

REGIONAL DISTRICT OF NANAIMO
ELECTORAL AREA SERVICES COMMITTEE
AGENDA

Tuesday, October 10, 2017

1:30 P.M.

RDN Board Chambers

This meeting will be recorded

Pages

1. CALL TO ORDER
2. APPROVAL OF THE AGENDA
3. ADOPTION OF MINUTES
 - 3.1 Electoral Area Services Committee Meeting - September 12, 2017 6

That the minutes of the Electoral Area Services Committee meeting held September 12, 2017, be adopted.
4. DELEGATIONS
5. CORRESPONDENCE
6. COMMITTEE MINUTES

That the following minutes be received for information:

 - 6.1 Electoral Area 'A' Parks, Recreation and Culture Commission - September 20, 2017 10
 - 6.2 Nanoose Bay Parks and Open Space Advisory Committee - September 13, 2017 13
7. COMMITTEE RECOMMENDATIONS
 - 7.1 Electoral Area 'A' Parks, Recreation and Culture Commission
 - 7.1.1 Cedar Skatepark
Please note: Committee recommendation has no accompanying staff report

That staff investigate the potential options of creating an area for a viewing platform for the Cedar Skatepark.

7.2 Nanoose Bay Parks and Open Space Advisory Committee

7.2.1 Natural Playgrounds - Summary Report

17

That Stone Lake Community Park be pursued as a pilot project for a natural playground and moved forward in the work plan to begin community engagement.

8. PLANNING

8.1 Development Variance Permit

8.1.1 Development Variance Permit Application No. PL2017-099 - 1360 Valley Road, Electoral Area 'F'

32

Delegations Wishing to Speak to Development Variance Permit Application No. PL2017-099 - 1360 Valley Road, Electoral Area 'F'

1. That the Board approve Development Variance Permit No. PL2017-099 to increase the maximum permitted floor area of a building from 1,500 m² to 2,000 m² to permit the construction of a new commercial building and to reduce the number of parking spaces required for the existing building supply and lumber outlet from 53 to 20, subject to the terms and conditions outlined in Attachments 2 to 4.

2. That the Board direct staff to complete the required notification for Development Variance Permit No. PL2017-099.

8.1.2 Development Variance Permit Application No. PL2017-126 - 2471 Nanoose Road, Electoral Area 'E'

43

Delegations Wishing to Speak to Development Variance Permit Application No. PL2017-126 - 2471 Nanoose Road, Electoral Area 'E'

1. That the Board approve Development Variance Permit No. PL2017-126 to permit a parking area within the Front Lot Line and Other Lot Line setbacks subject to the terms and conditions outlined in Attachments 2 to 4.

2. That the Board direct staff to complete the required notification for Development Variance Permit No. PL2017-126.

3. That, as the 2017 Budget includes \$7,500 for the project and as an additional \$20,000 is required for a total of \$27,500, the additional funds requested be considered by the Board during the 2018 Budget deliberations.

8.2 Subdivision Application

8.2.1 Subdivision Application No. PL2017-034 - Stewart Road, Electoral Area 'E' 52

That five percent (5%) cash-in-lieu of parkland dedication be accepted in conjunction with Subdivision Application No. PL2017-034.

8.3 Other

8.3.1 Rural Area Signage Project Results and Recommendations 60

1. That the Board receive the results of the open houses included as Attachment 1 and questionnaire results included as Attachment 2.
2. That the Board direct staff to prepare a report on potential amendments to "Regional District of Nanaimo Electoral Area 'F' Zoning and Subdivision Bylaw No. 1285, 2002", "Regional District of Nanaimo Land Use and Subdivision Bylaw No. 500, 1987", and, "Regional District of Nanaimo Sign Bylaw No. 993, 1995" to enhance the ability to construct community kiosks, and community identification and wayfinding signage.
3. That the Ministry of Transportation and Infrastructure be requested to consider implementing the specific signage improvements identified through the rural area signage project community engagement process as presented in Attachment 3.
4. That the Board direct staff to prepare an informational webpage advising members of the public and community groups how to request signage improvements and how to obtain approval to install signage.
5. That the Board recognize the communities as listed in Attachment 4 for the purpose of making application to the Ministry of Transportation and Infrastructure to install signage in the road rights-of-way under the Ministry's Policy Manual for Supplemental Signs.
6. That the Ministry of Transportation and Infrastructure be requested to include the communities identified in Attachment 4 in its Guide Sign and Service and Attraction signage programs.

8.3.2 Electoral Area ‘H’ Official Community Plan Review - Amendment Bylaw No. 1335.06 - First and Second Reading 100

1. That the Board introduce and give first reading to “Regional District of Nanaimo Electoral Area ‘H’ Official Community Plan Amendment Bylaw No. 1335.06, 2017”.

2. That the Board give second reading to “Regional District of Nanaimo Electoral Area ‘H’ Official Community Plan Amendment Bylaw No. 1335.06, 2017”.

3. That the Board direct the Public Hearing on “Regional District of Nanaimo Electoral Area ‘H’ Official Community Plan Amendment Bylaw No. 1335.06, 2017”, be chaired by Director Veenhof or his alternate.

4. That the Board direct an additional public information meeting prior to the public hearing to provide information and answer questions related to the draft Official Community Plan.

8.3.3 Government of British Columbia Cannabis Regulation Engagement
(To be distributed separately)

9. EMERGENCY PREPAREDNESS

9.1 Emergency Program Gap Analysis – Projects Update 278

That the Emergency Program Gap Analysis - Project Update be received for information.

10. FIRE PROTECTION

10.1 Fire Services Review – 2017 Projects Update 282

That the Fire Services Review - 2017 Projects Update be received for information.

11. BYLAW ENFORCEMENT

11.1 1415 Spruston Road - Unsightly/Hazardous Property 285

That the Board direct staff to proceed with the clean up and remediation of Lot 1, Section 3, Range 6, Plan VIP62055, Cranberry District (1415 Spruston Road) at the owner’s expense, in accordance with the BC Supreme Court Order dated July 10, 2017.

12. BUSINESS ARISING FROM DELEGATIONS

13. NEW BUSINESS

13.1 Directors' Forum

- Planning
- Community Parks
- Emergency Preparedness
- Fire Protection
- Bylaw Enforcement
- Building Inspection
- Other Electoral Area Matters

14. ADJOURNMENT

REGIONAL DISTRICT OF NANAIMO

MINUTES OF THE ELECTORAL AREA SERVICES COMMITTEE MEETING

Tuesday, September 12, 2017

1:30 P.M.

RDN Board Chambers

In Attendance:	Director W. Veenhof Alternate	Chair
	Director K. Wilson	Electoral Area A
	Director H. Houle	Electoral Area B
	Director M. Young	Electoral Area C
	Director B. Rogers	Electoral Area E
	Director J. Fell	Electoral Area F
Regrets:	Director J. Stanhope	Electoral Area G
	Director A. McPherson	Electoral Area A
Also in Attendance:	P. Carlyle	Chief Administrative Officer
	R. Alexander	Gen. Mgr. Regional & Community Utilities
	G. Garbutt	Gen. Mgr. Strategic & Community Development
	T. Osborne	Gen. Mgr. Recreation & Parks
	J. Harrison	Director of Corporate Services
	W. Idema	Director of Finance
	D. Pearce	Director of Transportation & Emergency Services
	J. Hill	Mgr. Administrative Services
	J. Holm	Mgr. Current Planning
	J. Wilson	Mgr. Emergency Services
	B. Ritter	Recording Secretary

CALL TO ORDER

The Chair called the meeting to order and respectfully acknowledged the Coast Salish Nations on whose traditional territory the meeting took place.

The Chair welcomed Alternate Director Wilson to the meeting.

APPROVAL OF THE AGENDA

It was moved and seconded that the agenda be approved as presented.

CARRIED UNANIMOUSLY

ADOPTION OF MINUTES

It was moved and seconded that the following minutes be adopted:

Electoral Area Services Committee Meeting - July 11, 2017

Special Electoral Area Services Committee - August 22, 2017

CARRIED UNANIMOUSLY

DELEGATIONS

Richard Strachan and Laurie MacDonald, Gabriola Island Community Hall Association, re Gabriola South Island Emergency Reception Centre & Generator

Joyce Babula (President) and Richard Strachan (Treasurer) of the Gabriola Island Community Hall Association spoke in support of the Gabriola Island Community Hall for the location of an Emergency Reception Centre.

COMMITTEE MINUTES

It was moved and seconded that the following minutes be received for information:

Electoral Area 'B' Parks and Open Space Advisory Committee Meeting - July 24, 2017.

