provided Official Community Plan supports it with the visions of the committee.

Mr. Keller - We can only take what is put forward.

Anne Fiddick– What about historical and archaeological issues?

Mr. Keller - Many sites have this as something to consider and we work with the Archaeological Branch to protect them.

Attendee– Does the community have criteria? Looking at the community and the history of youth in the area I see it as providing employment for young in summer. Consider Yellow Point area, it has many resorts and works well for the area. We need to think as a committee, saves on transportation to other areas for the locals and gives employment.

The Chair– Regional Growth Strategy supports resorts, although it still needs to meet criteria, do we want to support this potential development for future consideration?

Henrik Kreiberg- Do we gain anything by making a conditions, isn't it like any other development

Mr. Keller - There won't be specific conditions although if there are key things you want to see then we need to put them into the Official Community Plan.

Henrik Kreiberg – I don't think I've heard anything yet?

Anne Fiddick– I think Mordern trail must connect through the subject property to tide line.

Mr. Anderson – Speaking on Hendrick's question, maybe one principle should be public access to prime open space on the subject property but under control of strata. The feel of the plan does not seem to provide access to water for public.

Mr. Keller - Yes, these are the types of things that the Official Community Plan can identify if the community wants it to.

The Chair– Staff will provide a draft of the condition as discussed and come back to committee.

Cedar Estates ; Page 68 and 87

The Chair– they would still be required to apply for a DP and re-zoning

Henrik Kreiberg – if OCP was not changed then they would need to amend the OCP as well.

Jill Maibach - Is there minimum square footage for single seniors and couple?

Mr. Keller – This a VIHA question.

Gary Laird – Is there fire safety considerations?

Mr. Keller – As part of a rezoning, the fire department would receive a referral.

The Chair- Looks like they are looking at raising storeys, this would be something that the North Cedar Improvement District would need to be referred to for comments.

Brian Collen – This looks like it will take longer than Official Community Plan will take, is this not applicable?

Joe Burnett - Will not accept any new applications which are not consistent with the OCP until the OCP is complete.

Anne Fiddick–I hope it does not set a precedent for higher stories in the rest of Area 'A'

Mr. Keller - Official Community Plan looks at this individual sites separately as well as the residents specific to the area in question would have an opportunity to comment at the time of re-zoning.

Kipp Road

Ray Digby– We need to consider Sandstone, that is where it should go not in an existing residential area.

Brian Collen – I don't want to use precedence, this is not supported in the area by residents.

Mr. Anderson – That industrial park does not serve only Electoral Area 'A' it's for the whole region. If it was more community based it would have more validity. The highway gives it high visibility, anything further inland it's not enhancing South Wellington.

Mr. Keller - Any ideas on target development vs. regional development?

Mr. Anderson – Let's say for example a recycled materials business, this is a local community based community public facility as opposed to regional industrial use.

Henrik Kreiberg - Should industrial uses grow? If so, EMCON should be able to grow.

The Chair– A land review could show the ‘build out’ of certain area, this is something we could look at doing.

The Chair- RDN should do a land review to see if we need to encourage the build out of these areas to include industrial uses.

Michael Hooper – I would need more data to make informed decision.

The Chair– We still need to do a land review to make an informed decision.

Mr. Keller – We still need to consider this with more information.

Kirkstone Way; page 71 and 97

The Chair- Developer had it removed from ALR

Mr. Keller - We would have to consider a change to the Urban Containment Boundary.

Mr. Anderson – Why was the Urban Containment Boundary proposed to be moved to its proposed location?

The Chair- They are not in the Urban Containment Boundary right now. We can look at two things; Official Community Plan would support this and second or take whole area out.

Mr. Keller – In the earlier meeting we talked about Urban Containment Boundary and sewer lines, if this is something that the committee would like to support then the Official Community Plan would consider it.

Henrik Kreiberg - Is it the proximity to the sewer lines there?

The Chair- Must be within the Urban Containment Boundary then could be expanded but right now it is not

Mr. Keller – We are waiting for a sewer study.

Henrik Kreiberg – No one else can hook up until the sewer capacity is increased.

Mr. Keller – Urban Containment Boundary and land use designation would have to support it. That would set the stage for the developer to apply to re-zone.

Mike Hooper - Seems like a logical property.

Brian Collen – Do you have a model?

Mr. Anderson – According to my analysis this development scores much higher than others. Triple bottom line, this is a model green development. We don’t do enough of these fast enough. If ALC took it out.

Jill Maibach – I hear no negative comments on this proposal.

The Chair- The Agricultural Land Commission talked about buffering and development does provide for buffering and a connection to Morden Colliery Trail.

The Chair- We want to see this as a condition.

Cassidy; Page 72 and 87

Mr. Keller – Gave an overview of the project.

Brian Collen – This is a huge addition to a small area. It is a large area and with diverse uses. We don't know what the airport is planning on doing? This would be the absolute last area. We haven't even given cedar any consideration for industrial uses. Also, transit is long from coming out there.

The Chair– A transit study being done right now.

Brian Collen - To me, this looks like one great industrial strip mall.

The Chair– The Urban Containment Boundary was looking at this location to make Cassidy a more complete community with community amenities and a broader range of housing, services, and employment. There is more than just industrial, there is commercial and residential component as well.

Mr. Keller – Within the Cassidy area there is no other logical area to locate something like this. That is why these area where identified.

Mr. Keller - Past discussion identified that a more complete community was desirable and this is the area that makes the most sense. The land is not in the Agricultural Land Reserve.

The Chair- Transportation will be based on ridership. Many riders are from Ladysmith to VIU, which provides potential to this being feasible.

Jill Maibach – Would the transit expansion include South Wellington.

Attendee – Island Timberlands took all trees from this area and now they want to develop it?

Jill Maibach – Agree that timber companies would develop overkill for a small community such as Cassidy.

Mike Hooper – The airport is looking at looking at 1600 jobs in the near future. From a sustainability viewpoint we would like to have housing for these jobs, and affordable housing as well. We need this kind of increased housing or better transportation. We need better infrastructure for the folk that live in Timberlands area. They are all on septic and well, this would help expand community water and sewer into these areas.

Mr. Keller - Services should be supported but cost is so high that it's impractical. If help is received from developers and the airport then the costs would be offset.

Brian Collen – I originally supported the expansion of the UBC. This is no place for the young people to keep living there, there is nothing to offer. I support affordable housing and business but the industrial lands, I am not keen on. We need to know better what kind of industrial development could happen. Current Mobile Home Park could not afford hook up to community services, many people are retired or low income or young families.

Mr. Keller - Potential for expansion is there, maybe this is good.

Brian Collen - then why didn't we consider support for industrial lands in cedar area?

Henrik Kreiberg – I'm also having a problem it too. Knowledge of demographic would help me to see whether this would serve existing community, I don't feel comfortable making a comment if it's just anticipatory.

Brain Collen – How can we find these statistics?

Mr. Keller – Age demographics are not specifically available for Cassidy.

Brian Collen – This is a regional project, it can't be specific to Cassidy.

Gary Laird – All land can grow food, next door is a gravel pit, use it for things that make sense not develop it on things that can be done elsewhere like greenhouses. This area is not at all like CVRD, Saanich. We are not good at growing vegetables; some land is not useable as it used to be for food production. This proposed use fits with the Official Community Plan. Live work and job opportunities. We can't speak out the both sides of our mouth.

Jill Maibach - You are right, I question the location.

Brian Collen - Maybe growing forest may be a better use of land other info must be considered.

Gary Laird - This is our only opportunity to have some of the services paid for; sewer and water.

Joanne McLeod – I'm concerned with industrial sprawl, I grew up in Duncan and it's ugly along that highway.

The Chair- Looked at UCB and Cassidy and should have some areas to consider areas for development boundary, what I'm hearing is we are not supporting the industrial lands portion of the proposal?

Mr. Keller - Workbook is correct. Timberland changed the plan to work with community.

Mike Hooper – We should also note that there is opportunity here for commercial development.

Brian Collen – I remember with the Cassidy people, there was not much feedback except for having a park and kids to have a home. Considering the lowest income groups in the area, taxes will go up, what are the impacts of this.

Chris Pagan - I don't know if residents have made up their minds but it looks like a great opportunity here. Lots of young families live here all the way up to retirees. They have to drive everywhere with very little opportunity for work in the area. Maybe the light industrial may provide some job opportunities.

Mr. Keller - Light industrial is open to interpretation, it could be low impact uses, there is lots of flexibility. No standard uses.

Brian Collen – We could make this become a model green community, make it a DPA that could go with this concept

Chris Pagan – Probably wouldn't be developed all at once, these development are long term plans.

The Chair– It would be developed over time, for example Sandstones development timeline about 20-25 years.

Wayne Proctors proposals

1. Cedar Store:

Mr. Keller – This would contribute toward the cedar main street concept. Any comments?

Ray Digby – This is one of the few proposals that fits with what we are talking about

Brian Collen – Looks like it fits with the others stores that we've looked at.

The Chair- If we do a charrette then we need to look at this.

2. Millay Market

Greg Keller - Consistent with the Official Community Plan and would like addition recognition;

Brian Collen - Is it on the sewer line?

Mr. Keller – It is on the boundary.

3. Ruckledge Store

Henrik Kreiberg –My understanding is that piece of Morden road is only a 33 foot side road allowance and expansion of this nature sounds like it would be a recipe for problems. Before going down that road it's an issue that needs to look at before anything.

Mr. Keller - MOTI would get a referral and they would have to consider approving the bylaw. Any time a property changes use they also need a access permit approved my MOTI. These are both opportunities to ensure adequate road standards.

Brain Collen – There has been no discussion about the adjacent school. Industrial traffic will be travelling down that road. I don't support this until further discussion.

Jill Maibach – From an observational point of view, the volume of traffic is very high entering into the store. Maybe this would relieve that by pulling back the traffic off the highway.

Attendee - I agree with Jill Maibach, it would help a lot if it could be adjusted further back off the highway.

Mr. Keller - It would require a re-zoning so all of these issues would be looked at.

Joanne McLeod – This is a hotspot, getting a lot of negative feedback. This one is unpopular compared to the other two.

The Chair- What I'm hearing is some concerns and maybe this proposal is not the one that would fit this site. Maybe the developer can re-think this plan and the committee can reconsider this later?

Western Maritime Institute

The Chair- I'm not totally familiar with this site and if not liable for the activities maybe we can support something.

Mike Hooper – There is fire suppression activity so maybe not the best location next to a playground.

Anne Fiddick – I'm concerned with the impact on the water.

The Chair- Can the septic system support it?

Brian Collen – Do we know exactly what are they exactly doing.

The Chair– They will be working with the fire department on theses activities.

Brian Collen – I'm concerned with the waste water, how are they doing this? Are they using any oils?

Mike Hooper – He is using clean close system, no oils.

The Chair- On surface seems acceptable but need a bit more research.

The meeting was adjourned at approximately 10:00 pm.

Certified correct by:

Director Joe Burnett, Committee Chairperson

SOUTH WELLINGTON INDUSTRIAL – COMMERCIAL AREA

This land use designation is an area of mixed use industrial and commercial land uses located along the Trans Canada Highway. A range of highway-oriented establishments provides goods and services on a region-wide basis. There are no community water or sewer services available to this area.



