

Electoral Area H



Official Community Plan Review

Public Submissions on Draft V.2

May 26 – September 7, 2017

From: [MARGARET HEALEY](#)
To: [Thompson, Paul](#); [Simpson, Courtney](#); [Bill Veenhof](#)
Subject: Fwd: Good meetings (date correction)
Date: Friday, May 26, 2017 3:06:21 PM

Date correction

Sent from my iPhone

Begin forwarded message:

From: MARGARET HEALEY
Date: May 26, 2017 at 2:11:29 PM PDT
To: Paul Thompson <PThompson@rdn.bc.ca>, Courtney Simpson <CSimpson@rdn.bc.ca>, Bill Veenhof <Bill.Veenhof@shaw.ca>
Subject: Good meetings

May 26, 2017: To Paul Thompson, Courtney Simpson and Director Bill Veenhof: Thank you for hosting the last two meetings on Deep Bay Southwest on May 24 and 25 2017. I feel the meetings were fair and respectful. I made a few notes and at the end of the meetings I concluded that the majority of the speakers were in support of option 4. I think I counted at least 15 speakers over the two meetings and it appeared to be the majority. The questions from the group that were not in favor appeared to be answered, in particular local people being hired and sewer concerns. The water had been addressed quite some time ago. As you know I have owned a resort in Bowser in The early 1970's, and in 1978 moved to Deep Bay. I have volunteered in my Community for all those years and served in numerous boards of directors. In particular being a direct neighbor of the now Baynes Sound Property, I have made it my business to know all three property owners over the last 40 years. The Baynes Sound Group are the only people who have closely consulted with our community and done their due diligence regarding First Nation Sites and wetlands etc. over the 4 seasons. I picked up the binder that has all that information from the Library in Bowser at the developers request. The Librarian told me no one had ever looked at it. I asked the Baynes Sound people how much they have spent so far and they told me \$250,000.

A few years ago The Baynes Sound people hosted a huge Ceremony for First Nations from The Qualicum and Komox First Nations Bands whereby the Elders of the tribes Welcomed the Baynes Sound People to their Traditional Land and Blessed The Land. They did beautiful Ceremonial dances. Many dignitaries were there. In the past ten years, I have learned to respect especially the principal of the Company Mr. Amar Bains. My only business dealing with Mr. Bains was about 4 years ago I requested that I would like a buffer next to his development. However to complete this, I had to buy a portion of the road next to my property from the ministry of Transport and in turn Mr. Bains agreed to sell a portion of his land to the Ministry of Transport. The land was professionally surveyed and appraised and Market Value determined. This was a costly process to my husband and I. I might add Mr. Bains did the same for my neighbor across the street. They

did all this for my neighbor and I not even knowing if they would ever get their development. Naturally I have kept an eye on all their endeavours. I have found the Baynes Sound Group to complete what they say they are going to do.

Last evening I listed and handed to you the requirements my Community of Deep Bay required from the Baynes Sound People. To reiterate

Most important: Second Road Access to Highway 19 A with Walking Path. Public Green Space with walking trails and picnic Area. Higher standard of sewage treatment plant with potential to hook up existing homes in the neighbourhood. Parking for trailers to help Harbor parking. A small scale Tourist Facility and service commercial. A community building of small scale as a gathering place. Variety of housing options.

Affordable housing for first time buyers. Limit on height of buildings to 2 or 2 1/2 story above ground. Put some kind of design control on housing to be built.

This group are the first people to ever take our Community into consideration. About 5 years ago I took forms around the Deep Bay Community and 60 people supported

An amendment to the OCP and RGS

To allow a development in the Baynes Sound property. I turned those forms into the RDN. I would like to say now that I am going on 79 years of age, that I love my Community of 45 years, I would like to see a development done by Baynes Sound that protects the oyster business, protects the land, gives the animals a corridor and us access to parks and trails. We have Baynes Sound willing to give us an access road from Highway 19A, Trailer Parking for Tourists, sewer for Deep Bay if they want to hook up, infrastructure money for the Deep Bay Improvement District, we also need a new fire hall, the benefits are numerous. It makes good sense to look ahead for housing for seniors wanting to age in place, young people who want to live and work in Deep Bay. Also we need some tourist accommodation in Deep Bay. We may not be here 25 years from now but we need to think and prepare for the future. I hope the Community comes out on June the 28 to support the update to the Official Community plan that our working group has worked so hard on for 18 months.

I support option 4 for the Baynes Sound Development. May 26, 2017 I feel that if Baynes Sound has to find 250 density lots from other places in the community to purchase it will be too expensive for them and they will back away from any development and we in Deep Bay will NEVER get the amenities mentioned in this note to you. And if the RDN says purchase a few density transfer lots to start with the NEXT time they go to purchase more lots to continue their development the price will be much higher. I greatly fear we are going to lose our trails we have now if the developer gives up and sells the land in Five acre parcels. We who actually live in Deep Bay would lose everything we have worked for over 18 months.

Please consider these thoughts.

Sincerely ,

Margie Healey

Sent from my iPhone

As a neighbour to this property and a resident of Deep Bay for ~~38~~ ³⁸ years, + 7 = 45 YEARS
I would like to see this development provide;

1. Second Road access to Highway 19A with a walking path.
2. Public Green space with walking trails and picnic area.
3. Higher standard of Sewage treatment plant with potential to hook up existing homes in the neighbourhood.
4. Parking for trailers to help Harbour parking.
5. A small scale Tourist accommodation facility and service commercial
6. A community building of small scale as a gathering place.
7. Variety of housing options.
8. Affordable housing for first time Buyers.
9. Limit on height of buildings to 2 or 2 and half story above ground.
10. Put some kind of design control on housing to be built.

In return, I am ok with the density of 300 units plus Lodge etc.

I am not concerned about how RDN and the developer achieve these densities because as an area resident, I am concerned about what is being built and what amenities are provided not how it is being achieved.

If the RGS has to be amended, so be it. If the developer can buy Densities from areas for transfer that is up to them.

Margaret Healey May 26 2017

cc Paul Thompson
cc Bill Venhof
cc Courtney Simpson

From: [Lavone Craven](#)
To: [Simpson, Courtney](#)
Subject: Area H - OCP Review Comments From
Date: Friday, June 16, 2017 6:07:21 PM

Name:	Lavone Craven
Email:	
Comments:	As an owner at Horne Lake I absolutely do not support changing Horne Lake from recreational to residential.

From: [MARGARET HEALEY](#)
To: [Simpson, Courtney](#); [Thompson, Paul](#); [Bill Veenhof](#); [Garbutt, Geoff](#)
Subject: Density transfer
Date: Thursday, June 29, 2017 12:05:03 PM

June 29, 2017. Hello RDN Thank you for your time yesterday to show the community our 18 months of working group so far.