CARRIED UNANIMOUSLY

COMMITTEE RECOMMENDATIONS

Electoral Area 'B' Parks and Open Space Advisory Committee

Bylaw Referral Park Implications Gabriola Local Trust Committee Bylaw Nos. 289 and 290 (Potlatch Density Transfer)

It was moved and seconded that the Board advise the Gabriola Island Local Trust Committee that the Regional District of Nanaimo will accept the proposed 16.4-hectare parkland dedication through subdivision under Section 510 of the *Local Government Act* following adoption of Bylaws 289 and 290 by the Islands Trust.

CARRIED UNANIMOUSLY

It was moved and seconded that the Board advise the Gabriola Island Local Trust Committee that the Regional District of Nanaimo will accept proposed SRW #1, #2, #3 and #4 as public trail connections through subdivision following adoption of Bylaws 289 and 290 by the Islands Trust.

CARRIED UNANIMOUSLY

It was moved and seconded that the Board direct staff to include planning and development of the parkland dedication and trails in the Electoral Area 'B' Parks and Open Space Advisory Committee work planning session for prioritization and \$186,000 be included in the long term Financial Plan.

CARRIED UNANIMOUSLY

PLANNING

Zoning Amendment

Zoning Amendment Application No. PL2015-172 - 846 Island Highway West, Electoral Area 'G' - Amendment Bylaw 500.404, 2017 - First and Second Reading

It was moved and seconded that the Board receive the Summary of the Public Information Meeting held on October 3, 2016.

CARRIED UNANIMOUSLY

It was moved and seconded that the conditions set out in Attachment 3 of the staff report be completed prior to Amendment Bylaw No. 500.404 being considered for adoption.

CARRIED UNANIMOUSLY

It was moved and seconded that “Regional District of Nanaimo Land Use and Subdivision Amendment Bylaw No. 500.404, 2017”, be introduced and read two times.

CARRIED UNANIMOUSLY

It was moved and seconded that the Public Hearing on “Regional District of Nanaimo Land Use and Subdivision Amendment Bylaw No. 500.404, 2017”, be chaired by Director Stanhope or his alternate.

CARRIED UNANIMOUSLY

EMERGENCY PREPAREDNESS

Gabriola Island Reception Centre – South Island

It was moved and seconded that the Board enter into a 5 year License of Use agreement at \$1 per year, with the Gabriola United Church for an Emergency Reception Centre and that the Regional District of Nanaimo purchase and install a 30 kW emergency standby generator for the purposes of an Emergency Reception Centre at the Gabriola United Church.

Opposed (1): Director Young

CARRIED

FIRE PROTECTION

Fire Protection Services Agreement with City of Parksville

It was moved and seconded that the Board approve the addendum to the Fire Protection Services Agreement with the City of Parksville covering portions of Electoral Area 'G'.

CARRIED UNANIMOUSLY

BUILDING INSPECTION

Building Permit Activity – Second Quarter 2017

It was moved and seconded that the report on building permit activity for the second quarter of 2017 be received for information.

CARRIED UNANIMOUSLY

NEW BUSINESS

Electoral Area 'B' Community Works Funds - Huxley Community Park Playground Project

It was moved and seconded that up to \$66,500 of Electoral Area 'B' Community Works Funds be allocated for Phase 2 Playground Equipment to be used if required to complete the Huxley Community Park Playground Project.

CARRIED UNANIMOUSLY

Directors' Forum

The Directors' Forum included discussions related to Electoral Area matters.

ADJOURNMENT

It was moved and seconded that the meeting be adjourned.

CARRIED UNANIMOUSLY

TIME: 2:28 PM

CHAIR

CORPORATE OFFICER

REGIONAL DISTRICT OF NANAIMO

MINUTES OF ELECTORAL AREA 'A' PARKS, RECREATION AND CULTURE COMMISSION MEETING

Wednesday, September 20, 2017

7:00 P.M.

Cedar Heritage Centre

In Attendance:	Director A. McPherson	Chair
	Commissioner A. Davies	Member at Large
	Commissioner J. Fiddick	Member at Large
	Commissioner B. White	Member at Large
	Commissioner J. O'Connor	Member at Large
Regrets:	Commissioner A. Thornton	Member at Large
	Commissioner G. Gidden	Member at Large
	Commissioner K. Wilson	Member at Large
Also in Attendance:	H. King	Superintendent of Recreation Program Services
	E. McCulloch	RDN Park Planner
	K. Cramer	RDN Park Planner
	A. Harvey	Recording Secretary

CALL TO ORDER

The Chair called the meeting to order and respectfully acknowledged that the meeting was taking place on the traditional territory of the Coast Salish Nations.

The Chair also welcomed and introduced Kelsey Cramer as the Park Planner who is now assigned to Electoral Area 'A' community parks and thanked Elaine McCulloch for her work over the years.

APPROVAL OF THE AGENDA

It was moved and seconded that the Agenda be approved as presented.

CARRIED UNANIMOUSLY

ADOPTION OF MINUTES

Electoral Area 'A' Parks, Recreation and Culture Commission Meeting - February 22, 2017

It was moved and seconded that the minutes of the Electoral Area 'A' Parks, Recreation and Culture Commission meeting held February 22, 2017, be adopted.

CARRIED UNANIMOUSLY

CORRESPONDENCE

K. St. Cyr, SD68 re Island Health Grant

It was moved and seconded that the correspondence from K. St. Cyr, School District 68 re: Island Health Grant be received.

CARRIED UNANIMOUSLY

M. Rowell, re Wooden Owls on Trees in Forest Trails

It was moved and seconded that the correspondence from M. Rowell, re: Wooden Owls on Trees in Forest Trails be received.

CARRIED UNANIMOUSLY

UNFINISHED BUSINESS

Driftwood Beach Access Stairs – Community Information Meeting

K. Cramer provided the Commissioners with some dates available for the Driftwood Beach Access community information meeting. The Commissioners discussed what dates and times worked best and decided on Saturday, November 4th 10am-12pm at the access site. K. Cramer will send out letters to the neighborhood residents.

Cedar Skatepark Toilet

K. Cramer reminded the Commission of the flooding and vandalism that has occurred to the Cedar Skatepark toilet. She suggested some possible options such as a portable toilet for part of the year, moving or removing the toilet. The Committee felt it was important for the toilet to be open spring, summer, and fall. K. Cramer said she would provide more options at the next meeting

REPORTS

Parks Update Report –January-March 2017

K. Cramer gave some updates to EA 'A' items in the report.

Commissioner O'Connor asked how EA 'A' can get information about programs in D69. H. King said she could have some RDN Active Living Guides put at the Cedar Heritage Centre. The Commissioners discussed how they could post information at the new Tipple at Cedar Plaza. It had been requested previously that a locked notice board be installed so that items could be posted. It was discussed about who could do this for the RDN and other organizations and about how events/programs in general could be promoted in the area.

It was moved and seconded that the Parks Update Report - Jan-Mar be received.

CARRIED UNANIMOUSLY

Electoral Area 'A' September, 2017 Recreation Services Report

H. King gave a summary of the Electoral Area 'A' September 2017 Recreation Services Report.

It was moved and seconded that the Electoral Area 'A' September, 2017 Recreation Services report be received.

CARRIED UNANIMOUSLY

NEW BUSINESS

Cedar Skatepark – Viewing platform

K. Cramer described to the Commission that insurance for skateboarding events requires that spectators are at least 10' away from the skating activities. She said that a viewing platform or seating structure could be installed or that a space for a possible rented structure by event coordinators could be created.

It was moved and seconded that staff investigate the potential options of creating an area for a viewing platform for the Cedar Skatepark.

CARRIED UNANIMOUSLY

ADJOURNMENT

It was moved and seconded that the meeting be adjourned.

CARRIED UNANIMOUSLY

TIME : 8:04PM

CHAIR

REGIONAL DISTRICT OF NANAIMO**MINUTES OF THE NANOOSE BAY PARKS AND OPEN SPACE ADVISORY COMMITTEE MEETING****Wednesday, September 13, 2017****6:30 P.M.****Nanoose Place**

In Attendance:	Director B. Rogers	Electoral Area 'E' Director
	G. Wiebe	D69 Recreation Commission Appointee
	M. Caskey	Member at Large
	D. Mitchell	Member at Large
	V. Swan	Member at Large
	R. Turkington	Member at Large
	D. Young	Member at Large
Also in Attendance:	K. Cramer	Parks Planner

CALL TO ORDER

The Chair called the meeting to order.