POLICIES

1. Lands designated as South Wellington Industrial - Commercial Area are shown on Map No. 1.
2. The South Wellington Industrial - Commercial Area is designated as a development permit area as shown on Map No. 5.
3. Industrial and highway commercial uses shall be permitted within this land designation provided that such uses enhance the character of the area and do not have a negative impact on the natural environment and ground water resources.
4. Expansions to this designation shall not be considered.

South Wellington Industrial Commercial Area Industrial Commercial Inventory and Estimated Remaning Capacity

Property Number	Official Community Plan Land Use Designation	Zoning	Subdivision District	Maximum Parcel Coverage (%)	Max Parcel Coverage (1/100%)	Property Size (ha)	Property Size (m2)	Estimated existing floor area (equal to building footprint m2)	Maximum Parcel Coverage (m2)	Estimated Existing parcel coverage (%)	Estimated additional industrial/commercial floor area (maximum permitted by the zoning)(m2)	Conservative estimate based on existing site utilization of additional industrial/commercial floor area (m2)	Estimated Site Utilization for Industrial and Commercial Use (%)	Estimated Remaining Site for Industrial and Commercial Use (1/100%)	Vacant (may have dwelling unit)
1	South Wellington Industrial Commercial Area	IN2	J	45.00	0.45	2.63	26,300.00	183.70	11,835.00	0.70	11,651.30	2,912.83	75.00	0.25	No
2	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	1.10	11,000.00	736.50	6,600.00	6.70	5,863.50	1,759.05	70.00	0.30	No
3	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	1.31	13,100.00	888.40	7,860.00	6.78	6,971.60	2,091.48	70.00	0.30	No
4	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	0.36	3,600.00	672.90	2,160.00	18.69	1,487.10	148.71	90.00	0.10	No
5	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	0.32	3,200.00	143.80	1,920.00	4.49	1,776.20	177.62	90.00	0.10	No
6	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	0.38	3,800.00	221.60	2,280.00	5.83	2,058.40	205.84	90.00	0.10	No
7	South Wellington Industrial Commercial Area	RS2	F	45.00	0.45	2.96	29,600.00	0.00	13,320.00	0.00	13,320.00	13,320.00	0.00	1.00	Yes
8	South Wellington Industrial Commercial Area	RS2	F	45.00	0.45	1.02	10,200.00	0.00	4,590.00	0.00	4,590.00	4,590.00	0.00	1.00	Yes
9	South Wellington Industrial Commercial Area	RS2	F	45.00	0.45	0.76	7,600.00	0.00	3,420.00	0.00	3,420.00	3,420.00	0.00	1.00	Yes
10	South Wellington Industrial Commercial Area	RS2	F	45.00	0.45	0.54	5,400.00	0.00	2,430.00	0.00	2,430.00	2,430.00	0.00	1.00	Yes
11	South Wellington Industrial Commercial Area	RS2	F	45.00	0.45	0.77	7,700.00	0.00	3,465.00	0.00	3,465.00	3,465.00	0.00	1.00	Yes
12	South Wellington Industrial Commercial Area	RS2	F	45.00	0.45	1.61	16,100.00	0.00	7,245.00	0.00	7,245.00	7,245.00	0.00	1.00	Yes
13	South Wellington Industrial Commercial Area	RS2	F	45.00	0.45	0.42	4,200.00	0.00	1,890.00	0.00	1,890.00	1,890.00	0.00	1.00	Yes
14	South Wellington Industrial Commercial Area	RS2	F	45.00	0.45	1.40	14,000.00	0.00	6,300.00	0.00	6,300.00	6,300.00	0.00	1.00	Yes
15	South Wellington Industrial Commercial Area	IN1	M	60.00	0.60	1.32	13,200.00	95.20	7,920.00	0.72	7,824.80	4,694.88	40.00	0.60	No
16	South Wellington Industrial Commercial Area	RS2	M	45.00	0.45	1.32	13,200.00	0.00	5,940.00	0.00	7,920.00	7,920.00	0.00	1.00	Yes
17	South Wellington Industrial Commercial Area	INI	Z	60.00	0.60	2.03	20,300.00	0.00	12,180.00	0.00	12,180.00	7,308.00	40.00	0.60	No
18	South Wellington Industrial Commercial Area	IN2	J	45.00	0.45	2.63	26,300.00	2,657.30	11,835.00	10.10	9,177.70	917.77	90.00	0.10	No
19	South Wellington Industrial Commercial Area	CD18	Z	40.00	0.40	1.77	17,700.00	682.90	7,080.00	3.86	7,636.10	3,818.05	50.00	0.50	No
20	South Wellington Industrial Commercial Area	CM4	J	50.00	0.50	0.78	7,800.00	425.10	3,900.00	5.45	3,474.90	173.75	95.00	0.05	No
21	South Wellington Industrial Commercial Area	RS2	F	45.00	0.45	2.58	25,800.00	0.00	11,610.00	0.00	15,480.00	15,480.00	0.00	1.00	Yes
22	South Wellington Industrial Commercial Area	CD33	Z	40.00	0.40	5.19	51,900.00	0.00	20,760.00	0.00	20,760.00	20,760.00	0.00	1.00	Yes
23	South Wellington Industrial Commercial Area	IN1	F	60.00	0.60	1.03	10,300.00	0.00	6,180.00	0.00	6,180.00	6,180.00	0.00	1.00	No
24	South Wellington Industrial Commercial Area	IN1	F	60.00	0.60	3.61	36,100.00	1,184.00	21,660.00	3.28	20,476.00	6,142.80	70.00	0.30	No
25	South Wellington Industrial Commercial Area	IN1	F	60.00	0.60	0.99	9,900.00	0.00	5,880.00	0.00	5,880.00	5,880.00	0.00	1.00	Yes
26	South Wellington Industrial Commercial Area	INI	F	60.00	0.60	1.13	11,300.00	0.00	6,780.00	0.00	6,780.00	6,780.00	0.00	1.00	Yes
27	South Wellington Industrial Commercial Area	IN1	F	60.00	0.60	1.59	15,900.00	1,086.90	9,540.00	6.84	8,453.10	4,226.55	50.00	0.50	No
28	South Wellington Industrial Commercial Area	IN1	F	60.00	0.60	1.83	18,300.00	0.00	10,980.00	0.00	10,980.00	1,647.00	85.00	0.15	No
29	South Wellington Industrial Commercial Area	INI	J	60.00	0.60	0.36	3,600.00	0.00	2,160.00	0.00	2,160.00	2,160.00	0.00	1.00	Yes
30	South Wellington Industrial Commercial Area	INI	J	60.00	0.60	0.41	4,100.00	0.00	2,460.00	0.00	2,460.00	2,460.00	0.00	1.00	Yes
31	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	0.38	3,800.00	0.00	2,280.00	0.00	2,280.00	2,275.44	0.20	1.00	No
32	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	0.38	3,800.00	0.00	2,280.00	0.00	2,280.00	912.00	60.00	0.40	No
33	South Wellington Industrial Commercial Area	IN5	J	20.00	0.20	0.36	3,600.00	147.20	720.00	4.09	720.00	0.00	100.00	0.00	No
34	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	0.56	5,600.00	0.00	3,360.00	0.00	3,360.00	504.00	85.00	0.15	No
35	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	0.36	3,600.00	555.60	2,160.00	15.43	2,160.00	216.00	90.00	0.10	No
36	South Wellington Industrial Commercial Area	CD37	n/a	35.00	0.35	0.34	3,400.00	0.00	1,190.00	0.00	1,190.00	119.00	90.00	0.10	No
37	South Wellington Industrial Commercial Area	CD37	n/a	35.00	0.35	0.56	5,600.00	0.00	1,960.00	0.00	1,960.00	0.00	100.00	0.00	No

38	South Wellington Industrial Commercial Area	CD37	n/a	35.00	0.35	0.38	3,800.00	524.60	1,330.00	13.81	805.40	0.00	100.00	0.00	No
39	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	0.37	3,700.00	0.00	2,220.00	0.00	2,220.00	2,220.00	0.00	1.00	Yes
40	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	0.38	3,800.00	0.00	2,280.00	0.00	2,280.00	2,280.00	0.00	1.00	Yes
41	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	0.74	7,400.00	0.00	4,440.00	0.00	4,440.00	4,440.00	0.00	1.00	Yes
42	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	1.62	16,200.00	965.90	9,720.00	5.96	8,754.10	6,127.87	30.00	0.70	No
43	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	1.94	19,400.00	1,567.40	11,640.00	8.08	10,072.60	6,043.56	40.00	0.60	No
44	South Wellington Industrial Commercial Area	IN5	J	20.00	0.20	0.28	2,800.00	58.90	560.00	2.10	501.10	150.33	70.00	0.30	No
45	South Wellington Industrial Commercial Area	IN5	J	20.00	0.20	0.78	7,800.00	722.20	1,560.00	9.26	837.80	0.00	100.00	0.00	No
46	South Wellington Industrial Commercial Area	IN5	J	20.00	0.20	0.83	8,300.00	346.10	1,660.00	4.17	1,313.90	0.00	100.00	0.00	No
47	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	0.79	7,900.00	1,034.20	4,740.00	13.09	3,705.80	0.00	100.00	0.00	No
48	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	0.81	8,100.00	0.00	4,860.00	0.00	4,860.00	0.00	100.00	0.00	No
49	South Wellington Industrial Commercial Area	IN5	J	20.00	0.20	0.88	8,800.00	737.10	1,760.00	8.38	1,022.90	0.00	100.00	0.00	No
50	South Wellington Industrial Commercial Area	IN5	J	20.00	0.20	0.87	8,700.00	348.10	1,740.00	4.00	1,391.90	0.00	100.00	0.00	No
51	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	0.83	8,300.00	468.10	4,980.00	5.64	4,511.90	0.00	100.00	0.00	No
52	South Wellington Industrial Commercial Area	IN1	F	60.00	0.60	1.99	19,900.00	987.80	11,940.00	4.96	10,952.20	8,761.76	20.00	0.80	No
53	South Wellington Industrial Commercial Area	IN2	J	45.00	0.45	0.80	8,000.00	1,142.70	3,600.00	14.28	2,457.30	1,597.25	35.00	0.65	No
54	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	0.80	8,000.00	753.70	4,800.00	9.42	4,046.30	3,034.73	25.00	0.75	No
55	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	0.84	8,400.00	1,293.50	5,040.00	15.40	3,746.50	1,123.95	70.00	0.30	No
56	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	0.82	8,200.00	0.00	4,920.00	0.00	4,920.00	4,674.00	5.00	0.95	No
57	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	0.25	2,500.00	0.00	1,500.00	0.00	1,500.00	1,500.00	0.00	1.00	Yes
58	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	0.29	2,900.00	279.50	1,740.00	9.64	1,460.50	584.20	60.00	0.40	No
59	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	0.25	2,500.00	1,311.90	1,500.00	52.48	188.10	0.00	100.00	0.00	No
60	South Wellington Industrial Commercial Area	IN1	F	60.00	0.60	0.53	5,300.00	1,326.60	3,180.00	25.03	1,853.40	185.34	90.00	0.10	No
61	South Wellington Industrial Commercial Area	CD11	J	50.00	0.50	0.50	5,000.00	814.80	2,500.00	16.30	1,685.20	589.82	65.00	0.35	No
62	South Wellington Industrial Commercial Area	CM4	J	50.00	0.50	0.57	5,700.00	91.50	2,850.00	1.61	2,758.50	1,517.18	45.00	0.55	No
63	South Wellington Industrial Commercial Area	CD28	Z	60.00	0.60	2.41	24,100.00	4,361.10	14,460.00	18.10	10,098.90	4,544.51	55.00	0.45	No
64	South Wellington Industrial Commercial Area	CM2	M	50.00	0.50	1.03	10,300.00	450.10	5,150.00	4.37	4,699.90	4,229.91	10.00	0.90	No
65	South Wellington Industrial Commercial Area	IN1	J	60.00	0.60	3.67	36,700.00	0.00	22,020.00	0.00	16,515.00	9,909.00	40.00	0.60	No
66	South Wellington Industrial Commercial Area	CM2	M	50.00	0.50	2.24	22,400.00	0.00	11,200.00	0.00	10,080.00	10,080.00	0.00	1.00	Yes
						75.57		29,266.90		7.37	357,919.90	224,124.15	65.75		
Vacant	20														
Conservative estimate of additional industrial/commercial floor area (m2) for vacant properties		124,620.00		is (m2)		9,675.12									