However, I do not feel the density transfer part of the review was covered by our working group in any depth. The density transfer part of the review did not cover any of the research into the problems with density transfer. Large forest companies are not going to transfer density off their lands as it is not a prudent thing to do with their lands. The Baynes Sound people whom this OCP density transfer seems to pertain to have had great difficulty trying to discuss density transfer with these people. Our working group needs to know more about density transfer before we can rubber stamp such a thing when no research has been done. I am just a normal citizen of area H and it seems to me to be extremely unfair to put density transfer in the revised OCP. For instance, Qualicum Landing which was zoned Campground (has a huge density per acre) and it has been developed extensively). I don't want to get into specifics but having been involved with the RDN for over 40 years, I see density transfer in numbers such as 250 for one development quite an impossible feat. What company in their right mind is going to sell 250 density transfers to another company!?? It does not make good business sense. And for the developer, what developer with any brains is going to buy a few densities here and there or even a few from a large company when as soon as they go to buy more the price as gone up?!! Please do not put density transfer in our draft OCP. It is not feasible. If the RDN cares at all about Area H and in particular Deep Bay, with the amenities we need desperately, such as a road access, very important infrastructure for the Deep Bay improvement District, protection of Baynes Sound, parking for tourist boat trailers and many other amenities.....please do not put these impossible barriers such as density transfer in the OCP that will inhibit the developer. The Baynes Sound people have DONE their due diligence, as an immediate neighbor I have followed it all the way. As a resident and property owner for 47 years I have seen a lot and worked hard for my community, but I am getting very discouraged at how the Baynes Sound people are being treated. Please reconsider the impossible barrier you are trying to impose on all the people of area H and do not include density transfer in this latest revision of the OCP. If you have to revise the growth strategy plan go ahead and do it. Don't act like it cannot be done. On another note historically most people retiring and with money do NOT wish to live in Bowser, please note that there are 300 or so people living in Bowser, and 1400 plus living outside of Bowser. Democracy so far had prevailed and retirees coming from the city do not want to live in another city. They want to CHOOSE where they retire not be FORCED. Thank you for this opportunity to voice my opinion. Margaret Healey. [REDACTED] Deep Bay B.C.
Sent from my iPhone

June 29, 2017

Courtney Simpson
Senior Planner
Strategic & Community Development
Regional District of Nanaimo

Re: Changes to OCP and Spider Lake Residents

Dear Courtenay:

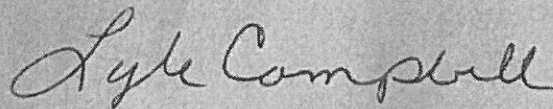
As per my conversation with you at the June 28, 2017 Open House, speaking on behalf of the Spider Lake Residents we want the community plan to remain as it is in our area – 5 acre (2 H) minimum size lots.

Bill Veenhof Chairperson, Regional District of Nanaimo and Director, Area H was present at the Spider Lake Community AGM when a discussion concerning the proposed OCP changes were discussed. The following motion was passed in Bill's presence:

The Spider Lake Community Association does not support Alternate Forms of Rural Development and wants to maintain the 5 acre minimum lot size.

Please address this issue in the next OCP draft.

Thank you,
Lyle Campbell



President, Spider Lake Community Association

From: [Cindy](#)
To: [Simpson, Courtney](#)
Subject: Development at Horne Lake Road and Inland Highway
Date: Monday, July 17, 2017 2:53:15 PM

> As residents of Area H we are totally opposed to any development of a gas station or other commercial development at Horne Lake Road and the Inland Highway. In recent months we have experienced an increase in vandalism and theft in our area, and if we put in a gas station and other services we can expect theft and vandalism to increase even more as more people will be drawn to that intersection. We are already lucky enough to have Pineridge Market to supply us with groceries.

>

> May be suggest that any development on the Inland Highway be put down by the highway entrance to Qualicum Beach, away from residential lands. Put whatever development you want down there, including a rest area and public washrooms, so people quit using the Spider Lake/Horne Lake road areas as public bathrooms.

>

> Please do not put any commercial development at all near the light at the intersection of Horne Lake and the Inland Highway.

>

> Thank you for your time.

>

>

> Sent from my iPad

From: [jen james](#)
To: [Simpson, Courtney](#)
Subject: Fw: development at Horne lake rd/ hwy
Date: Monday, July 17, 2017 10:02:49 AM

We'd like to support the development of a gas station at corner of Horne lake road and the inland highway. This came up at a previous meeting of spider lake community members with Bill Veenhof present. We recall that most people spoke in favour of limited development and that a service station would be welcome. The nearest gas station is 15 minutes away, either in Bowser (overpriced fuel), or further to Qualicum Beach or Errington. The nearest convenience store It's in Bowser. The proposed location is also a logical spot on the highway with no services either direction for many miles.

We hope this is helpful feedback.

Sincerely Jennifer Dreier and James Stevenson of [REDACTED].

From: [Shirley Eppler](#)
To: [Simpson, Courtney](#)
Subject: Horne Lake/Inland Island Hwy
Date: Monday, July 17, 2017 10:31:10 AM

Hi

Regarding the proposed development at the intersection of Horne Lake and the Inland Hwy, we moved to the area last year in order to get away from development such as this. Spider Lake area is a gem and currently we feel a huge sense of peace as we pull off the highway into the area on our way home.


This proposal would bring increased traffic to our quiet streets which local people already complain about during the summer months when Horne Lake is more active. I don't believe we need 'secure heated storage' as we are all in small acreages and there I plenty of storage options in the surrounding communities. Recycling centre? No thanks. Light industrial and parking? Why here? There's nothing else around to say this is a better place than areas closer to towns, in fact, it would be the opposite, I would think.

We are a mere ten minutes to downtown Qualicum and 15 to Parksville, not to mention minutes from the lighthouse community so we are not lacking in amenities in any way. We also have our local market which would take a huge hit should a convenience store/gas station go in at the corner.

There is a conversation on the local social media sight promoting this application so I thought I'd throw my two cents in that I am opposed.

Thanks

Shirley Eppler


Spider Lake (Qualicum Beach)

Sent from my iPhone

From: [William Lyons](#)
To: [Simpson, Courtney](#)
Subject: Gas Station at the corner of Horne Lake Road and the Highway
Date: Monday, July 17, 2017 6:14:01 PM

Hi, Cheryl,

Cindy let me know that you are seeking input from the community about a possible gas station at the corner of the highway and Horne Lake Rd. I'm sure this will make me unpopular but I don't favor it.

While I realize that it would be convenient, in my experience it is a crime magnet. Statistically, crime increases around an area that provides a convenient place to stop that assures that the parked car does not draw attention and an easy egress onto a highway for fast escape. I think we will have an unlimited supply of sketchy people checking out the neighbourhood with the potential of them rummaging through our houses. In addition, Paul will likely lose business to a convenience store, and I'd rather see him thrive than a tacky chain store.

'Just my personal viewpoint --

Ellen

From: [Gail Jones](#)
To: [Simpson, Courtney](#)
Subject: Horne Lake/Highway19 Intersection
Date: Tuesday, July 18, 2017 9:45:15 AM

Good morning Courtney, I am contacting you today with regards to a proposed business plan for the subject intersection. As a year round resident of Spider Lake I feel that only good things could come from the addition of a gas station and other small businesses at that location. Apparently there was a vote taken with only a very small and select Spider Lake Community Association members which voted against the development. As a paid up member of the association I was very surprised that the association as a whole was not asked. We do have a very efficient email system which notifies us of everything else from a need for used egg cartons to community picnics and parties concerning our community so why only a select few were informed of something so important is the question of the day. The ones that were informed, 15 in total, voted 11 against the development, I don't feel this was a true representation of the wishes of our community.