APPROVAL OF THE AGENDA

It was moved and seconded that the agenda be approved with the following amendments:

Move Item 7.1, *Cash in Lieu of Parkland Dedication*, to Section 4, Delegations

Add Email request sent to Director Rogers re Toilet at Brickyard, to Section 5, Correspondence

Add Item, D69 Rec Commission Report to Section 7, Reports

Add Item, Beachcomber Regional Park Draft Management Plan to Section 9, New Business

CARRIED UNANIMOUSLY

ADOPTION OF MINUTES**Nanoose Bay Parks and Open Space Advisory Committee Meeting - June 28, 2017**

It was moved and seconded that the minutes of the Nanoose Bay Parks and Open Space Advisory Committee meeting held June 28, 2017, be adopted.

CARRIED UNANIMOUSLY

DELEGATIONS

Ken Collingwood, Nanoose Resident – Building a Racket Court Facility for the Residents of Nanoose

Ken Collingwood discussed the need for a set of outdoor Tennis/Racket Ball courts within Nanoose. With limited promotion, he had acquired support from 41 members of the Arrowsmith Tennis Club. He discussed the present situation – nets gone at Schooner Cove with no plans to replace them; and a private facility for Fairwinds members. With 6100 residents, Nanoose is larger than some other nearby communities who have facilities. The footprint would be 120 ft X 120 ft and estimated cost of construction would be \$25,000 to \$50,000 depending on the surfacing.

Ensuing discussion with committee members included G. Wiebe suggesting that the delegate should approach the District 69 Recreation Committee. Director Rogers questioned whether the delegate had any specific location in mind (Answer: no) and the basic surface needed for this activity. R. Turkington questioned how the courts would be monitored to determine who would use them and when. He also felt that maintenance costs including signage should to be kept in mind.

Rachel Hamling of Fern Road Consulting Ltd. – Cash in Lieu of Parkland Dedication – Subdivision Application No. PL2017-034

Rachel Hamling went over the proposed subdivision and the steps to date to support the owner's desire to provide Cash-in-Lieu instead of parkland on this property. Based on the PLA in place now, the appraised value of the land is \$610,000. The amount available as Cash in Lieu (5% of the appraised value) would be \$30,500. According to the bylaws, the RDN pays half of the cost of the appraisal, which leaves approximately \$29,500 for future parkland purchases. She stated that the PLA from the Ministry of Transportation and Infrastructure (MOTI) did not require the landowner to do any road improvements along Stewart or Davenham roads (such as widening the shoulder for pedestrian safety, or providing a pedestrian crossing).

Ensuing discussion mentioned concerns with the present pedestrian usage of the roadside shoulder and crossing the road at this busy corner; and that MOTI staff had told RDN staff that they would look at shoulder widening.

CORRESPONDENCE

K. Cramer RDN, to Ministry of Forests, Lands and Natural Resource Operations re: Nanoose Road Community Park Crown Land Lease 113393

It was moved and seconded that the correspondence from K. Cramer, RDN to Ministry of Forests, Lands and Natural Resource Operations re: Nanoose Road Community Park Crown Land Lease 113393 be received.

CARRIED UNANIMOUSLY

V. Voros, re: Need for Toilet at Brickyard Park

It was moved and seconded that the correspondence from V. Voros, re: Need for Toilet at Brickyard Park be received.

CARRIED UNANIMOUSLY

UNFINISHED BUSINESS

Natural Playgrounds - Staff Summary Information

It was moved and seconded that Stone Lake Community Park be pursued as a pilot project for a natural playground and moved forward in the work plan to begin community engagement.

CARRIED UNANIMOUSLY

Beach Access Study by POSAC Sub-Committee

M. Caskey summarized the purpose and status of this project. All beach accesses have been reviewed and the results are being added to the spreadsheet. The subcommittee identified 11 sites which they felt warranted a further review by the POSAC committee – to identify a few for future follow-up for enhancement. It was decided that a date later this fall would be set for the committee members to view the accesses.

Action items:

- Director Rogers requested K. Cramer to set up a date between mid-October and the end of November for the committee members (and staff) to view the 11 identified right of ways and consider establishing priorities.
- The spreadsheet and a summary will be sent to all committee members when completed.

REPORTS

Cash-in-lieu of Parkland Dedication-Subdivision Application No. PL2017-034

It was moved and seconded that the five percent (5%) cash-in-lieu of parkland dedication be accepted in conjunction with Subdivision Application No. PL2017-034.

Opposed (1): D. Young

CARRIED

Directors Report

Director Rogers met once again with a delegation from the Northwest Nanoose Residents Association and Fairwinds Residents Association regarding their concerns with the utilization of local beach accesses by commercial businesses such as kayak and diving companies. They were informed that it is provincial policy that all road rights of way are available for any users (although no structures can be erected without a permit).

Within the RDN, Director Rogers expressed that there are ongoing conversations with MOTI regarding improving road shoulders for safer pedestrian and cycling mobility.

District 69 Recreation Commissioner Report - G. Wiebe

Commission is to meet on September 21, 2017 so no new information to report

G Wiebe strongly recommends that everyone review the new D69 Recreation Services Master Plan (to be released in a few months)

The D69 Recreation Commission strongly supports getting people more active; therefore the pickle ball/tennis facility would probably be received favourably.

The 'State of Recreation in District 69' includes the results of the RDN-wide survey, broken down by Area.

BUSINESS ARISING FROM DELEGATIONS/COMMUNICATIONS

Ken Collingwood and Gary Kaita, Nanoose Residents – Building a Racket Court Facility for the Residents of Nanoose

V. Swan expressed concerns about potentially conflicting uses and users.

Director Rogers indicated that he would discuss with the Recreation and Parks Department and report back at the next meeting as to what opportunities might exist for a potential outdoor court in the Nanoose area. G Wiebe will discuss it at the District 69 Recreation Commission meeting next week.

V. Voros, re: Need for Toilet at Brickyard Park

This item is already on the staff workplan, along with parking improvements. After a visual conceptual layout has been created to show possible locations, the next step will be to approach the local residents for input.

NEW BUSINESS

Es-hw Sme~nts Community Park Dedication and Open House

This will be held Friday, October 4, 2017 from 1 - 3 PM at the park.

Beachcomber Park Management Plan

- This is open for comments now
- The open house results wanted minimal change. Better access to the beach for folk with limited mobility is desired

Blueback Community Park

- Generating positive feedback
- Final landscaping and improvements were on hold over the summer
- RDN staff have received a request for a wedding to be held there next summer

ADJOURNMENT

It was moved and seconded that the meeting be adjourned.

CARRIED UNANIMOUSLY

TIME: 8:55pm

CHAIR

Natural Playgrounds

Summary report prepared for the
Nanoose Bay Parks and Open Spaces Advisory Committee
September 13, 2017

Included are two precedents undertaken by the RDN Parks Department. Specific elements of “natural playgrounds” are included within both of these examples, however, these parks also contain other features such as covered pavilion or playhouse, small sport court, pump track, and other typical park elements (benches, garbage, toilet, signs).

Costing information is provided for the overall park design and implementation. Both projects were funded with support from the BC Recreation Grant.

Two Community Park sites within Electoral Area E were visited by Staff in July 2017 in considering integrating a “natural playground” into the Madrona/Timberstone area of Nanoose Bay, as per the POSAC motion:

It was moved and seconded that staff be directed to provide a scoped concept report regarding natural playground equipment, budget and location around the Madrone area for the next Electoral Area E POSAC meeting.

A suitability analysis of these two sites (Amelia Crescent Community Park and Stone Lake Drive Community Park), as well as at Claudet Road Community Park, is included.

LEGEND

- PAVING**
 - ASPHALT
 - CRUSHED STONE (PARKING)
 - CRUSHED STONE (PATHS)
 - BIRD'S EYE (OR PEA) GRAVEL
- PLANTING**
 - CONIFEROUS TREES
 - #1 POT: PINUS CONTORTA VAR. CONTORTA SHORE PINE (1)
 - #6 POT: PSEUDOTSUGA MENZIESII DOUGLAS FIR (2)
 - DECIDUOUS TREES
 - 4m CAL. QUERCUS COCCINEA CORKLEAF OAK (7)
 - SEEDING - REFER TO SPECIFICATIONS
- HARD LANDSCAPE AND FURNISHINGS**
 - FACE WIRE FENCE
 - SPLIT RAIL FENCE
 - WELCOME SIGN (1)
 - SEATING PAVILION (1)
 - WILLOW TUNNEL (1)
 - BIKE RACK (1)
 - GARBAGE (1)
 - BOLLARD (1)
 - BENCH (2)
 - CONC. PARKING STOPS
 - BATHROOM (1)
- PLAY EQUIPMENT**
 - HILL SLIDE - 6' SUPERSLIDE (1)
 - OVERHEAD LADDER (1)
 - PLAY SURFACING
 - BASKETBALL NET (1)
 - SWINGS - 2 BAYS (1) WITH PLAY SURFACING