Assumptions and limitations

All existing industrial and commercial buildings are 1 storey
 Properties within the South Wellington Industrial Commercial Area could be rezoned to allow for Industrial or Commercial use
 The existing industrial uses could remain and/or be expanded
 For RS2 zoned properties 45% parcel coverage was assumed
 Properties could be built to full utilization. I.e. outdoor uses which occupy large areas of land may not be able to support a significant amount of building
 The 2007 aerial photography used in this inventory accurately reflects the current use.
 This inventory is a high level overview based on air photo interpretation. More detailed analysis is required to accurately reflect the current situation.
 Property was considered vacant if it did not have an industrial or commercial use.
 Estimates of additional floor area do not take into account site constraints such as environmentally sensitive areas and areas not suitable for building.



Project Overview

Sandstone is a complete, planned community designed in balance with the area's varied topography and environmental resources. The 726-acre development is located in one of five urban nodes identified by the City of Nanaimo and will provide a new southern focus for the City.



Sandstone has been designed to meet the needs of south end residents and the plan has been guided by a number of sustainability principles that contribute to the long term environmental, social and economic sustainability of the community. Sandstone offers a range of housing choices, retail options and recreational amenities with approximately half of this new community (363 acres) comprised of trails, parks and open space.

Sandstone also supports the economic development of the region and is a gateway to the southern end of Nanaimo—linking the City, airport and marine port. At the junction of Highway 1 and the Duke Point Highway – the transportation network has been designed to encourage alternative travel modes within the community and connects efficiently with major highway infrastructure in the region.

Owned by Island Wolf Properties, Sandstone is a joint venture between the Snuneymuxw First Nation and Northwest Properties. Island Wolf Properties is currently enhancing the master plan, refining the transportation network and defining the land use zoning bylaw as part of its development application with the City. The development of Sandstone is expected to be phased over a 15-20 year period.

Key Facts & Community Benefits

RESIDENTIAL – diverse housing choice; affordable ownership opportunities; 2,400 homes



COMMERCIAL – 250,000 square feet of lifestyle centre (retail); 600,000 square feet of larger format retail



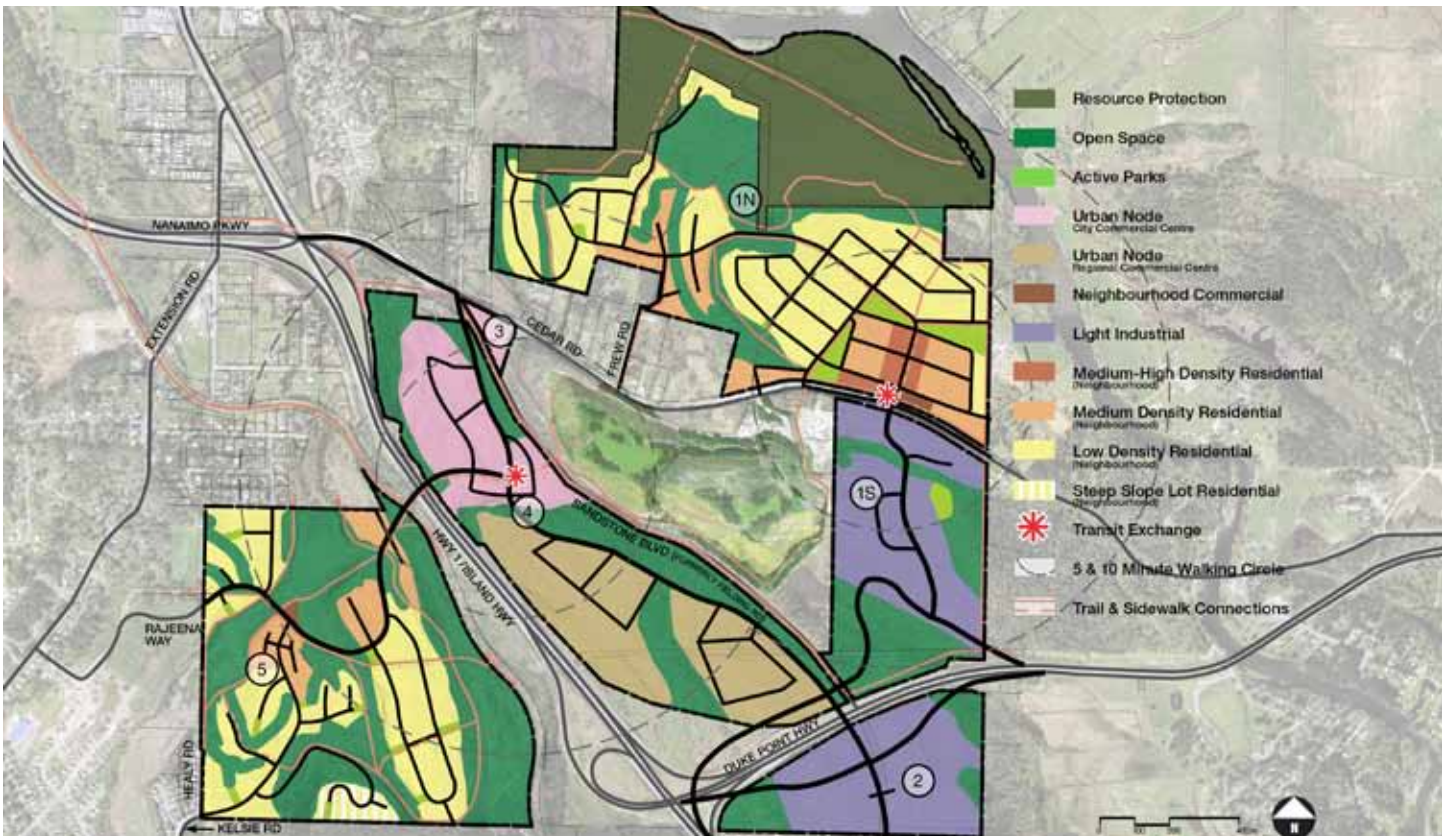
LIGHT INDUSTRY & ENTERPRISE – 900,000 square feet; business park opportunities



PARKS & NATURAL OPEN SPACE –Covering approximately half of the site; multi-use trail network; neighbourhood parks; preservation of environmentally sensitive areas



Sandstone Land Use Plan



Northwest Properties:
 Igors Silgailis or Cam McLennan
 igors@nwproperties.ca | cam@nwproperties.ca
 604.299.7517

Planning Inquiries:
 Blaire Chisholm | Brook + Associates
 bchisholm@brookdev.com
 604.731.9053