I know one of the concerns was a loss of revenue for Pineridge Farms which operates a small farm stand for approximately 4 months of the year. I don't feel it's right that our Spider Lake community as well as the other communities of Horne Lake, Qualicum Bay, Bowser etc. are denied a year round neighbourhood convenience for the well being of a seasonal business. Perhaps a viable alternative would be for Pineridge Farms to join in with the development and expand to a year round business with highway exposure.

At this point I don't feel that you were given a fair view of what our community needs and wants, only a jaded opinion of a select few.

Feel free to contact me if you wish to discuss this further.

Sent from my iPad

From: [Don Milburn](#)
To: [Simpson, Courtney](#)
Subject: Area H - OCP Review Comments From
Date: Monday, July 17, 2017 8:59:10 PM

Name:	Don Milburn
Email:	
Comments:	<p>I was a member of the working group. I think overall the new OCP draft captures most of what was brought forward and agreed upon by the group. There are two areas I feel were rushed over at the end and do not reflect the majority of the public view. The first one is Deep Bay Southwest. This development has the potential to set the tone for the Bowser / Deep Bay area well into the future. I do not think we were able to do this project justice by sticking in the last have of the last meeting after 15 months of meetings. I feel the majority of people support this development many in order to obtain the community amenities tied to the potential development. Others see it as a positive move to support the development of the Bowser Village. (the 2 are related) This development is a master planned community and we may never get the opportunity for the community amenities if this development is not permitted to proceed. My first concern is with the approval in the OCP based solely on density transfer. This concept was touched on lightly during the working group sessions and now appears to be the only way any form of future development can proceed. The details are lacking in the process. There needs to be identified donor and receiver areas and more details on how it is going to work. Alternatives to density transfer need to be considered. Some form of density bonus needs to be provided to the developer when providing community amenities. My second concern was not even brought forward in the OCP but I have recently been made aware of new restriction on building or renovating properties on Deep Bay Spit. It appears redevelopment potential on many of the previous summer properties does not allow for new construction. As a result of this change people are opting to put travel trailers on the properties which does not require them to put in any form of waste disposal. Why did the OCP not address this issue when we were dealing with this area?</p>

From: [Aisling Brady](#)
To: [Simpson, Courtney](#)
Subject: Horne Lake & Hwy 19 Proposal
Date: Wednesday, July 19, 2017 5:29:51 PM

To whom it may concern:

I am writing this letter in support of the current proposal of developing the intersection of Horne Lake Road and Highway 19, for the purposes of a gas station and other light industrial options.

I live at 2780 Bradshaw Road, which is just off of Horne Lake Road, towards the ocean. After reviewing the PDF proposal on the RDN website, I believe the idea is one that would benefit locals and travellers alike. I think of the Buckley Bay junction and I think it would be great to have something similar there. If small stores, in addition to the proposed gas station and rest stop, could go in, there would be tremendous opportunities to promote local businesses. The potential for small shops that offer produce, meats, seafood, local wares and even a coffee shop and liquor store would certainly help many local people, and boost our local economy! Also as someone who commutes (as many of us do) it would be very convenient to have a gas station closer than Chevron or the Bowser gas that is ridiculously overpriced.

I look forward to the development and am eager to see its progress in the future.

Sincerely,

Aisling Brady

From: [Michelle Cottrell](#)
To: [Simpson, Courtney](#)
Subject: Horne Lake Rd intersection
Date: Monday, July 17, 2017 4:52:19 PM

To whom it may concern,

We are property owners on Christie Rd and would support development at the corner of the Hwy and Horne lake Rd - in particular a gas station/corner store would be very welcome.

Regards,
Michelle & Rob Cottrell



Sent from my iPhone

From: [theda mortenson](#)
To: [Simpson, Courtney](#)
Subject: development horne lake intersection
Date: Thursday, July 20, 2017 8:56:21 AM

Hello Cindy Carmen and I live on Christie road and would like to add our voice to the people who are in favor of a service station and light commercial on the lots at intersection. We feel it would be a great addition to our neighbour hood and welcome it.

thank you

theda and carmen Mortenson

From: [Jeremy DeMedeiros](#)
To: [Simpson, Courtney](#)
Subject: Proposed gas station at Horne lake road
Date: Friday, July 21, 2017 3:14:11 PM

Hi there, I am emailing you to let you know I am fully behind getting the area rezoned and developed for a fuelling station at the lights! I think it would be great for our area to see some more commercialisation and make it a lot more convenient for myself and many other for getting small items instead of having to go all the way in to qualicum to get gas or snacks.

Thank you for reading my email,

Jeremy DeMedeiros,

From: [Dianne](#)
To: [Simpson, Courtney](#)
Subject: I am adamantly opposed to "density transfers" for the following reasons
Date: Tuesday, July 25, 2017 4:16:00 PM

RE: I am adamantly opposed to "density transfers" for the following reasons:

This twisted method the RDN has come up with for increasing density in rural areas without being counted as affecting the growth in village centres is nothing short of ludicrous. This is not planning, its scheming – a method not requiring a Regional Growth Strategy (RGS) amendment. Shame on the RDN for doing this to rural areas.

Further to this, the draft guidelines regarding density transfer are both weak and useless in containing principle growth within urban containment boundaries such as village centres. It is a loophole that will hurt growth within village centres. The classic example of this erosion of the Regional Growth Strategy will become the Deep Bay development doubling the population outside the boundaries of Bowser with this loophole.

Draft of Density Transfer Policy and Guidelines (Area H)


<http://www.rdn.bc.ca/events/attachments/evID7522evattID3057.pdf>

The RDN draft of density transfer policy takes little notice of the potential nightmares with an industry like Timber West selling off density transfers at wholesale prices. Remote lands within the forestry industry that are of little interest for development would likely be where density transfers originate. The forestry industry retains lands for 75 years or more—long after this density transfer scheme has been misplaced in historic files. And quite possibly the RDN will no longer exist to enforce these rules of transfer – perpetuity will not apply.

Without a better policy, the Area H OCP must contain restrictions as to numbers of transfers and resulting densities that would be allowed within a development or subdivision or strata, as the case may be, based on developable land area under consideration (i.e., minus setbacks from steep banks, property lines, etc.). Currently the draft of the Area H OCP contains no protection or control with regard to density transfer and maximum density.

Therefore, I reiterate, I am adamantly opposed to the "density transfer" scheme as it is stated in the draft OCP and draft density transfer policy. Its not good enough.

Dianne Eddy


Bowser (Deep Bay)

From: [Dianne](#)
To: [Simpson, Courtney](#)
Subject: Density Transfer
Date: Sunday, July 23, 2017 9:52:51 PM

Reading the minutes of the last OCP meeting on May 25th the following statements were made:

- Comment it seems that density transfer is playing games. Can come to a surprise if your neighbor buys density and you end up with something very different from what you expected.
- Planner Simpson commented that she heard the Working Group concerns from last night and are **going to take another look at that to provide more certainty with regards to the limits of density transfer and assurance that it results in neighborhood-appropriate development.**

With regard to the BSI development, actual density is not defined. This means I can buy 4 density transfers from TimberWest and a ½ acre lot in Deep Bay and build 5 dwellings and an additional 5 secondary suites equivalent to the BSI on the 1/2 acre lot. I'll call it "tourist" and add a cabin.