Meadowood Way Community Park Concept Plan March 2014

GALVIN PLACE



MEADOWOOD
COMMUNITY PARK
PHASE 1

LAYOUT AND MATERIALS

Seal

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Issues & Revisions

No.	Date	Details
1	14/01/23	50% REVIEW PACKAGE
2	14/02/04	REVISED 50%
3	14/02/13	DRAFT TENDER
4	17/03/13	REV. DRAFT TENDER



Project: MCP13
Date: MARCH 2014
Drawn: JG Checked: JG
Scale: 1:200 (NTS @ 11X17)
sheet: L1

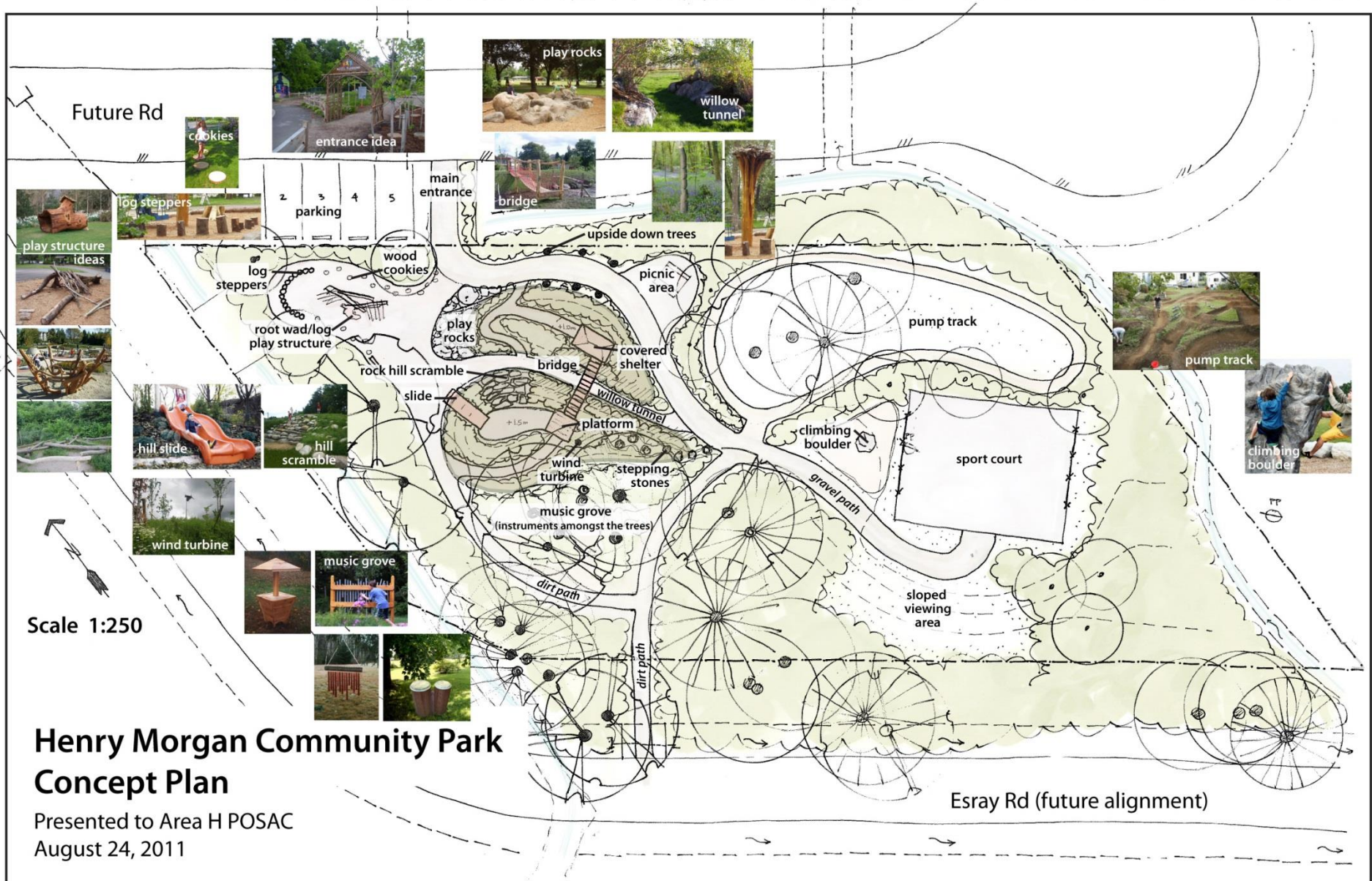
Meadowood Way Community Park - Photos of Completed Park



Total project cost: \$192,000 (approximate value)

Funding Sources: Various (see attached)

Timeframe: Initiation in Summer/Fall 2011
Park Opening in Spring 2015



Future Rd

play rocks

willow tunnel

cookies

entrance idea

main entrance

bridge

upside down trees

parking

log steppers

play structure ideas

log steppers

root wad/log play structure

rock hill scramble

play rocks

covered shelter

pump track

pump track

hill slide

hill scramble

slide

platform

willow tunnel

climbing boulder

sport court

climbing boulder

wind turbine

music grove

wind turbine

stepping stones

music grove (instruments amongst the trees)

gravel path

sloped viewing area

dirt path

dirt path

Scale 1:250

Henry Morgan Community Park Concept Plan

Presented to Area H POSAC
August 24, 2011

Esray Rd (future alignment)

Henry Morgan Community Park - Photos of Completed Park



Total project cost:
\$208,000 (approx. value)

Funding Sources:
Various (see attached)

Timeframe: Initiation in
Summer/Fall 2010
Park Opening in Fall 2014

Community Recreation Program - Detailed Summary of Expenditures

Refer to Program Guide for Eligibility of Expenses

Project Name: Regional District of Neatano
 Project Number: CRP-18051 (Henry Morgan Community Park)
 Start date (refer to column D): 23-Dec-11
 End date (refer to column D): 24-Oct-13

• Only valid holidays are included.