Figure B.4 Environmental Conditions

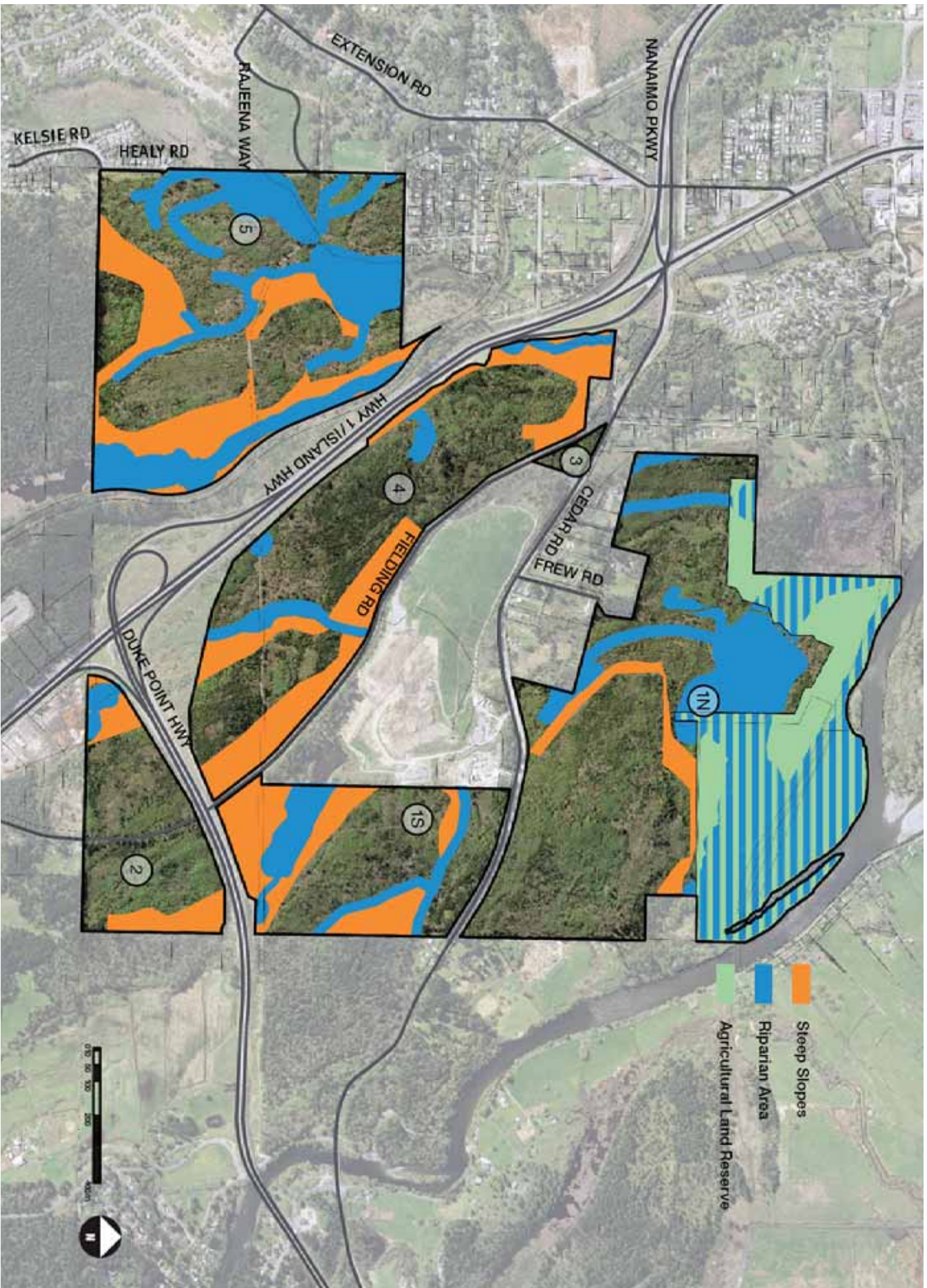


Figure B.5 Site Qualities

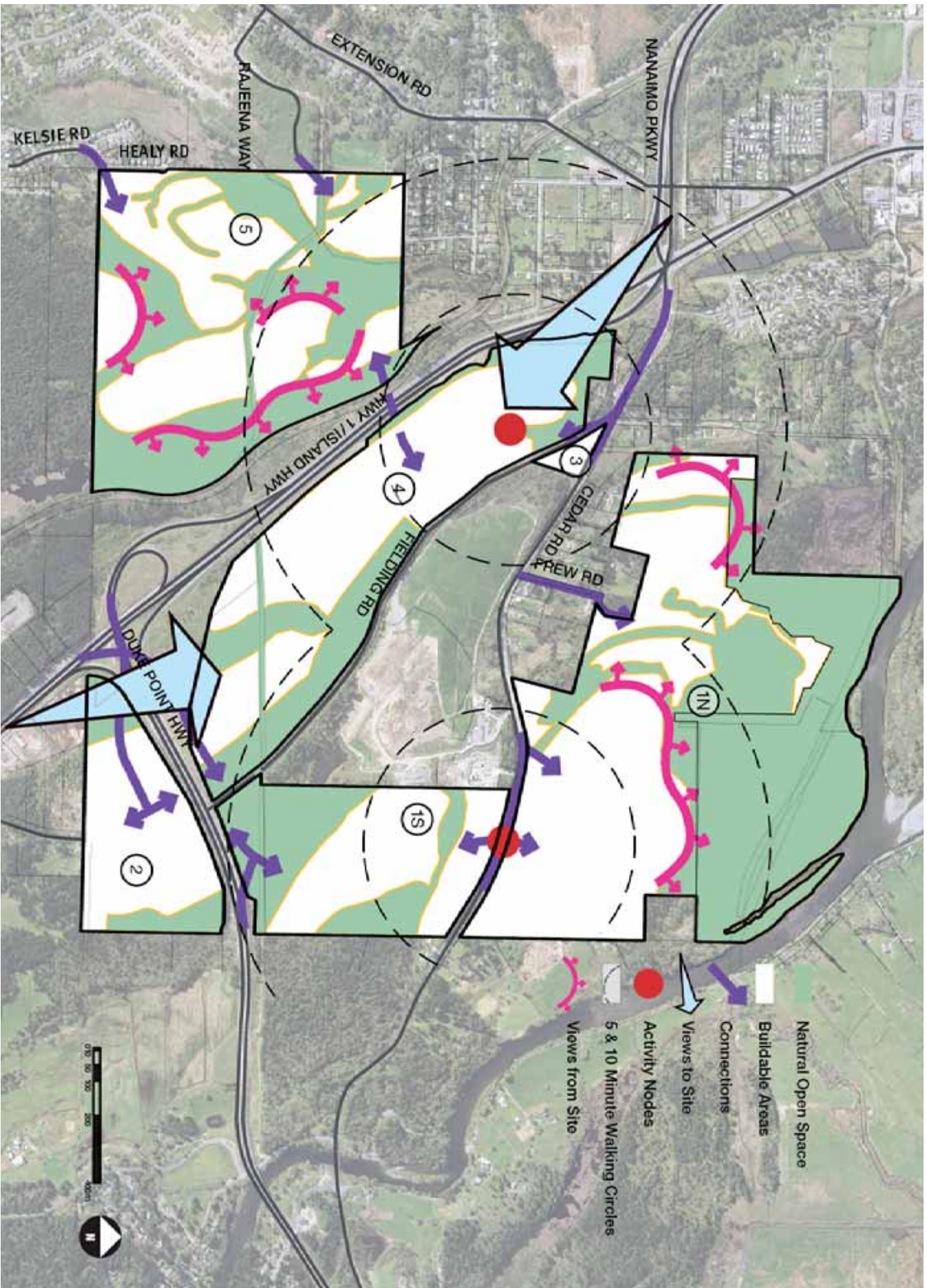


Figure C.1 OCP Land Use Plan

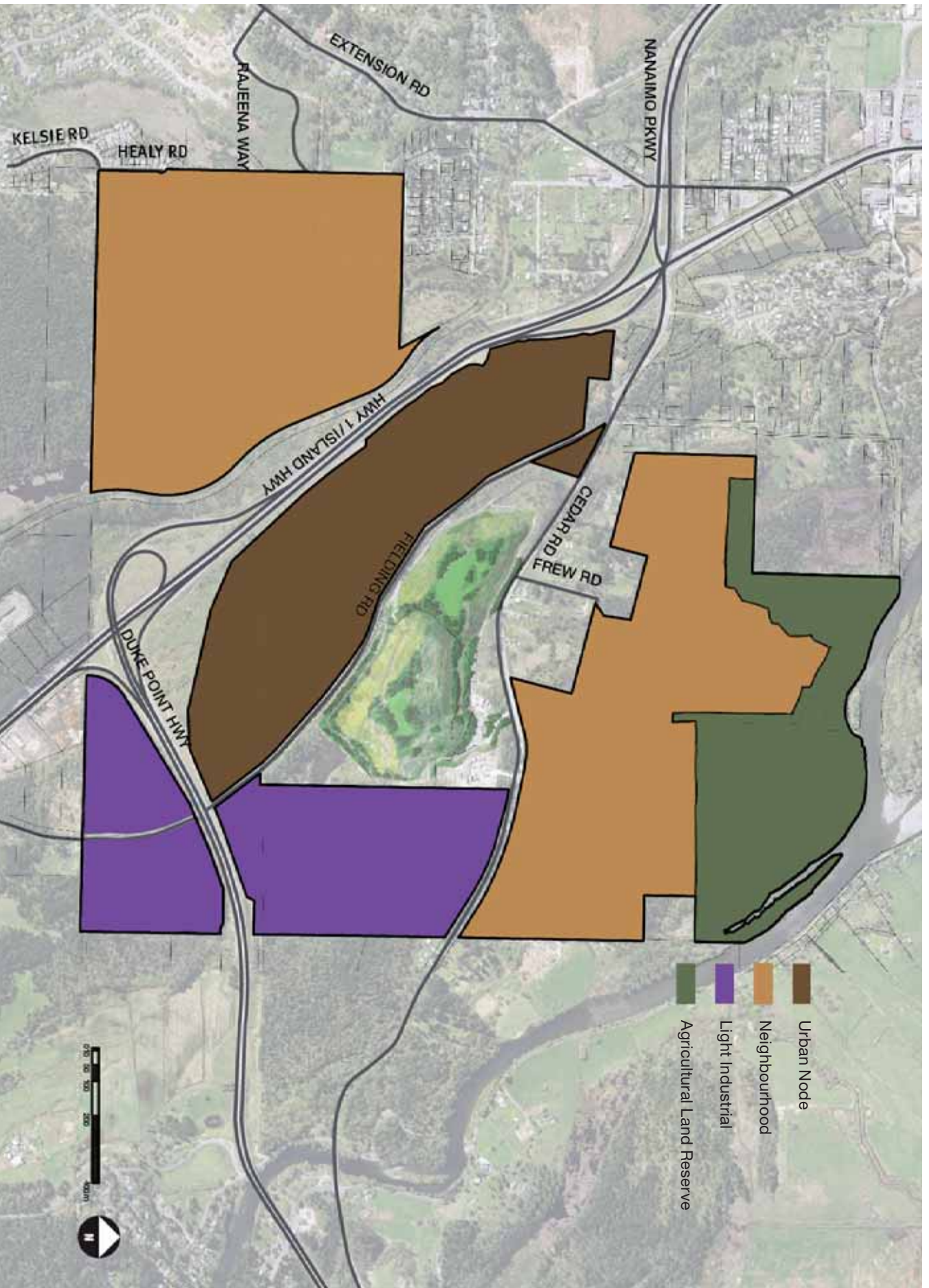


Figure C.2 Land Use Distribution Table

Land Use / Unit Type	Site Area		% Site Area	UPH or sq. ft.	Unit Est.
	Hectares	Acres			
Parcel 1N - Low-Medium Residential					
Commercial (Parcel 1N)	1	2	1	5,000 sq.ft.	
Low Density Single Family Residential	15	37	14	6-30 uph	240
Medium Density Residential	18	44	17	30-50 uph	660
Medium-High Density Residential	6	15	6	50-150 uph	500
Parks & Open Space (Including ALR)	69	169	62		
Sub Total	109	269	100	5,000 sq. ft.	1,400
Parcel 1S - Light Industrial					
Light Industrial	14	35	44	450,000 sq. ft.	0
Parks & Open Space	18	44	56		
Sub Total	32	79	100	450,000 sq. ft.	0
Parcel 2 - Light Industrial					
Light Industrial	10	25	48	450,000 sq. ft.	0
Parks & Open Space	11	27	52	0	0
Sub Total	21	52	100	450,000 sq. ft.	0
Parcel 3 & 4 - Urban Node					
City Commercial Centre	12	30	21	250,000 sq. ft.	
Regional Commercial Centre	20	49	34	600,000 sq. ft.	
Medium-High Density Residential	4	10	7	50-150 uph	400
Parks & Open Space	22	54	38		
Sub-Total	58	143	100	850,000 sq. ft.	400
Parcel 5 - Low Medium Density Residential					
Neighbourhood Commercial	1	2	1	5,000 sq. ft.	0
Low Density Single Family Residential	25	62	34	6-30 uph	280
Medium Density Residential	12	30	16	30-50 uph	320
Parks & Open Space	36	89	49		
Sub Total	74	183	100	5,000 sq. ft.	600
Parks & Open Space (integrated into all parcels)	156	385	53		n/a
Total	294	726			2400

All numbers in the above table are Estimated maximums; however, not all parcels may achieve density maximums.

3.4 Sandstone Land Use Designations & Policies

The vision for Sandstone is to provide a new comprehensively planned mixed-use community and southern focus for the City, providing new housing choices, a major retail centre, new employment options and new parks and open space.

To implement the vision, as articulated by the OCP, four land use designations apply to the Sandstone Master Plan (as illustrated in Figure C.1), including:

1. Urban Node
2. Neighbourhood
3. Light Industrial
4. Parks and Open Space

Policy

1. The OCP Structure Plan process is replaced by the Master Plan and Phased Development Agreement specified in Future Planning.

3.4.6 Transportation & Mobility Policies

Development of a new urban node in Sandstone will improve regional traffic by reducing the need for cross-town trips. At the same time, improvements to the local and regional road network will be required to manage new trips generated by development of the planning area, and to ensure efficient travel within and for access to and from the area.