The OCP has been gutted and the word "density" is no longer stated with the exception of "density transfer". Do I have this correct? So densities in this area can sky-rocket with the RGS – OCP – etc. + "density transfers". In fact, this sets the parameters for ALL of Area H.

So where is the **certainty with regards to the limits of density transfer and assurance that it results in neighborhood-appropriate development.**

Please state clearly.

Regards,

Dianne

BTW, Nelson and I had attended that meeting.

From: [Ann Jaeckel](#)
To: [Simpson, Courtney](#)
Subject: Area H - OCP Review Comments From
Date: Monday, July 24, 2017 7:15:39 PM

Name:	Ann Jaeckel
Email:	
Comments:	I think this project would enhance our community. Young people just starting out in life need a development like this in order to be able to raise their children in a healthy, safe, affordable environment with the added bonus of being close to a school. I know Mr. Kuhn to be an ethical and good developer who employs local workers and I totally support this proposal.

From: [MIKE LAWRENCE](#)
To: [Simpson, Courtney](#)
Subject: Christo Kuun's proposed Faye Rd. Development
Date: Monday, July 24, 2017 3:07:31 PM

Dear Ms. Simpson

Re: Christo Kuun's proposed Faye Road development.

I send you this note to say I am in favour of Christo Kuun's proposal.

I have lived in Bowser for more than 30 years, taught at Bowser Elementary from 1981 until 1991 and continue to live in this community

The development proposed by Mr. Kuun would benefit the community in many ways, including:

- Mr. Kuun has offered to help fund a trail connecting Thompson Clark West to Fay Road and therefor to Bowser Elementary School. This would encourage children and their parents to walk or ride their bikes to school instead of taking the school bus.
- The trail would also allow people to bike to the local business center instead of driving.
- Mr. Kuun is also going to donate the wetland area for a public park.
- The wetland area in the proposal would provide outdoor education opportunities for the students at the school and walking trails for local residents.

Affordable housing is necessary in all communities. This development seeks to provide affordable housing on quarter acre lots while preserving the country lifestyle we enjoy here in Bowser.

Therefor I fully support the proposed Faye Road Conservation Development.

Yours,

Michael Lawrence


Bowser BC



From:
To: [Simpson, Courtney](#)
Subject: SUPPORT LETTER for
Date: Monday, July 24, 2017 6:08:51 PM

(Two Faye Road Lots Near Bowser Elementary)

Dear Courtney,

I would like to give my support for the property owner's proposal of a residential conservation development of 16 lots on Faye Road. I would like to suggest that a site-specific policy be created for the two properties that would permit a 16-principle dwelling density without relying on density transfer to achieve this number. A covenant on the land would prevent secondary suites. There are many reasons why I support this development, including:

- There is a need for new housing in the community, especially family-oriented housing. The location near the Bowser School is ideal for encouraging young families to move to the area. Homes proposed will be modular in design keeping the costs per home at the entry level value for young families.
- The development will maintain a rural appearance, so will not conflict with the community's existing atmosphere. And the ½ acre lot sizes are consistent with many of the lots in the surrounding area.
- The creation of a trail network that would link Bowser School to Kopina and Jamieson subdivisions would be a major benefit to the school children and community members. Parents Advisory Council want linkages from the school which are safe, which this proposal would support.
- Compared to many other developments, this project has a unique approach to planning the development by considering the protection and promotion of natural, environmental, and geographical features specific to this property.
- An RDN concern is about the increase of 8 dwellings outside the village centre which is very minimal and will not have a negative impact on the area.
- The park dedication will also be an added resource for community members to enjoy with natural ponds and vegetation.

I thank you for your consideration of my feedback and hope the appropriate changes can be made to the OCP draft.

LEONARD RALPH WALKER

[REDACTED]

[REDACTED]

From: [Violet Chungranes](#)
To: [Simpson, Courtney](#)
Subject: Area H - OCP Review Comments From
Date: Wednesday, July 26, 2017 8:17:21 PM

Name:	Violet Chungranes
Email:	
Comments:	I support the proposed development on Faye Rd. in Bowser because all aspects of it suit our original Community Plan.

From: [Doug Dickson](#)
To: [Simpson, Courtney](#)
Cc: [Alexander, Randy](#); [De Pol, Sean](#); [Garbutt, Geoff](#)
Subject: Comments on June 12, 2017 RDN Area "H" OCP. Consider Adding Stronger Requirements for Full Cycle Water Conservation & Management
Date: Wednesday, July 26, 2017 5:16:22 PM

Courtney Simpson
Senior Planner
RDN

Hi Courtney-

Following up on your meeting with the Water Board last week I prepared and presented a version of what is contained below to my fellow Qualicum Bay - Horne Lake Water Board members. While many personally supported the ideas presented herein, the collective view was that the ideas reached beyond the current Water Board mandate to manage the efficient supply of water to the property line. They did not want to try to regulate or recommend new regulation within the property boundaries. For that reason the Water Board decided that they would not provide this idea to you as a Water Board matter but instead left it to me to advance personally.

I am now providing a personal recommendation for the OCP which is as follows:

In summary:

The OCP should incorporate a requirement for the full cycle economic and environmental impact of water use. To that end, the OCP should promote the long-term reduction in potable water demands and the corresponding volumetric reduction in both centralized sewage treatment requirements in village nodes and on-site (septic) disposal in rural areas. This would be a general expansion of ideas that are in place for the development area rules. Applies to new builds.

Backgrounder:

I believe that the OCP Development Rules could/should mandate grey water recycling in new builds. While that could be a full purple pipe system, I would be happy to see even a relatively simple shower-to-toilet flushing system. These systems can reduce typical water use (and volume to a sewer or septic system) by about 30%. Big enviro benefit. These systems also reduce the demand for water on our local systems, extending their life and potential need to expand them. On the other end they help reduce the total potable water use at the household level making for less wastewater for sewer systems in village nodes, and less volume impact on septic systems in rural areas. With proper planning these systems also qualify for green build LEEDs credit something that while still rare, is growing in application. More info at <http://www.allianceforwaterefficiency.org/> and <http://recoverwater.com/>

I think some of the current tension with respect to the Bowser Sewer proposal could be reduced with this sort of process but I realize we might be too late to advance this idea to solve that pressure point. I still think it is worth reviewing and incorporating so that down the road the water and wastewater management in our other village nodes can be more environmentally efficient. I do think that they should be managed in tandem not in isolation

even if system ownership is separate. Currently we are not looking at this as a total system and I think some level of opportunity is lost. Sharing this with the others listed herein as FYI given the connection to the Bowser WWM project.

I hope there is an opportunity to consider this idea. Thanks.