Journal Entry # or Invoice #	Date of Invoice	Good and Services/ Work Rendered (Start Date)	Good and Services/ Work Rendered (End Date)	Payment Date	Supplier	Description	Gross Invoice Amount \$	Total PST Paid \$	Total GST Paid \$	Total HST Paid \$	Tax Rebate \$	Claim Amount \$
Construction / Materials												
HMP01	27/Mar/13	1/Mar/13	31/Mar/13	18/Apr/13	IMC Excavating	Park Construction	44,717.35	0.00	0.00	4,791.15	4,092.45	40,524.91
213	4/Apr/13	26/Mar/13	27/Mar/13	2/May/13	Hoops Bicycle Accessories	Pump Track Construction	2,782.50	0.00	113.18	0.00	113.18	2,669.32
1042	11/May/13	1/Apr/13	30/Apr/13	6/Jun/13	Joners Design Bldg Ltd	Playhouse Construction	7,512.25	0.00	367.75	0.00	367.75	7,144.50
1043	11/May/13	1/Apr/13	30/Apr/13	6/Jun/13	Joners Custom Bldg Ltd	Playhouse Construction	1,785.00	0.00	85.00	0.00	85.00	1,700.00
379952	10/May/13	1/Apr/13	30/Apr/13	13/Jun/13	The Willow Way	Willow Tunnel Construction	1,990.00	0.00	0.00	0.00	0.00	1,990.00
HMP02REV	25/Apr/13	1/Apr/13	30/Apr/13	27/Jun/13	IMC Excavating	Park Construction	41,517.37	0.00	1,977.02	0.00	1,977.02	39,540.35
1113	14/May/13	1/May/13	31/May/13	27/Jun/13	IMC Excavating	Pump Track Construction	5,040.00	0.00	240.00	0.00	240.00	4,800.00
HMP03	24/May/13	1/May/13	31/May/13	27/Jun/13	IMC Excavating	Construction	42,189.18	0.00	2,009.01	0.00	2,009.01	40,180.17
PCARD	8/Jun/13	8/Jun/13	8/Jun/13	8/Jun/13	Lighthouse Feed & Garden	Seeds	6.72	0.42	0.30	0.00	0.30	6.42
EMT2010	23/Jun/13	14/Jun/13	30/Jun/13	15/Aug/13	Scott Signs	Signage	217.96	0.00	10.38	0.00	10.38	207.58
EMT2041	12/Aug/13	14/Jun/13	31/Jul/13	5/Sep/13	Scott Signs	Signage	23.52	1.47	1.05	0.00	1.05	22.47
28256	16/Aug/13	14/Aug/13	16/Aug/13	12/Sep/13	Ken Mackay & Sons	Garbage Can Supply	738.96	46.05	32.90	0.00	32.90	704.05
223326	22/Aug/13	22/Aug/13	22/Aug/13	19/Sep/13	Albertson's Home Hardware	Plaque mounting supplies	30.87	1.93	1.38	0.00	1.38	29.49
200205	7/Aug/13	7/Aug/13	7/Aug/13	5/Sep/13	Hyland Precast	Parking Wheel Stops	268.80	16.80	12.00	0.00	12.00	256.80
19322	8/Aug/13	14/Jul/13	8/Aug/13	5/Sep/13	Engare It	Gran Plaque	1,312.89	82.04	58.60	0.00	58.60	1,253.99
502895/9	21/Aug/13	21/Aug/13	21/Aug/13	19/Sep/13	Metal Supermarket's Nanaimo	Gran Plaque	46.89	2.21	2.08	0.00	2.08	43.81
BC-NAN02762	21/Aug/13	21/Aug/13	21/Aug/13	19/Sep/13	Federal Canada	Msc. Screws/ Saw Blade	196.89	12.24	8.75	0.00	8.75	187.14
22364	23/Aug/13	23/Aug/13	23/Aug/13	19/Sep/13	Albertson's Home Hardware	Screws	6.76	0.42	0.30	0.00	0.30	6.46
HMP04REV	25/Jun/13	14/Jun/13	30/Jun/13	26/Sep/13	IMC Excavating	Park Construction	4,287.86	0.00	204.18	0.00	204.18	4,083.68
22364	23/Aug/13	23/Aug/13	23/Aug/13	3/Oct/13	Albertson's Home Hardware	Concrete for Slide	40.26	2.52	1.80	0.00	1.80	38.46
723	11/Sep/13	11/Sep/13	11/Sep/13	10/Oct/13	Baudou Forest Products	Park Fence	604.80	31.60	22.50	0.00	22.50	481.50
211387	12/Sep/13	1/Aug/13	31/Aug/13	10/Oct/13	Jack Siret	Park Force	2,200.00	0.00	0.00	0.00	0.00	2,200.00
EMT2088	17/Sep/13	1/Aug/13	31/Aug/13	10/Oct/13	Scott Signs	Park Entrance Sign	1,734.88	108.43	77.45	0.00	77.45	1,657.43
54219	19/Sep/13	19/Sep/13	19/Sep/13	17/Oct/13	Green Thumb Nursery	Landscaping Trees	420.80	26.25	18.75	0.00	18.75	401.25
14138	12/Sep/13	12/Sep/13	12/Sep/13	17/Oct/13	Central Builders	Fencing Materials	253.88	15.67	11.33	0.00	11.33	236.57
HMP04B	25/Jun/13	1/Mar/13	31/Aug/13	26/Sep/13	IMC Excavating	Construction Holdback	9,177.27	0.00	465.89	0.00	465.89	9,311.57
43747	28/Aug/13	28/Aug/13	28/Aug/13	28/Aug/13	Home Depot	Hill Side Materials	127.27	7.95	5.88	0.00	5.88	121.59
80311315	26/Sep/13	26/Sep/13	26/Sep/13	24/Oct/13	Cheridale Paint	Fencing Materials	86.03	5.32	3.80	0.00	3.80	81.23
88	14/Oct/12	14/Oct/12	14/Oct/12	17/Oct/12	Nature's Instruments	Hill Side	6,982.21	0.00	0.00	748.09	639.00	6,343.21
12986	28/Oct/12	28/Oct/12	28/Oct/12	31/Jan/13	Hakita Systems	Basketball Hoop	1,394.90	0.00	0.00	149.45	127.86	1,267.24
1. Construction / Materials Sub-Total:							78,148	361	5,721	5,689	10,580	167,568
Design / Engineering												
HMP1286	30/Nov/11	1/Nov-11	30/Nov/11	15/Oct/11	Gemella Design	Concept Design - not construction	3,625.64	0.00	0.00	388.46	331.86	3,293.79
HMP1302	30/Jun/12	1/Dec/11	31/Dec/11	19/Jan/12	Gemella Design	Concept Design - not construction	9,927.24	0.00	0.00	1,063.63	908.51	9,109.73
HMP1326	30/Jun/12	1/May/12	31/May/12	26/Jul/12	Gemella Design	Construction Drawings	901.80	0.00	0.00	96.60	82.51	819.09
1799	13/Jul/12	14/Jun/12	30/Jun/12	16/Aug/12	Krfaa Construction	Geo Tech Engineering	940.80	0.00	0.00	100.80	86.10	854.70
HMP1332	30/Jul/12	14/Jul/12	31/Jul/12	30/Aug/12	Gemella Design	Construction Drawings	1,661.70	0.00	0.00	169.47	148.23	1,513.23
HMP1334	30/Aug/12	1/Aug/12	31/Aug/12	16/Nov/12	Gemella Design	Construction Drawings	10,256.89	0.00	0.00	1,089.96	998.68	9,318.20
HMP1345	15/Oct/12	1/Sep/12	15/Oct/12	15/Nov/12	Gemella Design	Construction Drawings	1,723.95	0.00	0.00	184.71	157.77	1,566.18
HMP1351	15/Nov/12	15/Oct/12	15/Nov/12	13/Oct/12	Gemella Design	Construction Drawings	1,732.15	0.00	0.00	185.59	158.52	1,573.63
HMP1352	19/Nov/12	15/Oct/12	15/Nov/12	13/Oct/12	Gemella Design	Construction Drawings	1,680.00	0.00	0.00	180.00	153.75	1,526.25
HMP1356	31/Dec/12	16/Nov/12	31/Dec/12	17/Jan/13	Gemella Design	Construction Drawings	1,217.22	0.00	0.00	130.42	111.49	1,105.82
HMP1360	31/Jan/13	14/Jan/13	31/Jan/13	4/Apr/13	Gemella Design	Construction Drawings	128.80	0.00	0.00	13.80	11.79	117.01
1388FL	28/Mar/13	17/Feb/13	28/Feb/13	25/Apr/13	Sims Associates	Construction Saw eving	1,313.20	0.00	0.00	140.70	120.18	1,193.02
HMP1365	31/Mar/13	17/Feb/13	31/Mar/13	2/May/13	Gemella Design	Construction Drawings	1,125.26	0.00	0.00	120.56	102.98	1,022.28
HMP1373	15/May/13	1/Apr/13	30/Apr/13	13/Jun/13	Gemella Design	Construction Drawings	1,571.94	0.00	75.14	0.00	75.14	1,502.80
HMP1376	30/Jun/13	14/Jun/13	30/Jun/13	8/Aug/13	Gemella Design	Construction Drawings	5,892.85	0.00	265.06	0.00	265.06	5,317.00
HMP1379	31/Jul/13	14/Jul/13	31/Jul/13	12/Sep/13	Gemella Design	Construction Drawings	544.40	0.00	25.92	0.00	25.92	518.48
2. Design / Engineering Sub-Total:							44,130	0	367	3,903	3,700	40,429
Environmental Assessment (May be applicable to Federal Programs only)												
							0.00	0.00	0.00	0.00	0.00	0.00
							0.00	0.00	0.00	0.00	0.00	0.00
							0.00	0.00	0.00	0.00	0.00	0.00
3. Environmental Assessment Sub-Total:							0	0	0	0	0	0
Other Eligible Costs												
PR12J0612	12/Oct/12	12/Oct/12	12/Oct/12	12/Oct/12	RDN	Building Permit	165.00	0.00	0.00	0.00	0.00	165.00
PL12J0142	6/Nov/12	6/Nov/12	6/Nov/12	RDN	Development Permit	200.00	0.00	0.00	0.00	0.00	0.00	200.00
3178J006	18/Nov/12	15/Nov/12	18/Oct/12	Black Press	Tender Advertising	493.30	0.00	0.00	52.96	45.15	448.15	
4. Other Eligible Costs Sub-Total:							658	0	0	53	45	813
TOTAL EXPENDITURES:							223,135	361	6,088	9,644	14,325	208,810

Summary of Natural Playground Element Costs based on included precedents

Natural Playground Item	Approximate Cost*
Living Tunnel	\$1,750
Slide	\$7,250
Wood cookies/Leapfrog Steps	\$2,000
Rock Work/Boulder Scramble	\$5,500
Pump Track	\$7,000
Playhouse/Pavilion	\$17,000
Fibar Surfacing	\$4,500 (for 25 sq.m.)

*Costs are approximate and aim to capture labour and material. Other fees related to general construction (site preparation, drainage and site finishing) may apply. (*Fees reflect 2013-2014 works*) Design fees are not included.