Sandstone will be connected to the provincial highways and local street network creating an added benefit to the south of Nanaimo to improve the circulation and accessibility to and from the area. A detailed transportation plan that provides transportation options for vehicles, transit, and non-motorized travel, including pedestrians and cyclists has been defined in section 4 of the Master Plan.

Planning and development of the transportation network in Sandstone shall be guided by the policies below.

- A: Development of Sandstone shall require approval of the Ministry of Transportation and the City of Nanaimo to facilitate traffic movement to and from the planning area.
- B: The future major road network includes the provision for a possible secondary route to the Island Highway for the proposed neighbourhood in the Cinnabar Valley area of the South Nanaimo Lands.

C: Local roads within Sandstone shall be dedicated as public roadways.

D: An interconnected system of sidewalks and pathways shall be provided to enable convenient, safe, efficient, and comfortable pedestrian travel within and between residential neighbourhoods, the town centre, and commercial districts.

E: Transportation plans shall detail improvements to accommodate bicycling as commuting and recreational travel options. These improvements can include dedicated pathways, bicycle lanes, wider curb lanes, parking facilities, and signage.

F: Detailed planning for Sandstone shall be coordinated with BC Transit, the Regional District of Nanaimo, and other service agencies to identify key transit facilities to be provided or accommodated in the development of the area.

G: Future opportunities to provide improvements along the E&N rail corridor to accommodate commuter travel shall be coordinated with regional transit planning efforts.

3.5 Development Summary

At full build-out, Sandstone is envisioned to be a complete community with a diversity of homes, services and recreation. As illustrated in Figure D.1 these will include approximately:

- 50% parks and open space
- 2,400 homes (Neighbourhood)
- 250,000 sq. ft. city commercial centre (Urban Node)
- 600,000 sq. ft. regional commercial centre (Urban Node)
- 900,000 sq. ft. Light Industrial

Development will be phased in step with market demand and is envisioned to be complete in approximately fifteen years.

Residential Program

The residential development program is envisioned to provide a wide variety of types and tenures. Affordability and home type diversity are key goals that will make it possible for residents of all ages and incomes to stay within their neighbourhood throughout their lives. Residential areas will be located on Parcel 5 west of the Island Highway, the north side of Cedar Road on Parcel 1 and adjacent the lifestyle centre in Parcel 4.

Commercial Program

The commercial program is situated on the north side of the Island Highway in Parcel 4. It includes a city commercial centre with approximately 250,000 square feet of street fronting retail and services (lifestyle centre), which will be surrounded by clustered housing in a convenient, pedestrian oriented environment. Additionally, there will be approximately 600,000 square feet of larger format retail constituting the regional commercial centre that will serve both the neighbourhood and the region.

Light Industrial Program

The light industrial program will straddle both sides of the Duke Point Highway capitalizing on its gateway location near the ferry terminal. It will include approximately 900,000 square feet of space, primarily in single-storey large footprint buildings suitable for warehouse, light manufacture & distribution tenants, supported by a smaller component of multi-storey space.

Figure D.1 Land Use Plan

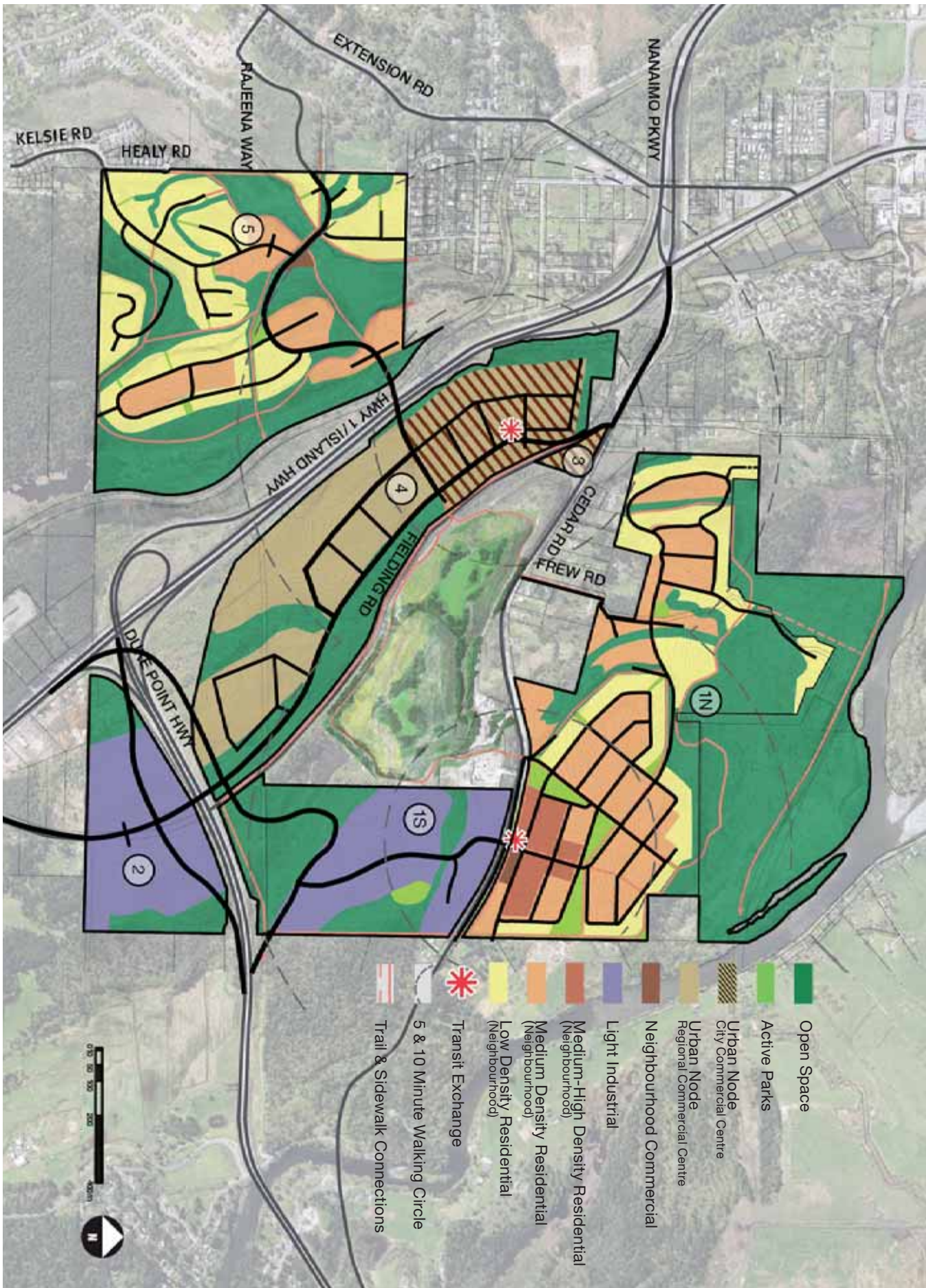


Figure D.4 Parcel 2



3.6.3 Parcel 2 (Light Industrial)

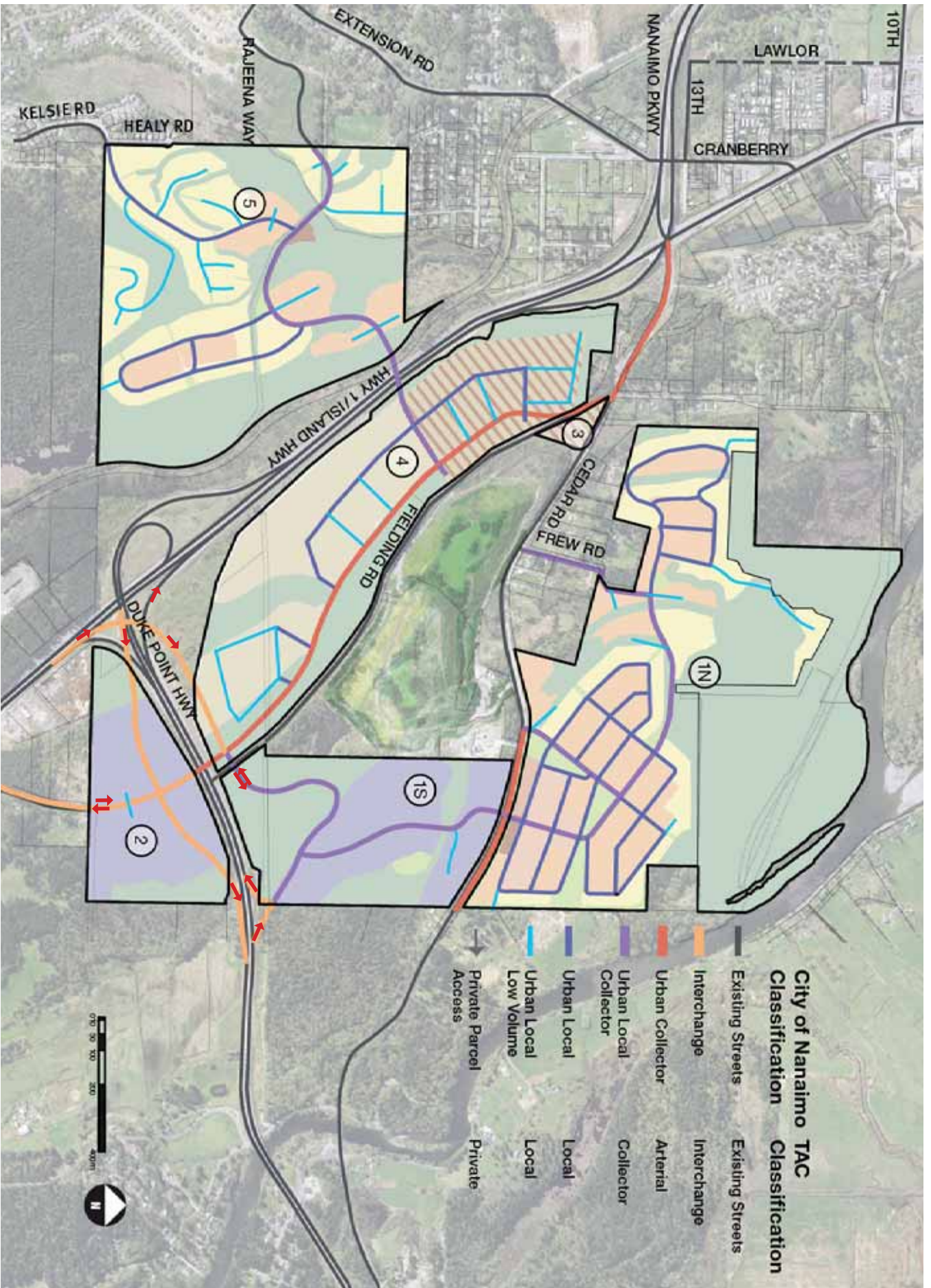
- 52 acres
- 450,000 sq. ft. Light Industrial

Parcel 2 is located in the southeast corner of the site. It is bounded by Duke Point Highway to the north and is bisected by Fielding Road, which offers direct access to the site. Access will be via a new southbound off-ramp for the Island Highway and a new eastbound on ramp to Duke Point Highway. These will be connected directly to Fielding Road.