Regards, Doug

Doug Dickson



Qualicum Beach (QBay) BC

V9K2E4

From: [Nelson Eddy](#)
To: [Simpson, Courtney](#)
Subject: Area H - OCP Review Comments From
Date: Tuesday, July 25, 2017 10:25:20 PM

Name:	Nelson Eddy
Email:	
Comments:	<p>Re: Development requests: 1. Horne Lake Interchange: If a gas station is allowed, the tanks must have secondary catchment in case of leaking fuel (lined excavation cavity). 2. Faye Road: This proposal has obvious advantages for the neighbourhood just outside the Bowser boundary near the Bowser Elementary School. It follows the style of nearby neighbourhoods with room for personal gardens, backyard patios, etc. Given the work-around (density transfers) proposed for BSI's development and the enormous difference in scale, I believe this proposal is a minimal RGS change and should be allowed unmodified. If the RGS can be modified in a minor way to accommodate Horne Lake residents, it can be similarly modified to accommodate Bowser/Deep Bay residents. 3. Crosley Road: No comment. Agree with recommendations. 4. Arrowsmith Golf Course: No comment. 5. BSI: Unbridled density transfer simply means developers with deep pockets can violate the RGS intention to concentrate development inside the Growth Containment Boundary. In this case, the violation is a gross miscarriage of RGS Sec. 5. If the RGS Sec. 5.13 is allowed, some limits on density transfer must be implemented. For example, lot density should be applied to buildable lots, not mountain sides, swamps, road allowances, etc. If densities can be transferred from lots within Bowser, some provision must be made for the Bowser lots vacated to be maintained as green spaces or something acceptable to the immediate neighbours. Perhaps density transfers should be limited to an increase in 25% of currently allowed zoning. 6. Deep Bay Lot 13: Again, a trivial change compared to BSI's proposal. 7. I sympathise with Qualicum Landing persons who can no longer afford to live half a year out of their homes. Perhaps a levy which would cover 1/2 the rental value could be assessed to allow owners to effectively rent to themselves. This could save some from being forced to sell. 8. Horne Lake Strata: Normally I would be against modifying the RGS, but, again, in the face of the travesty of BSI's density transfer scenario, any such minor RGS change is acceptable.</p>

From: [Dianne Eddy](#)
To: [Simpson, Courtney](#)
Subject: Area H - OCP Review Comments From
Date: Wednesday, July 26, 2017 11:09:21 AM

Name:	Dianne Eddy
Email:	
Comments:	<p>Suggested Guidelines for “Density Transfers” within the Area H OCP The Regional Growth Strategy (RGS) in essence, concentrates new growth within or near existing established and defined growth centres referred to as Urban Containment Boundaries or Village Centres. Density Transfers, without strict conditions, could subterfuge this main principal. The following Guidelines are suggested: Purpose of Density Transfers: • To preserve and protect unique areas of habitat, unconfined aquifers subject to contamination, and other areas defined to be high risk areas or important habitat. Examples of “donor parcels” around Bowser: Gainsburg Swamp; the area west of highway 19A over the Deep Bay unconfined aquifer; other areas such as streams and creeks. Donor Parcels • Donor parcels are restricted to within a 10km distance of an Urban Containment Boundary or Village Centre. This would provide direct long-term benefit to the community assets with protection for aquifers and habitat, and public parks. Receiving Parcels: 1. To retain the purpose of the RGS of concentrating and encouraging growth in and immediately around Village Centres, “receiving parcels” would be required to be within 1km of a Village Containment Boundary. This would prevent uncontrolled growth away from village areas. 2. Both donor and receiver parcels must be within specified ranges of the same village centre. This would benefit the village by providing an asset as well as concentrating growth. Example: Bowser Village 3. Donor (10km) and Receiving(1km) parcels outside this range would not be acceptable. Other options such as rezoning should be considered for those areas. Full Disclosure Required For Public Review: 1. All Density Transfers require community review and support as are required for zoning changes.</p>

From: [Skyeanne jenkins](#)
To: [Simpson, Courtney](#)
Subject: Area H - OCP Review Comments From
Date: Thursday, July 27, 2017 10:43:21 AM

Name:	Skyeanne jenkins
Email:	
Comments:	I am very supportive of Christo Kuun's application to develop 16 units on Faye Road in Bowser. I know his commitment to the community and the quality of his work is outstanding and feel that the building should be approved. I am a resident on Maple Guard Road.

From: [Planning Email](#)
To: [Simpson, Courtney](#)
Subject: FW: Bowser Development Plan
Date: Monday, July 31, 2017 9:28:38 AM

Hi Courtney,

Could you reply to the email below.
Thank you.

Paula

From: E Tippe
Sent: Saturday, July 29, 2017 10:32 AM
To: Planning Email
Subject: Bowser Development Plan

Hello,

I understand you are collecting public consultation regarding Bowser and so I would like to submit that it would be very enjoyable to have cycling paths off the busy traffic routes that would lead into Qualicum and Courtenay. This would be a positive life-style change because it would not always be necessary to drive - which is tiring, stressful and does not involve exercise.

Thank you.

With regards,
Elizabeth Tippe



Bowser.

From: [Dave Simpson](#)
To: [Bill Veenhof](#)
Cc: [Thompson, Paul](#); [Simpson, Courtney](#)
Subject: Comments on current OCP Draft of May 10, 2017
Date: Sunday, July 30, 2017 7:20:41 AM
Attachments: [Concerns with OCP Draft of May 10.docx](#)

Bill, Paul and Courtney

Attached are my comments on the current OCP Draft.

There is quite a lot of community interest in further review of the document as it is currently drafted with most concerns being the Density Transfer and how it would be implemented. There is a large percentage of the community of Deep Bay who want implementation of some form of cluster housing or affordable smaller lots for housing.

The majority of aquiculture workers here currently must commute as our community has become totally unaffordable for young families to acquire homes and /or lots.

Cheers
Dave

Concerns with OCP Draft of May 10, 2017

Feed Back to Working Group and Area H Community Membership:

Revisions to current OCP May 10 Draft subsequent to the public input from the June 28th town hall meeting at Lighthouse Community Hall should be made public to allow for the community to fully review.

Density Transfer:

The whole Density Transfer concept could have benefitted from being brought forward at least 6 months earlier in the whole OCP process. This concept is a complex and challenging way to achieve the communities' desire to have alternate sizes of lots and provide more affordable housing for younger families within Area H. There are only a very small number of owners of large lots who are interested in transferring their density. The majority of current owners that I have discussed this concept with (corporate and private) want to develop their own lands and not transfer any of their properties density.

We have not had a sufficient length of time in the OCP process to fully flesh out this concept and determine its "viability" within Area H. While there are examples where this has been accomplished in other regional districts, we have found that other Regional District Planners outside of the RDN would not touch this concept with a 10 foot pole. The cost of buying Density Transfer appears to be a "First Come /First Served" basis and has potential to rapidly escalate in cost significantly for subsequent purchasers of Density.

Achieving target density on specific properties has the potential to lessen the amount of funds developers have left over to provide community services and /or tracts of undeveloped green space upon development. Do we really want to limit flexibility for innovative solutions on any future developments?

Large tracts of land require significant investment of funds for which banks seek "Master Plan" long range long development plans. Density Transfer costs could potentially limit the effective size of future development to about 10 to 15 Lots could limit land developers available funds for services, infrastructure and sewage facilities. The community has expressed significant sentiment to have minimal impact to Area H aquiculture so we must not have new individual septic systems installed anywhere near to Baynes Sound shell fish resources and facilities.