Amelia Crescent Community Park

Address: 1808 Amelia Crescent

Area: 0.973 acres

Site Visit Comments

- **Existing features/amenities:** None – undeveloped park. Informal trail exists but not well-worn. Adjacent 1.28 acre lot (1809 Ballenas Road) is RDN owned Water Services, mailboxes and small parking/pull-out area.
- **Vegetation:** Treed, mixed species.
- **Topography:** Relatively flat
- **Exposure:** Shade

Suitability for Natural Playground?

Less suitable for natural playground or other park development. Use of adjacent RDN lot would be required, but would result in park amenities being tucked away, hidden behind water services building.

Pros: Within neighbourhood requested by delegation.

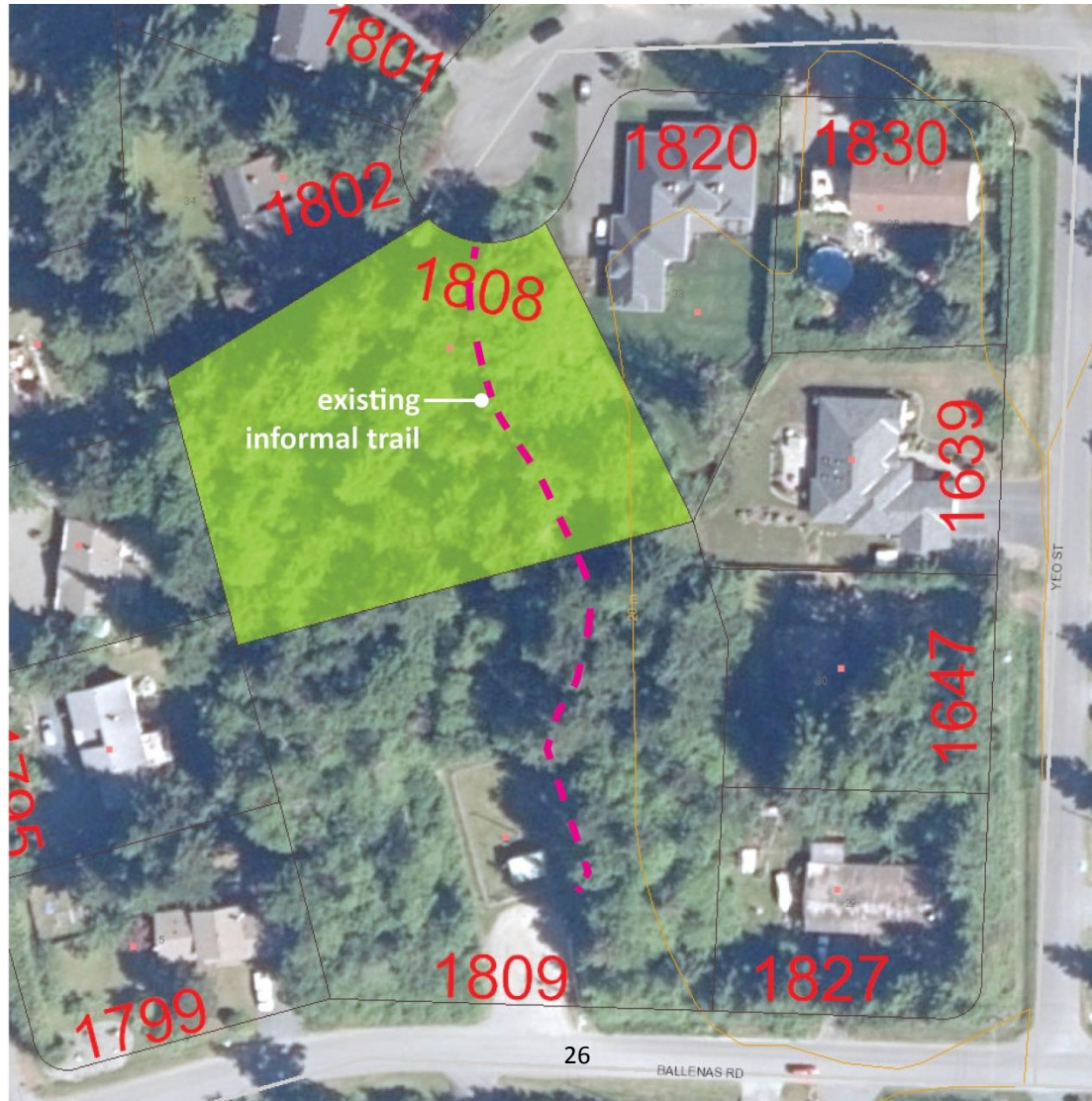
Cons: Poor visibility into site from Ballenas Road. Substantial veg. clearing required. Parking/access from Amelia Crescent cul-de-sac unlikely due to limited room and anticipated neighbour response (could poll neighbours to confirm).



Amelia Crescent Community Park

Address: 1808 Amelia Crescent

Area: 0.973 acres



Stone Lake Drive Community Park

Address: 1565 Stone Lake Drive

Area: 2.96 acres

Site Visit Comments

- **Existing features/amenities:** Trails, fenced retention ponds installed by the developer. Park entry sign. RDN Water Services on site.
- **Vegetation:** Patch of blackberry, alders, mixed shrubs and open grass area.
- **Topography:** Sloping down from road to low relatively flat area.
- **Exposure:** Morning Sun, Evening Shade.

Suitability for Natural Playground?

Appears highly suitable for small natural playground pilot project in Nanoose Bay. Approximate 280sq.m. area between road and trees could be considered (to be confirmed by site survey).

Pros: Within neighbourhood requested by delegation. Some amenities (trails and signs in place). Room for limited roadside parallel parking under MOTI permit. Likely to be walked or biked to.

Cons: No room for off-road parking development. Existing water retention ponds limit further site development, could be considered safety concern for small children.



Stone Lake Drive Community Park

Address: 1565 Stone Lake Drive

Area: 2.96 acres



Claudet Road Community Park

Address: 2030 Claudet Road

Area: 9.88 acres (two lots)

Site Visit Comments

- **Existing features/amenities:** Trails, parking lot, fencing, garbage can, toilet, picnic table and signage installed in 2016. **Approximate Cost: \$97,500**
- **Vegetation:** Mixed shrub and grass, few trees.
- **Topography:** Flat
- **Exposure:** Sun

Suitability for Natural Playground?

Appears highly suitable for multi-amenity park development including natural playground, sport court(s), and pump track similar to the existing RDN precedents.

Pros: Central within Nanoose Bay neighbourhoods that have expressed interest in playground. Many amenities already installed. Room to expand parking lot if needed.

Cons: Less likely to be walked to, most likely to be accessed by car.



Claudet Road Community Park

Address: 2030 Claudet Road

Area: 9.88 acres (two lots)



Summary

Natural Playground Development Opportunities:

- Stone Lake Drive Community Park – small natural playground pilot project
- Claudet Road Community Park – larger multi-amenity park project (e.g. natural playground, sport court, pump track)

Anticipated Next Steps:

1. POSAC to consider and identify if/when one of the above projects will be added to the Parks work plan.
2. Parks staff undertake community consultation (e.g. letters to neighbours/Area E residents, poll priority play elements. Depending on site, examples include: balance logs, leapfrog steps, slide, rock scramble, tunnel, sand pit with digger, pump track, sport court, shelter/pavilion, toilet, musical interaction, etc.)
3. Allocate funds for site survey, design and installation.
4. Parks staff develop conceptual design options based on input from 2 above. Second round of public input to refine and confirm concept design.
5. Engage design professional to develop construction drawings to current playground standards.
6. Parks staff explore opportunities for funding support if available.
7. Tender construction and install the project!

TO: Electoral Area Services Committee **MEETING:** October 10, 2017

FROM: Kristy Marks
Planner **FILE:** PL2017-099

SUBJECT: **Development Variance Permit Application No. PL2017-099**
1360 Valley Road – Electoral Area ‘F’
Lot 11, District Lot 156, Nanoose District, Plan 1964

RECOMMENDATIONS

1. That the Board approve Development Variance Permit No. PL2017-099 to increase the maximum permitted floor area of a building from 1,500 m² to 2,000 m² to permit the construction of a new commercial building and to reduce the number of parking spaces required for the existing building supply and lumber outlet from 53 to 20, subject to the terms and conditions outlined in Attachments 2 to 4.
2. That the Board direct staff to complete the required notification for Development Variance Permit No. PL2017-099.

SUMMARY

If approved, this development variance permit application will increase the maximum permitted floor area of a building from 1,500 m² to 2,000 m² to permit the construction of a new commercial building and reduce the required number of parking spaces required for the existing building supply and lumber outlet from 53 to 20. The applicant proposes to provide 120 of the 153 required parking spaces for the whole site, which should be sufficient to address on-site parking demand for the existing and proposed uses. Given that the applicant has provided an acceptable rationale for the requested variances and no negative impacts are anticipated as a result of the proposed variances, staff recommends that the Board approve the development variance permit pending the outcome of public notification and subject to the terms and conditions outlined in Attachment 2.