Industrial is the dominant use in Parcel 2 with focuses on light industrial, manufacturing, warehouse and distribution uses in generally single storey buildings.



Figure E.1 Minor & Major Roads



4.0 Transportation Plan

26

4.1 Minor & Major Roads


A hierarchy of roads has been defined to serve the site. At the highest level, the adjacent highway system will provide high quality access to the site via Highway 1 and Duke Point Highway, connecting the site to the rest of the Region and the Mid Island area. Access ramps are proposed between the highway system and the site as noted in the next section. These connections will make good use of the existing highway infrastructure to serve the site.

The next level of roads are arterial roadways. These will comprise Cedar Road, upgraded to urban standard and Sandstone Boulevard/Fielding Road, reconstructed on a parallel alignment from Cedar Road, south across Duke Point Highway to Highway 1 on the south. On the west, Cranberry and Extension Road will provide access for the western residential area, Parcel 5. The City of Nanaimo is proposing to construct a connection from Cranberry Road to Bruce Road via 13th Street and Lawlor Road, thus providing additional capacity for the western area. Also serving the west area is a proposed east-west roadway providing a connection between Extension Road and Sandstone Boulevard/Fielding Road across Highway 1 and through the commercial site. Two-lane arterial roadways with turn lanes at intersections should be adequate to accommodate the proposed development, however, right of ways should be allowed for ultimate expansion to 4 lanes if needed to accommodate growth beyond the planning period.

The next level of transportation service will be collector roadways, providing connections between arterial roadways and the local roadway system. The collector roadways will also be two-lane roadways, some of which will have signalized control at intersections with arterials and others will have stop controls, as detailed in a separate Traffic Impact Report.

Finally, the two-lane local roadways will provide access to properties.

The road pattern is characterized as an 'organic grid', which is intended to compliment the site's hilly topography, minimize disturbance of natural grades and contribute to balanced and fluid traffic movement. 

The street pattern is comprised of regularly spaced local streets, augmented by lanes in some areas, connecting to local collectors. Interconnected local streets are set out over fairly short blocks, which disperses traffic flow, reduces demand for large collector roads and enhances the pedestrian environment. 


A narrower street cross-section than the City standard is sought for local and local low volume roads in order to reduce stormwater loads. Detailed design for this standard will be set out in future rezoning applications. 

Figure E.2 Proposed Highway Interchanges



4.2 Connections to Provincial Highways

Some strategic ramp connections are proposed between the site and Highway 1 and Duke Point Highway. In order of phasing:

1. A westbound off ramp (D) on Duke Point Highway is proposed in the vicinity of Fielding Road to improve entering to the light industrial area.
2. A new signalized intersection is proposed at Minetown /Highway 1. Concurrently, the existing signal at Morden Highway will be removed (right in/right out movements to remain). A new collector road - Sandstone Boulevard (Road C) - will link the Minetown/ Highway 1 intersection with points north. Concurrently, existing Fielding Road access to Highway 1 will be closed. Fielding Road in this area will become a local service road, while Sandstone Boulevard will become the new north/ south collector.
3. Ramps A and B will be constructed to permit north and southbound Highway 1 access to Fielding /Sandstone collector. Ramp A's construction will likely precipitate the reconfiguration of existing eastbound ramp Highway 1 to Duke Point Highway (Ramp G) in order to meet ramp design criteria. Ramps B and J will be constructed to permit eastbound access to and exiting from Sandstone Boulevard.

Figure E.3 Transit

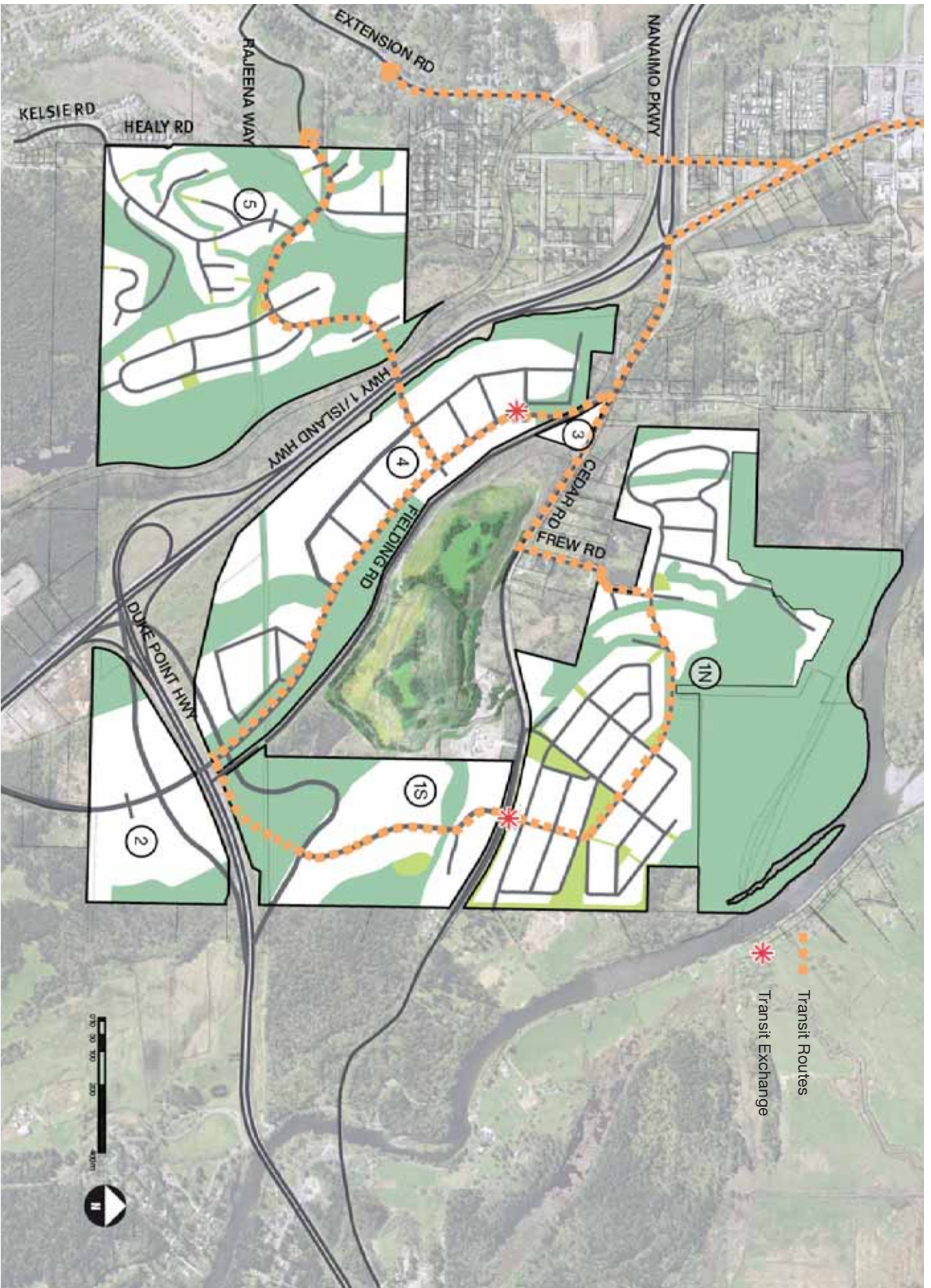
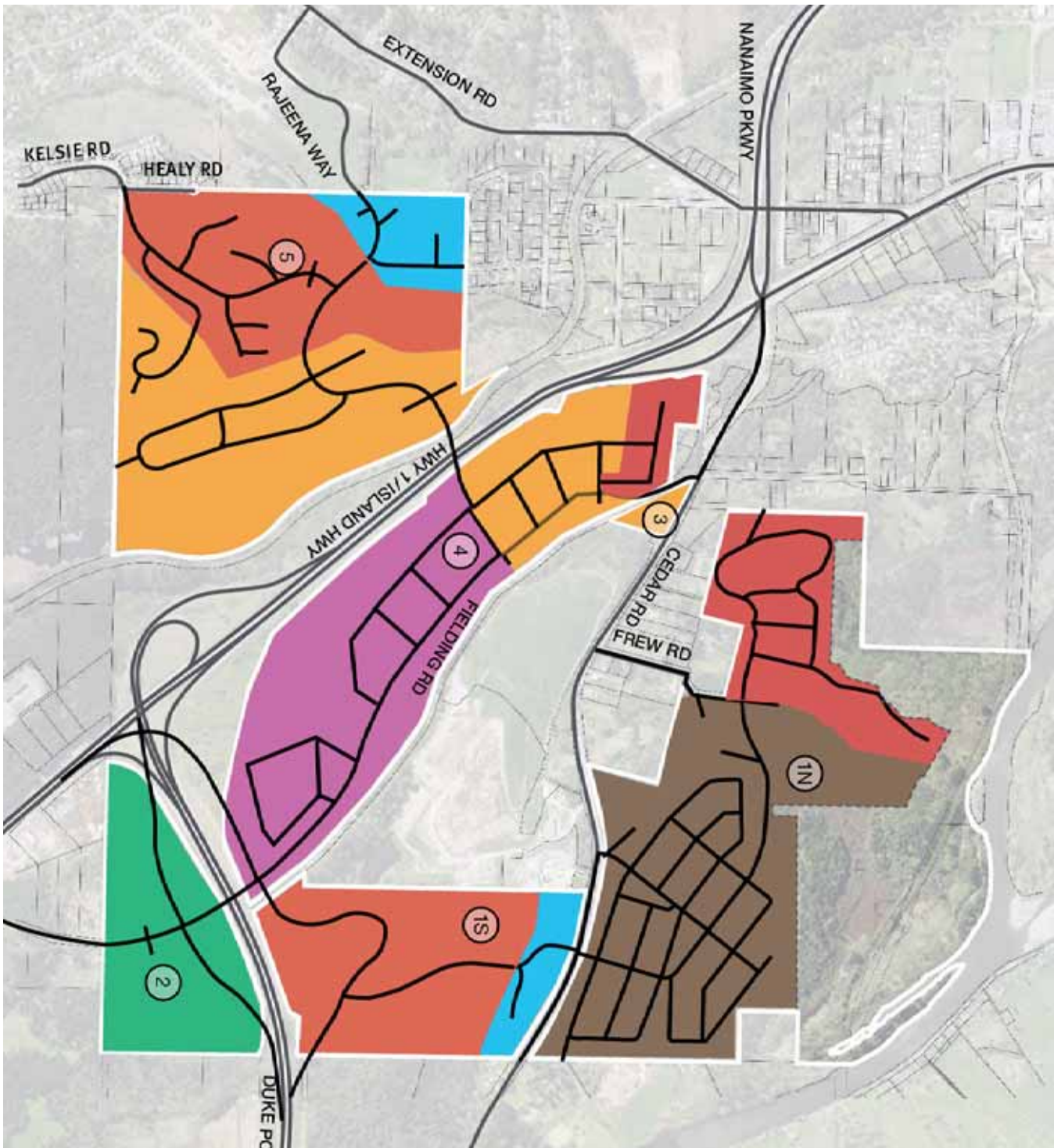