FireSmart:

The current OCP Draft does not adequately follow current Community Wildfire Protection Plan Guidelines for minimizing the extent of risk for access in urban /interface housing developments. There are currently 9 small communities which potentially have a significant risk for resident evacuation in the event of a wildfire occurring within adjacent forest lands due to not having multiple exit /egress roads (Boorman, Charlton, Cochrane, Cowland, Gainsberg, Jamieson, McColl, Olympic, and Stead roads).

Some measure of protection should be considered for treating either side of these roads for the reduction of roadside fuel accumulations to allow for emergency response crew's entry and residents egress. Both fire crew and home owners could become trapped with no safe entry /exit of the fire scene. Ultimately as global warming progresses, these roads should be identified or modified to allow connection with adjacent roads systems or creation of "Loop" road patterns to allow residents and first responders multiple entry and escape paths in the event of fire. The present OCP Draft lack of direction for reducing this source of Risk could leave the RDN open to potential legal action in the event of a wildfire.

From: [JETTY NIET](#)
To: [Simpson, Courtney](#)
Subject: RE: Area H - OCP Review Comments From
Date: Tuesday, August 01, 2017 4:19:17 PM

YES that is indeed the one I am talking about.

----- Original Message -----

From: Simpson, Courtney <CSimpson@rdn.bc.ca>
To: 'Jetty Niet'
Sent: Mon, 24 Jul 2017 12:58:33 -0600 (MDT)
Subject: RE: Area H - OCP Review Comments From

Hi Jetty,

Thanks for the email. Can you clarify for me which part of the draft Official Community Plan Review you are talking about? Is it the Baynes Sound Investment proposal for development in the Deep Bay area?

Thanks,
Courtney

Courtney Simpson
Senior Planner
Strategic & Community Development
Regional District of Nanaimo
Ph: (250) 390-6510
Direct: (250) 390-6563
csimpson@rdn.bc.ca<<mailto:csimpson@rdn.bc.ca>>

From: Jetty Niet
Sent: Thursday, July 20, 2017 8:44 PM
To: Simpson, Courtney <CSimpson@rdn.bc.ca>
Subject: Area H - OCP Review Comments From

Name:

Jetty Niet

Email:



Comments:

This project is not suitable for the community of Bowser/ Deep Bay. The road to the harbour is way too busy and there are no benefits to the community.

From: [Violet Chungranes](#)
To: [Simpson, Courtney](#)
Subject: Area H - OCP Review Comments From
Date: Tuesday, July 25, 2017 11:20:31 AM

Name:	Violet Chungranes
Email:	
Comments:	I oppose having density transfer added to the OCP in area H because it appears that growth will occur to its full potential eventually with cities growing right over the mountaintops. The mandate of the RDN is to see that the quality of life in the present neighbourhoods and future changes should be dictated by the residents and not the dreams of the developers.

From: [Dianne](#)
To: [Simpson, Courtney](#)
Subject: Community comment... "Density Transfers"
Date: Wednesday, July 26, 2017 3:20:12 PM

Hello Courtney,

I received this email this morning regarding density transfers, and I think she is right.

As always, I'm following your email thread.

In addition to all e-thread comments & personal discussions thus far, I sincerely believe all persons from the Working Group should request a minimum of 30 'extra' days (i.e. August 30, 2017) for comments & include an interim WG meeting for the express purpose of exploring/explaining this 'new' issue as this must be thoroughly parsed as a Group. There should be minutes recorded & this issue should be put to a vote.

Frankly, I'm very disappointed in the RDN for silently slipping this in without truly consulting the WG or 'community at large'.

As this is a critical part of the OCP, certainly giving it extra time for public discussion would be prudent. Let's get it right – we have all invested a lot of time and effort into this OCP. While August is suggested, I would think staff needs that time to consolidate and review input from the public and put together the necessary criteria/details for the OCP. September would be a better timeline for the WG/public meetings, as many are likely on holiday and advanced scheduling/announcement, etc., would also be necessary. Public opinion should be encouraged as density transfers will have a profound effect on the communities in Area H.

Regards,
Dianne

① Water Supply

A ground water Feasibility study done in 2014 indicates sufficient water is AVAILABLE

B if DEEP Bay Southwest consist of 5 ACRE lots we could EXPERIENCE 15 to 20 NEW WELLS BEING DRILLED in our Aquifers where they would not BE MONITORED OR CONSUMPTION

② Water Supply Security

A should DEEP Bay Southwest be done in 5 ACRE lots with independent WELLS & SEPTIC SYSTEMS that could include Hobby Farms & Agriculture if could impact or contaminate the Aquifers

B DEVELOPMENT with cluster housing along with proposed tertiary Sewage System would ELIMINATE this CONCERN

③ Safety CONCERNS FOR DEEP Bay EMERGENCY Responders and Community

A THE CURRENT plan outlined by DEEP Bay Southwest is to construct a SECOND ACCESS Road to Hwy 194 prior to there CONSTRUCTION this would ALLOW AN ESCAPE ROUTE AS WELL AS TAKING THE LOADS OFF GAINSBURG Rd AND THE PIPES UNDER IT

B if PROPERTY is done in 5 ACRE lots WHERE FIRE FIGHTERS find Hydrants AS OUR TRUCKS ARE NOT TANKERS.

RECEIVED
AUG 03 2017
STRATEGIC & COMMUNITY
DEVELOPMENT

④ Protection of BAYNES SOUND RESOURCES ②

A It was very clear at the OCP meeting protect ~~low~~ of the shore line & shellfish industry was important. So cluster housing with sewage system would add housing for the many workers and really help the area from contamination

⑤ Financial considerations of OCP

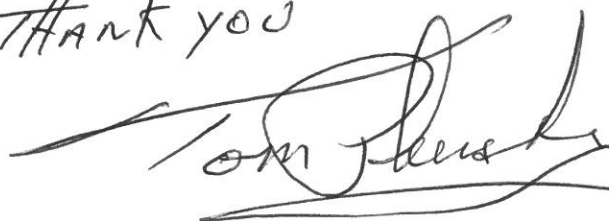
A More rate payers could help with funding of new hall

B on the current OCP draft page 60 paragraph 7.2 notes services for area it were made available so what did you put toward our fire truck or fire hall?

⑥ Conclusion

Considering the sewer treatment plant, Exit Rd, contribution to environment and the shellfish industry ~~and~~ housing w/hy is there no support from R.D.N. representative or staff

Thank you



From: [Greta Taylor](#)
To: [Simpson, Courtney](#)
Subject: Area H - OCP Review Comments From
Date: Wednesday, July 26, 2017 3:56:08 PM

Name:	Greta Taylor
Email:	
Comments:	<p>Regarding the plan for Density transfer, I am totally opposed to this plan as it appears to circumvent the Regional Growth Strategy. I feel the RDN are working towards the demise of the current ambiance and beauty of Area H and if this is allowed to continue across the Municipalities of Vancouver Island, it will result in the same situation as Victoria and Vancouver, in that it will be too expensive to live here in the future, which will curtail tourism because who will want to visit this beautiful Island if all the wonderful scenery is marred by development. I feel that the RDN will be responsible for the demise of Vancouver Island as a tourist destination or beautiful place to live. Most of the residents right now came here to live in a peaceful and lovely place with space around us to breath fresh air, still able to drive around our area safely on uncongested roads. As the RDN has proposed a plan that is not in accordance with the Regional Growth Strategy, and is therefore unacceptable and could be classed as somewhat underhanded.</p>

From: happyseagull59@mail.com
To: [Simpson, Courtney](#)
Subject: OCP review
Date: Thursday, August 03, 2017 6:02:14 AM

Courtenay:

Here is feedback on the draft of the Official Community Plan for Area H. The comments below are specific to the property development request for Deep Bay Southwest (policy 9 through 19).