BACKGROUND

The Regional District of Nanaimo (RDN) has received an application from Carsten Jensen Architect on behalf of CCM Land Corp., Inc. No. BC0791608 to permit the construction of a new commercial building with a maximum floor area of 2,000 m². The subject property is approximately 1.6 hectares in area and is zoned C-3 (Commercial 3), pursuant to “Regional District of Nanaimo Electoral Area ‘F’ Zoning and Subdivision Bylaw No. 1285, 2002”. The property is surrounded by Valley Road to the north, Church

Road to the west, and developed commercial properties to the south and east (see Attachment 1 – Subject Property Map).

The property is currently occupied by Central Construction Materials and contains a 1,353 m² metal building, a 211 m² accessory storage building and an outdoor storage area. The property is serviced by a well and on-site wastewater system, however, the applicant has indicated they may connect to nearby EPCOR community water service. With respect to on-site wastewater, proof of disposal will be addressed at the building permit stage, there is area available for expansion if required. The applicant has provided confirmation from EPCOR that the subject property is within its licensed area and that sufficient quality and quantity of potable water is available to allow a service connection to the subject property.

Proposed Development and Variances

The proposed development includes the construction of a new commercial building that exceeds the maximum floor area for an individual building of 1,500 m² permitted in the C-3 zone. The proposed 2,000 m² building would be located to the west of the existing building and would be accessed from Church Road. The proposed building would have a maximum footprint of 1,757 m² with the additional 243 m² of floor area taking the form of a mezzanine. The proposed building will meet the maximum height, parcel coverage and other provisions of the C-3 zone. The applicant is also requesting a variance to reduce the number of parking spaces required, from 53 to 20 spaces, for the building supply and lumber outlet use that currently occupies the existing buildings. The applicant has provided a site plan, building elevation plans, and rationale for the requested variances in support of the application (see Attachment 3 – Site Plan and Attachment 4 –Building Elevations).

The applicant proposes to vary the following regulations from the “Regional District of Nanaimo Electoral Area ‘F’ Zoning and Subdivision Bylaw No. 1285, 2002”:

- **Section 3.4.3.f – Maximum Building and Structure Floor Area** to increase the maximum building floor area from 1,500 m² to 2,000 m² for a proposed commercial building.
- **Section 2.17 Parking – Table 2.2 Required Parking Spaces** to reduce the number of parking spaces required for the existing Building Supply and Lumber Outlet from 53 to 20.

Land Use Implications

The applicant has indicated that while the proposed building has been designed to accommodate either one large tenant or be divided into a number of smaller units, there is a current market demand in the area for larger tenancies and the prospective tenant is seeking a building of 2,000 m² for product assembly. While the applicant has provided 100 parking spaces for the proposed new building (based on the highest possible parking rate of one space per 20 m²) in order to allow the full range of uses permitted in the C-3 zone within the new building, the applicant is requesting a reduction in the parking requirements from 53 to 20 spaces for the existing building supply and lumber outlet.

“Board Policy B1.5 Development Variance Permit, Development Permit with Variance and Floodplain Exemption Application Evaluation” for evaluation of Development Variance Permit Applications requires

that there is an adequate demonstration of an acceptable land use justification prior to the Board's consideration.

Maximum Building Floor Area

With respect to the requested variance to the maximum permitted floor area to allow the construction of a building with a floor area of 2,000 m², the applicant has indicated that the proposed size of the building is based on increasing market demand for larger tenancies and the prospective tenant is seeking a building of this size that would permit product assembly. In addition, the applicant has indicated that the community and immediate area would benefit from the proposed development which would provide additional employment opportunities and services. The variance would also allow for more efficient and effective development of a property that is currently underutilized.

Required Parking Spaces

With respect to the requested parking variance, the applicant is proposing to provide a total of 120 of the 153 parking spaces required for both the existing and proposed uses on the site. The proposed new building requires a total of 100 spaces and the existing building supply and lumber outlet requires 53 spaces. The applicant is requesting a variance to reduce the number of parking spaces required for the existing building supply and lumber outlet from 53 to 20. In support of this request, they have indicated that greater than ninety percent of the existing 1,564 m² of floor area used for building supply and lumber outlet is dedicated to the wholesale, or storage of materials. Less than ten percent (only 120 m²) of floor area is currently dedicated to retail sales. Wholesaling, as a principal permitted use, requires a significantly lower parking rate, one per 200 m², than building supply and lumber outlet does at one per 30 m² where retail sales would be anticipated to account for a large proportion of the use. While wholesaling is not a principal permitted use in the C-3 Zone the wholesale and retail sale of building supplies is permitted within the definition of building supply and lumber outlet. As such, given that greater than ninety percent of the existing building supply and lumber outlet floor area is dedicated to wholesale or storage, it is reasonable to consider a reduced parking requirement for the existing use.

In addition, the applicant has indicated that the existing building supply and lumber outlet, Central Construction Materials, currently provides approximately 16 parking spaces for employees and customers. These parking spaces have adequately serviced the business for several years and there are no changes proposed for the existing buildings or uses. The proposed reduction from 53 to 20 spaces is supported and it is anticipated that the proposed number of spaces will meet the needs of the existing use based on demonstrated demand. Should the use of the existing building change in the future additional parking may be required to accommodate any change in use.

Given that the applicant has provided sufficient rationale and the requested variances are not anticipated to result in negative implications for adjacent properties and would allow for the more efficient use of a currently underutilized property, the applicants have made reasonable efforts to address Board Policy B1.5 guidelines.

Intergovernmental Implications

The application was referred to the Errington Fire Department, the RDN Fire Service Coordinator and the Ministry of Transportation and Infrastructure (MOTI). The MOTI has confirmed they have no concerns with the proposed development and are prepared to issue an access permit based on the site plan and a

traffic impact study provided by the applicant. The Errington Fire Chief did not identify any concerns with the proposed development, but noted that he would like to see a fire hydrant adjacent to the property on Church Road. While there is no explicit requirement for the property owner to extend a fire hydrant to provide fire protection for the building, this is an approach that the owner's engineer could consider in order to meet fire flows through the building permit process.

Based on the drawings submitted in support of the development variance permit application, and regardless of whether the building floor area is 1,500 m² as permitted, or 2,000 m² as proposed, the proposed building would be considered a complex building under the BC Building Code. Fire flow calculations and the approach to meeting fire flows are required to be prepared by a professional engineer as a standard item through the building permit process for complex buildings.

Public Consultation Implications

Pending the Electoral Area Services Committee's recommendation and pursuant to the *Local Government Act* and the "Regional District of Nanaimo Development Approvals and Notification Procedures Bylaw No. 1432, 2005", property owners and tenants of parcels located within a 50.0 metre radius of the subject property will receive a direct notice of the proposal and will have an opportunity to comment on the proposed variance prior to the Board's consideration of the application.

ALTERNATIVES

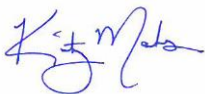
1. To approve Development Variance Permit No. PL2017-099 subject to the conditions outlined in Attachments 2 to 4.
2. To deny Development Variance Permit No. PL2017-099.

FINANCIAL IMPLICATIONS

Staff have reviewed the proposed development and note that the proposal has no implications related to the Board 2017 – 2021 Financial Plan.

STRATEGIC PLAN IMPLICATIONS

Staff have reviewed the proposed development and note that the proposal will support traditional industries and foster economic development in keeping with the 2016 – 2020 Board Strategic Plan.