Figure H.1 Full Build-out Map



PHASE ONE

- 75 homes in Parcel 5
- 70,000 SF light industrial in Parcel 1S

PHASE TWO

- 160 homes in Parcel 5
- 380,000 SF light industrial in Parcel 1S

PHASE THREE

- 600,000 SF commercial in Parcel 4

PHASE FOUR

- 365 Homes in Parcel 5
- 250,000 SF commercial in Parcel 3 & 4

PHASE FIVE

- 450,000 SF light industrial in Parcel 2

PHASE SIX

- 1000 homes in Parcel 1N

PHASE SEVEN

- 400 homes in Parcel 1N and 400 homes in Parcel 4

8.0 Conceptual Development Phasing

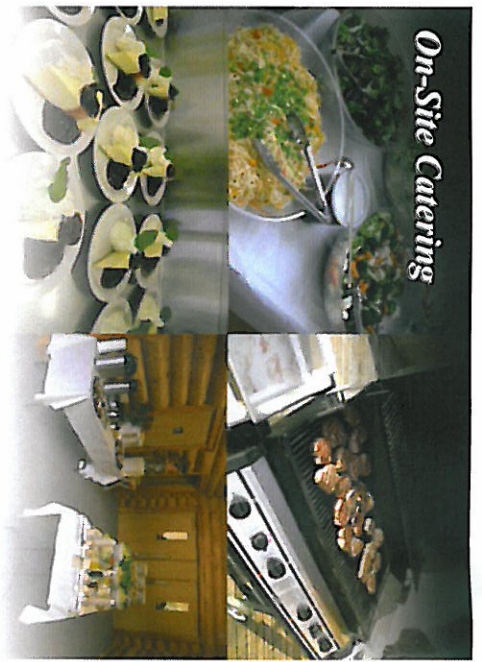
The build out of the Sandstone Master Plan represents a long term vision spanning approximately 15 years over 7 major phases. The intent of the conceptual phasing program is to have the capacity of facilities, infrastructure and amenities are in balance with each other throughout each phase of growth.

At the time of writing, the conceptual phasing program is envisioned as set forth below; however, it is acknowledged that the phasing strategy will be adaptable to fit with changes in the market.

Specific details and contractual obligations of phasing are outlined in the Phased Development Agreement (PDA).

Phase	Development Parcel 1 - south of Cedar Road (70,000 SF light industrial)	Roadworks - Upgrade Cedar Road along frontage - Local roads to serve development	Water Supply Requirements - Extend ex. main on Cedar Rd	Sanitary Sewer Requirements - Upgrade Richards Lake Trunk sewer - Cell 1 Trunk Sewer, Liftstation and Foremain
1	Parcel 5 - west of Richards Lake (75 Homes)	- Loop connection to existing mains	- Upgrade Richards Lake Trunk sewer	
Phase	Development Parcel 1 - south to Duke Pt. Hwy. (380,000 SF light industrial)	Roadworks - Ramp D and collector road linking to Cedar Road - Richards Lake crossing structure - Local roads to serve development	Water Supply Requirements - Extend ex. main on Cedar Rd - Construct South Nanaimo Reservoir 2A - PRV with connection to Duke Pt Main - Fire line running north across Cell 1S - Construct South Nanaimo Reservoir 2A - Loop connection to existing mains - PRV with connection to Duke Pt. Main	Sanitary Sewer Requirements - Upgrade Richards Lake Trunk sewer - Cell 1 Trunk Sewer, Liftstation and Foremain
2	Parcel 5 - west of Ridge Line (160 Homes)	- Upgrade Richards Lake Trunk sewer	- Upgrade Richards Lake Trunk sewer	
Phase	Development Parcel 4 - south of Town Centre (600,000 SF large format retail)	Roadworks - Upgrade Cedar Road Hwy to Sandstone Blvd. - Construct Sandstone Blvd./Fielding south to Mineo/Hwyway 1 intersection - Collector linking Cell 1S to Sandstone Blvd. - New signal at Mineo/Hwyway 1 - Remove signal at Morden - Close Fielding access at Kipp/Hwyway 1	Water Supply Requirements - Construct South Nanaimo Reservoir 2B - PRV with connection to Duke Point Supply Main - Fire line running north across Cell 5	Sanitary Sewer Requirements - Upgrade Richards Lake Trunk sewer
3	Parcel 3 & Cell 4 - Town Centre (250,000 SF retail)	Roadworks - Bridge over Island Highway	Water Supply Requirements - Bridge over Island Highway	Sanitary Sewer Requirements - Cell 5 Trunk Sewer crossing property to north
4	Parcel 5 - east of Ridge Line (365 Homes)	- Bridge over Island Highway	- Cell 5 Trunk Sewer crossing property to north	
Phase	Development Parcel 2 - south of Duke Pt. Hwy. (450,000 SF light industrial)	Roadworks - Extend Sandstone Blvd south to Mineo/Hwy Rd. - Ramp J	Water Supply Requirements - Main crossing Duke Pt. Hwy.	Sanitary Sewer Requirements - Main crossing Duke Pt. Hwy. - Lift Station and Foremain
5	Parcel 2 - south of Duke Pt. Hwy. (450,000 SF light industrial)	- Main crossing Duke Pt. Hwy.	- Main crossing Duke Pt. Hwy.	
Phase	Development Parcel 1 - east of Frew Road (1000 Homes)	Roadworks - Upgrade Cedar Road along frontage	Water Supply Requirements - Upgrade Cedar Road along frontage	Sanitary Sewer Requirements - Upgrade Cedar Road along frontage
6	Parcel 1 - east of Frew Road (1000 Homes)	- Upgrade Cedar Road along frontage	- Upgrade Cedar Road along frontage	
Phase	Development Parcel 1 - west of Frew Road (400 Homes)	Roadworks - Construct ramps A, B, G	Water Supply Requirements - Construct ramps A, B, G	Sanitary Sewer Requirements - Lift Station and Foremain
7	Parcel 4 - north of Town Centre (400 Homes)	- Construct ramps A, B, G	- Construct ramps A, B, G	
Phase	Residential (Units)	Commercial (SF)	Light Industrial (SF)	
1	75		70,000	
2	160	600,000	380,000	
3		260,000		
4	365		450,000	
5				
6	1,000	5,000		
7	800			
Total	2,400	865,000	900,000	

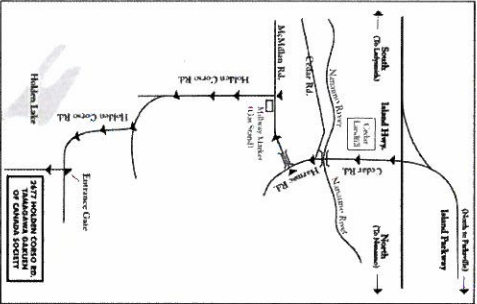
- Notes:**
- 1) All Phases will require construction of local roads, and utilities consistent with City of Nanaimo subdivision requirements
 - 2) Stormwater Management requirements to be determined on an individual catchment basis.
 - 3) Works listed and identified with **Bold Text** are required, and assumed to be constructed with current phase
 - 4) Works listed, but not identified with **Bold Text** are required, and assumed to have been constructed in a previous phase
 - 5) Timing for construction of South Nanaimo Reservoir No. 2B to be determined based on current domestic need and projected fire demand



When you visit Tamagawa for a workshop, retreat, or other type of function, our friendly staff will provide you with healthy, nourishing, and tasty meals. With the wide selection of international fare available, there is sure to be a menu that suits your needs and is pleasing to your palate. Visit our website at www.tamagawa.ca for a look at your choices.

Location

1. South of Nanaimo (via #19 Island highway or Island Parkway), turn East onto Cedar Road
2. Continue over Nanaimo River Bridge (do not turn right onto Cedar Road)
3. Turn right at a 3-way stop, corner of Hartmac & McMillan Road
4. Turn left at corner of McMillan Road and Holden Corso Road (Millway Market & Esso gas station on corner)
5. Follow Holden Corso Road until it descends into a sharp "S" curve
6. At the bottom of the curve, turn right onto Holden Corso Road (narrow road leading uphill)



Follow for 1/2 kilometre, The Tamagawa entrance is on the right



Tamagawa

Tamagawa Gakuen of Canada Society

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www.tamagawa.ca
info@tamagawa.ca

Tamagawa Gakuen of Canada Society (Tamagawa Nanaimo Campus)

Are you looking for an extraordinary venue with on-site catering for your next business seminar? Planning a group workshop or long-term retreat? Are you an academic coordinator curious about educational alternatives? Have an interest in innovative approaches to second language learning? Tamagawa Nanaimo Campus can meet your needs & provide you with options.



About us

Tamagawa Gakuen of Canada Society is an 84 acre, non-profit organization located in the small harbour city of Nanaimo, on the south-eastern shore of Vancouver Island. The Society was founded in 1975 by Tamagawa Gakuen, a private K-12 Academy & University located in Tokyo, Japan.



International Programs

Tamagawa Gakuen of Canada Society offers educational programs for students & faculty members from Tamagawa Gakuen & University in Tokyo. Over 200 students come to Tamagawa Nanaimo Campus yearly to participate in the programs that Tamagawa Nanaimo offers, and to experience Canadian Culture.

Tamagawa Nanaimo offers both short and long-term English Immersion Programs to students from Tamagawa Middle Division and to students of Daojiang High School, a sister school located in Taiwan



Society Centre

- Hardwood floors with radiant heating
- 3 rooms (up to 75 people)
- Panoramic views of Holden Lake and mountains

Rates & Fees

\$250.00 / 9am-5pm (weekdays)
 \$325.00 / after 5pm (holidays, weekends)
 \$450.00 / 2-day, \$675.00 / 3-day, \$900.00 / 4-day
 \$1125.00 / 5-day, \$1350.00 / 6-day, \$1575.00 / 7-day

Malaspina-Tamagawa Hall (The Log House)

- 3000 square foot conference hall
- Seating up to 100 people
- Heated floors
- AV equipment available

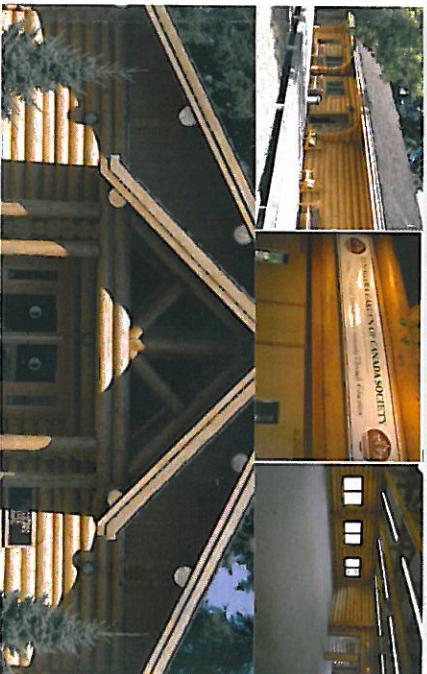
Rates & Fees

\$350.00 / 9am-5pm (weekdays)
 \$425.00 / after 5pm (holidays, weekends)
 \$630.00 / 2-day, \$945.00 / 3-day, \$1260.00 / 4-day
 \$1,575.00 / 5-day, \$1890.00/6-day, \$2,205.00 / 7-day