- Overall concerned about the potential 300 residential dwelling units. So many units could easily detract from the growth and viability of Bowser Village. A lesser number of dwelling units should be considered.
- **Policy 9b:** Strongly believe that secondary suites should not be allowed at all (even for single-family dwelling units) and that a covenant should be written to prevent any secondary suites.
 - The potential of 300 residential dwelling units is already an exorbitant amount for such a small community, so adding secondary suites will further increase this number. At past Working Group meetings, the current developers of Deep Bay Southwest stated that they were content to exclude the possibility of secondary suites.
- **Policy 10a & 10b:** Strongly believe that a public road access from the development to Highway 19A should be mandatory at the beginning of construction, and road access from the development to Gainsburg Road should only be constructed if a road connecting to Highway 19A already exists. Reasoning for this will be discussed in the comments below for policy 18.
- **Policy 14a & 14d:** Agree that these policies should be strictly monitored and enforced.
 - Protecting sensitive areas (such as wetlands, eagle nests and perch trees, etc.) from being disturbed by development construction is very important, as is preserving as many trees and vegetation as possible. Retaining the trees and vegetation benefits the environment and existing wildlife, and would help Deep Bay Southwest maintain the rural characteristic of the surrounding residences.
- **Policy 16:** A land-based wastewater treatment system should be strongly considered as an alternative to a marine outfall wastewater treatment system.
- **Policy 18:** Strongly believe that public road access from the development directly to Highway 19A must be constructed at the beginning of the development construction. Road access from the development to Gainsburg Road must not be the primary access. Making the Highway 19A access mandatory only when the number of units is greater than 150 is not acceptable. Allowing this increase in vehicle traffic on Gainsburg Road (even via Crome Point Road) would have a significant negative impact on the current Deep Bay residents.
 - As it currently stands in the OCP draft, public road access from the development to Highway 19A is only required if more than 150 residential units are built. It is reasonable to assume that the development residents will add a minimum of 150 cars to the area. (Most people will rely on vehicles to get around, especially since the development is in a rural area and there is very limited access to frequent public transportation. Many of the current Deep Bay residents own at least one vehicle that is used as their main source of transportation, and many multi-person households have more than one vehicle. Therefore, the estimate that the Deep Bay Southwest residents will have a total of 150 cars could in fact be much greater).
 - This potentially huge increase in vehicle traffic would have a considerable negative impact on the existing Deep Bay residents. Gainsburg Road is already in poor condition. There are many potholes and areas of road sagging that have not been tended to. Major work is needed to improve the conditions of Gainsburg Road before it could sustain the vehicle traffic increase that Deep Bay Southwest would cause.
 - Gainsburg Road is already very busy with vehicle traffic, particularly in the summer months. There is a constant issue with vehicles speeding above the speed limit. This affects the safety of many pedestrians, runners, dog walkers, and cyclists who frequently use the road. Adding the vehicles from Deep Bay Southwest could quickly worsen the safety of Gainsburg Road.
 - The possibility of having only one access to the development (via Highway 19A) should be strongly

considered. This would make Deep Bay Southwest its own subdivision, and would be much the same as Deep Bay and Jamieson subdivisions.

- **Policy 19a:** Agree that this is an important amenity and that affordable housing (or a monetary contribution) should be provided.
- **Policy 19b-e:** Agree that all the desired community amenities must be open to general public use (it should not be exclusively for the residents of this development).

There are many community members who are concerned with aspects of the proposed Deep Bay Southwest development, particularly the issue of the road access. Allowing the development's sole access to be via Gainsburg Road would have a substantial negative impact on the existing residents of Deep Bay. We hope the RDN planning staff will consider making the public road access from the Deep Bay Southwest development to Highway 19A a mandatory condition at the beginning of construction, rather than allowing 150 units to be constructed before the road access be built to public-use standards.

Sincerely,

LEONARD RALPH WALKER



Deep Bay

I did not write this but I believe every word and support this stance towards the OCP

-Len

From: [PENNY WOOD](#)
To: [Simpson, Courtney](#)
Subject: Density Transfer
Date: Wednesday, July 26, 2017 3:56:23 PM

Hello Ms. Simpson,

I believe density transfer is a bad idea and is not in the best interests of the community.

Thank you,
Russell Wood

Note: 60 copies of this letter were received by the RDN signed by different people.



Letter of Support
(Two Faye Road Lots Near Bowser Elementary)

Dear Courtney,

I am writing to you with feedback I have about the Official Community Plan Draft for Area H, specifically relating to the two Faye Road lots near Bowser Elementary. I would like to state my support for the property owner's proposal of a residential conservation development of 16 lots. I would like to suggest that a site-specific policy be created for the two properties that would permit a 16 principle dwelling density without relying on density transfer to achieve this number. There are many reasons why I support this development, including:

- The increase of 8 dwellings outside the village centre is very minimal and will not have a negative impact on the area.
- There is a need for new housing in the community, especially family-oriented housing. The location near the Bowser School is ideal for encouraging young families to move to the area.
- There is a need for affordable housing in the community, especially to help encourage young families to move to the area.
- The development will maintain a rural appearance, so will not conflict with the community's existing atmosphere. And the ½ acre lot sizes are consistent with many of the lots in the surrounding area.
- Compared to many other developments, this project has a unique approach to planning the development by considering the protection and promotion of natural, environmental, and geographical features specific to this property.
- This development considers the protection of the environmentally sensitive wetland area by keeping that area undeveloped, and by creating walking trails that would limit where people can walk and help preserve as much vegetation as possible. These trails would also be an asset to surrounding community members.
- The creation of a trail network that would link Bowser School to Kopina and Jamieson subdivisions would be a major benefit to the school children and community members.
- The park dedication will also be an added resource for community members to enjoy.

I thank you for your consideration of my feedback and hope you will make the appropriate changes to the OCP draft.

Sincerely,

A handwritten signature in dark ink, appearing to read "DF Stubbs".

DF STUBBS

PS - see over.

Letter of Support (Faye Road)

Despite the importance of the Regional Growth Strategy (RGS), we must also remember that it is simply a "strategy" to help us achieve the long terms goals of our communitie(s). As stated, " the RGS should provide the **general** framework for directing growth and land use." The RGS is not a "detail" document and it is impractical to think that there will never be some great ideas that are not strictly addressed by a specific clause in the present RGS... or that one policy should be able to over ride all the other parts of the strategy. "The detailed policies and regulatory framework"...will continue to be found in the OCP and zoning bylaws.