The Residence

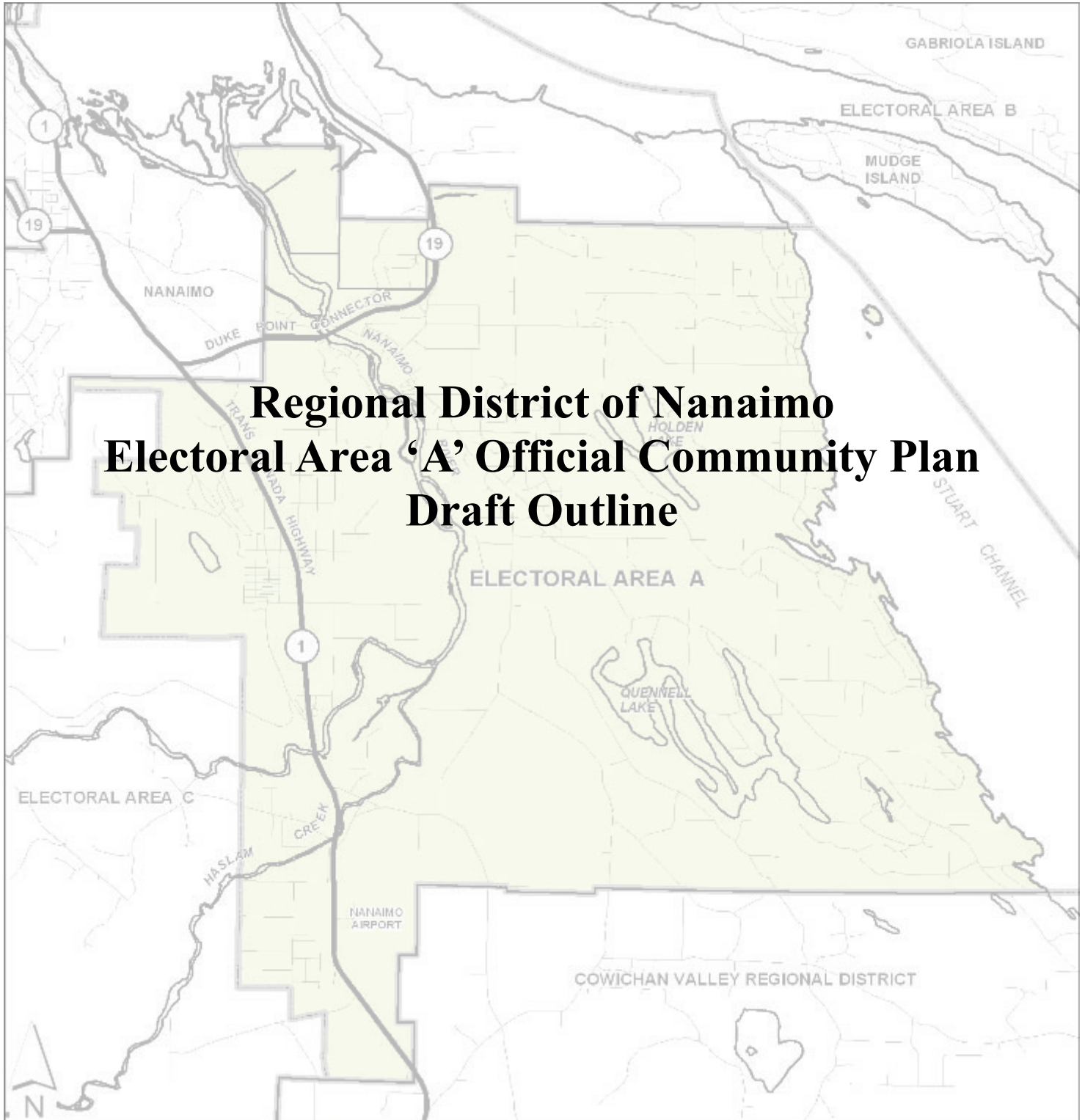
- 16 Rooms (32 beds) on 2 floors
- Dormitory-style accommodation
- Common bathrooms, showers & laundry facilities

* Please contact us for the fees



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A Shared Community Vision



Regional District of Nanaimo Electoral Area 'A' Official Community Plan Draft Outline

Draft Table of Contents

Section 1 - Introduction

Section 2 - Vision, Principle, and Goals

Section 3 - Protecting the Environment

Section 4 - Creating a Local Food System

Section 5 - Containing Urban Sprawl and Creating Complete Communities

Section 6 - Protecting Rural Integrity and Functioning Rural Landscapes

Section 7 - Creating a Vibrant and Sustainable Economy

Section 8 - Supporting a Multi-modal Transportation and Mobility System

Section 9 - Enhancing and Maintaining Park Land, Green Space, Natural Areas, Recreational opportunities, and Culture.

Section 10 - Institutional Uses and Improving Servicing Efficiency

Section 11 - Development Permit Areas

Section 12 - Cooperation Among Jurisdictions

Section 13 - Definitions

Appendices:

Appendix 1: Implementation Strategy

Appendix 2: Community Amenities

Appendix 3: Cedar Main Street Design Guidelines?

List of Maps:

Map 1: Environmentally Sensitive Features and Natural Hazard Areas

Map 2: Aquifer Vulnerability

Map 3: Land Use Designations

Map 4: Parkland, Green Space, Natural Areas, Institutional, Schools, and Cultural Facilities

Map 5: Community Water Service Planning Area

Map 6: Community Sewer Service Planning Area

Map 7: Features that Support the Economy

Map 8: Active Transportation, Mobility Options, Road Network Plan, Sand and Gravel pits

Map 9: Development Permit Areas 1 (environmental)

Map 10 Development Permit Areas 2 (form and character, farm land protection)

Topics/Sections Include:

Purpose

Role

Scope

Time Horizon

Official Community Plan review process

Organization of the Plan

Regional Context Statement

2.0

Vision, Principles, and Goals

Topics/Sections to include:

A shared Community Vision

Sustainability Principles

Goals

3.0

Protecting the Environment

Topics/Sections to include:

Environmentally Sensitive Features

Freshwater Management

Coastal Zone Management

Drinking Water Protection/Groundwater Resources

Rainwater Management

Sustainable Development Practices (incentives for green development, building performance, water conservation, clustering development).

4.0

Creating a Local Food System

Topics/Sections to include:

Agricultural Lands Land Use Designation (All ALR land)

ALR Land

Encouraging Agriculture

Local Markets

Land Tenure?

Farm Plan

Value-added

Diversification

Protecting Agriculture

5.0

Containing Urban Sprawl and Creating Complete Communities

Topics/Sections to include:

Urban Containment

Village Centres

Cedar Main Street

Cassidy UCB expansion

Preserving small town feel and rural integrity

Tie in with environmental protection

Support incorporation study in Cedar?

Could have charrette results included here

Multi-residential land use designation?

Affordable housing

6.0

Protecting Rural Integrity and Functioning Rural Landscapes

Topics/Sections to include:

Rural Land Use Designation

Resource Land Use Designation

7.0

Creating a Vibrant and Sustainable Economy

Topics/Sections to include:

Forestry

Aggregates and other extractable resources

Temporary Use Permit's

E&N Railway

Nanaimo Airport

Home Based Business

Industrial Land Use Designation

Commercial Land Use Designation

South Wellington Commercial/Industrial Land Use Designation

8.0

Supporting a Multi-modal Transportation and Mobility System

Topics/Sections to include:

Active Transportation Network

Road Network Strategy

Public Transit

Integration of all modes of transportation

Acquisition of AT infrastructure and land

Island Highway Agreement

Nanaimo Airport

Prioritization

9.0

Enhancing and Maintaining Park Land, Green Space, Natural Areas, Recreation, and Culture

Topics/Sections to include:

Parks (Prov, Regional, Community) both existing and desired

Park and Trail Acquisition

Outdoor/indoor recreation

South Wellington Community Centre?

Preserving Green Space

Parks, Recreation, and Culture Committee

History

Refer to other plans and studies

Community and cultural services

10.0

Institutional Uses and Improving Servicing Efficiency

Topics/Sections to include:

Schools

Institutional Land Use Designation

Community Water

Community Sewer (refer to sewer study, Liquid Waste Management Plan, Options and objectives, IRM approach)

Topics/Sections to include:

What is a Development Permit Area

Environmentally Sensitive Features Development Permit Area

(watercourses, coast line, water conservation, eagle and heron nesting trees, energy conservation, Environmentally Sensitive Areas, Rare Species)

Aquifer Protection Development Permit Area

(All aquifers rated as moderate to high vulnerability in the groundwater study)

Farm Land Protection

All land adjacent or within a certain distance of ALR land

Hazard Lands

All land within the Nanaimo River Floodplain

Fish Habitat Protection (RAR)

Applies to all of Electoral Area 'A', development more than 30 metres from a stream is exempt

Form and Character

South Wellington Industrial/Commercial Area, Cedar Main Street, Cassidy Village, All Commercial and Industrial Land

**General Section Layout
First Page of Each Section**

1.0

TITLE of SECTION

Introduction

Short paragraph or two on the section

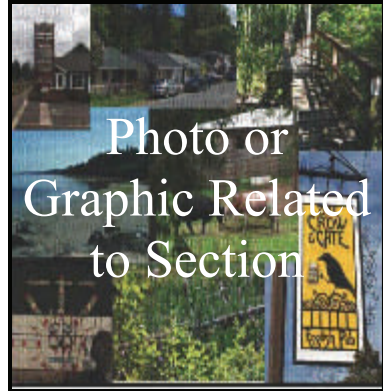


Photo or
Graphic Related
to Section

1.x Subsection Title

Introduction to subsection

Sustainability Implications

GHG Reduction Targets
Roles and Responsibilities
Environmental, Social, Economic Considerations?

*Could be
Principle
or Quote
from the
Vision or a
figure*

General Section Layout
Second Page of Each Section

1.x

TITLE of SECTION

Strategic Direction and Goals

Which goals this section is trying to achieve as well as how the section helps achieve the Vision

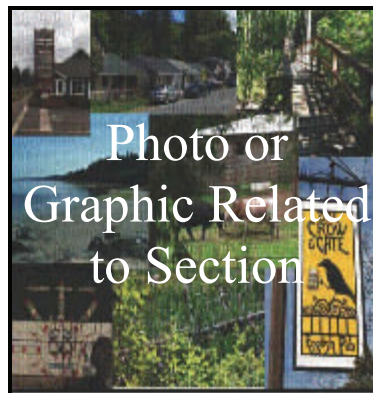


Photo or Graphic Related to Section

Objectives and Policies

Policy Implementation

Objective 1.1 -

Policy 1.1.1 -

Objective 1.2 -

Policy 1.1.2 -

Policy 1.1.3 -

Policy 1.1.4 -

Objective 1.3 -

Policy 1.1.5 -

Policy 1.1.6 -

Use this space to describe the actions necessary to implement the policies where applicable

**General Section Layout
Additional Pages of Each Section**

1.x

TITLE of SECTION

Objectives and Policies

Policy Implementation

Objective 1.1 -

Policy 1.1.1 -

Objective 1.2 -

Policy 1.1.2 -

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Policy 1.1.4 -

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