Amenties that are proposed, beyond statutory requirements, should receive due consideration regarding value to the local community. They may indeed be of greater benefit than the costs and complications of density transfer.

As time goes on we need to be able to identify prospective "sustainable communities", big or small, that might be created to foster the social, economic, or environmental goals of the RGS. The RGS needs to have room for new ideas, without being the "BIG STICK" as it is presently being used in the Area H OCP review.

In a region as big and diverse as ours, it is naïve to think that 4 municipalities and 12 or so rural village centres (RVC) will address all of our settlement needs in the future, especially when a number of RVC's need a detailed review and may no longer be sustainably appropriate in their present form. Logical proposals identified during the OCP review should be presented honestly and fairly by staff so that our elected members can recognize worthwhile opportunities.

The Faye Road proposal appears to address most of the 11 goals of the RGS and deserves consideration.

A handwritten signature in black ink, appearing to be the initials 'AB' with a stylized flourish extending to the right.

Area H OCP Feedback (Deep Bay Southwest)



Dear RDN Planning Staff,

Here is feedback on the draft of the Official Community Plan for Area H. The comments below are specific to the property development request for Deep Bay Southwest (policy 9 through 19).

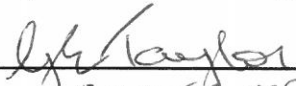


- Overall concerned about the potential 300 residential dwelling units. So many units could easily detract from the growth and viability of Bowser Village. A lesser number of dwelling units should be considered.
- **Policy 9b:** Strongly believe that secondary suites should not be allowed at all (even for single-family dwelling units) and that a covenant must be written to prevent any secondary suites.
 - The potential of 300 residential dwelling units is already an exorbitant amount for such a small community, so adding secondary suites will further increase this number. At past Working Group meetings, the current developers of Deep Bay Southwest stated that they were content to exclude the possibility of secondary suites.
- **Policy 10a & 10b:** Strongly believe that a public road access from the development to Highway 19A must be mandatory at the beginning of construction, and road access from the development to Gainsburg Road should only be constructed if a road connecting to Highway 19A already exists. Reasoning for this will be discussed in the comments below for policy 18.
- **Policy 14a & 14d:** Agree that these policies should be strictly monitored and enforced.
 - Protecting sensitive areas (such as wetlands, eagle nests and perch trees, etc.) from being disturbed by development construction is very important, as is preserving as many trees and vegetation as possible. Retaining the trees and vegetation benefits the environment and existing wildlife, and would help Deep Bay Southwest maintain the rural characteristic of the surrounding residences.
- **Policy 16:** A land-based wastewater treatment system must be strongly considered as an alternative to a marine outfall wastewater treatment system.
- **Policy 18:** Strongly believe that public road access from the development directly to Highway 19A must be constructed at the beginning of the development construction. Road access from the development to Gainsburg Road must not be the primary access. Making the Highway 19A access mandatory only when the number of units is greater than 150 is not acceptable. Allowing this increase in vehicle traffic on Gainsburg Road (even via Crome Point Road) would have a significant negative impact on the current Deep Bay residents.
 - As it currently stands in the OCP draft, public road access from the development to Highway 19A is only required if more than 150 residential units are built. It is reasonable to assume that the development residents will add a minimum of 150 cars to the area. (Most people will rely on vehicles to get around, especially since the development is in a rural area and there is very limited access to frequent public transportation. Many of the current Deep Bay residents own at least one vehicle that is used as their main source of

transportation, and many multi-person households have more than one vehicle. Therefore, the estimate that the Deep Bay Southwest residents will have a total of 150 cars could in fact be much greater).

- This potentially huge increase in vehicle traffic would have a considerable negative impact on the existing Deep Bay residents. Gainsburg Road is already in poor condition. There are many potholes and areas of road sagging that have not been tended to. Major work is needed to improve the conditions of Gainsburg Road before it could sustain the vehicle traffic increase that Deep Bay Southwest would cause.
- Gainsburg Road is already very busy with vehicle traffic, particularly in the summer months. There is a constant issue with vehicles speeding above the speed limit. This affects the safety of many pedestrians, runners, dog walkers, and cyclists who frequently use the road. Adding the vehicles from Deep Bay Southwest could quickly worsen the safety of Gainsburg Road.
- The possibility of having only one access to the development (via Highway 19A) should be strongly considered. This would make Deep Bay Southwest its own subdivision, and would be much the same as Deep Bay and Jamieson subdivisions.
- **Policy 19a:** Agree that this is an important amenity and that affordable housing (or a monetary contribution) should be provided.
- **Policy 19b-e:** Agree that all the desired community amenities must be open to general public use (it should not be exclusively for the residents of this development).

There are many community members who are concerned with aspects of the proposed Deep Bay Southwest development, particularly the issue of the road access. Allowing the development's sole access to be via Gainsburg Road would have a substantial negative impact on the existing residents of Deep Bay. We hope the RDN planning staff will consider making the public road access from the Deep Bay Southwest development to Highway 19A a mandatory condition at the beginning of construction, rather than allowing 150 units to be constructed before the road access be built to public-use standards.

List of community members who agree and support the comments stated above:

- 1) Signature: 
Name: GRETA TAYLOR
Email: [REDACTED]
- 2) Signature: 
Name: PETER W. TAYLOR
Email: —
- 3) Signature: 
Name: Susan Grace
Email: _____

4) Signature: S Wahlgren
Name: Sandra Wahlgren
Email: [REDACTED]@[REDACTED]

5) Signature: Richard Wahlgren
Name: Richard Wahlgren
Email: [REDACTED]

6) Signature: Dianne Eddy
Name: DIANNE EDDY
Email: [REDACTED]

7) Signature: W. Eddy
Name: W. EDDY
Email: [REDACTED]

8) Signature: Norma Boulton
Name: NORMA BOULTON LONGVIEW DR.
Email: [REDACTED]

9) Signature: Norma Boulton
Name: Norma Boulton Longview Drive
Email: [REDACTED]

10) Signature: Randi Myhras
Name: RANDI MYHRAS
Email: [REDACTED]@[REDACTED]

11) Signature: Ann Jaechel
Name: ANN JAECHEL
Email: [REDACTED]

12) Signature: Christian Jaechel
Name: CHRISTIAN JAECHEL
Email: [REDACTED]

13) Signature: George Zussavli
Name: GEORGE ZUSSAVLI
Email: [REDACTED]

14) Signature: *M. Jussault*
Name: MARLENE JUSSAULT
Email: _____

15) Signature: *Cathy Shideler*
Name: CATHY SHIDELER
Email: _____

16) Signature: *Norm Shideler*
Name: NORM SHIDELER
Email: _____

17) Signature: Monica Kunn
Name: Monica Kunn
Email: moni[REDACTED]ne[REDACTED].[REDACTED]

18) Signature: Sandra Kandler
Name: SANDRA KANDLER
Email: _____

19) Signature: Brian Cornish
Name: Brian Cornish
Email: _____

20) Signature: *Alan Webb*
Name: ALAN WEBB
Email: [REDACTED]

21) Signature: *Sherrie Webb*
Name: Sherrie Webb
Email: [REDACTED]

22) Signature: _____
Name: _____
Email: _____

23) Signature: _____
Name: _____
Email: _____