Kristy Marks
kmarks@rdn.bc.ca
September 21, 2017

Reviewed by:

- J. Holm, Manager, Current Planning
- G. Garbutt, General Manager, Strategic & Community Development
- P. Carlyle, Chief Administrative Officer

Attachments

1. Subject Property Map
2. Terms and Conditions of Permit
3. Proposed Site Plan and Variances
4. Building Elevations and Plans

Attachment 2 Terms and Conditions of Permit

The following sets out the terms and conditions of Development Variance Permit No. PL2017-099:

Bylaw No. 1285, 2002 Variance

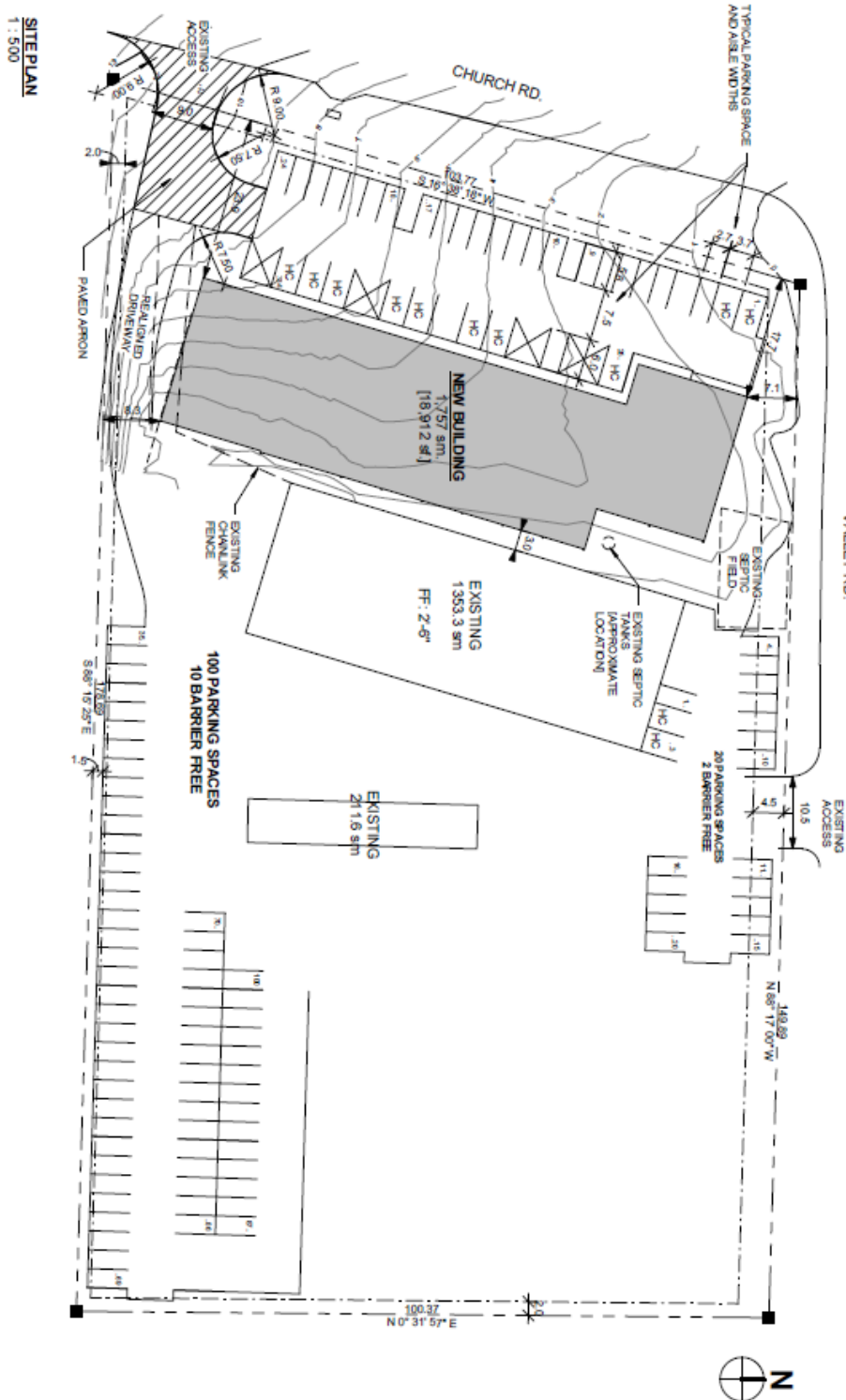
With respect to the lands, “Regional District of Nanaimo Electoral Area ‘F’ Zoning and Subdivision Bylaw No. 1285, 2002” is varied as follows:

1. **Section 3.4.3.f – Maximum Building and Structure Floor Area** to increase the maximum building floor area from 1,500 m² to 2,000 m² for a proposed commercial building.
2. **Section 2.17 Parking – Table 2.2 Required Parking Spaces** to reduce the number of parking spaces required for the existing building supply and lumber outlet from 53 to 20.

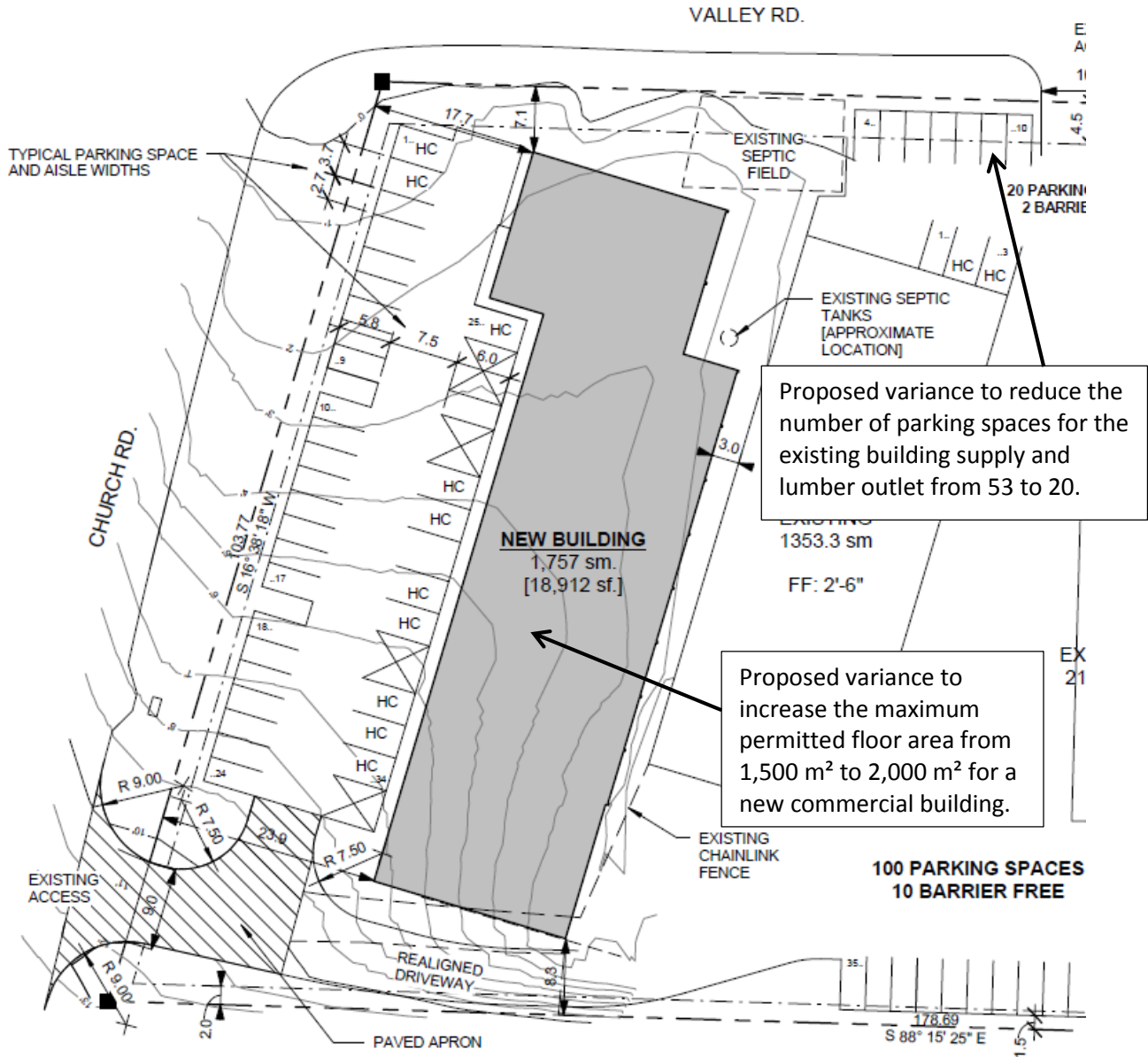
Conditions of Approval

1. The site is developed in accordance with the Site Plan prepared by Carsten Jensen Architect, dated September 20, 2017 and attached as Attachment 3.
2. The proposed development is in general compliance with the plans and elevations prepared by Carsten Jensen Architect, dated September 20, 2017 and attached as Attachment 4.
3. The subject property shall be developed in accordance with the Runoff Control Standards outlined in “Regional District of Nanaimo Zoning and Subdivision Bylaw 1285, 2002” and must provide for the discharge or disposal of all surface runoff or stormwater into stormwater collection and discharge systems that are designed to include grease, oil, and sedimentation removal facilities.
4. The property owner shall obtain the necessary permits for construction in accordance the “Regional District of Nanaimo Building Regulations and Fees Bylaw No. 1250, 2001” as replaced or amended.

Attachment 3
Proposed Site Plan and Variances
(Page 1 of 2)



Attachment 3
Proposed Site Plan - Detail
 (Page 2 of 2)

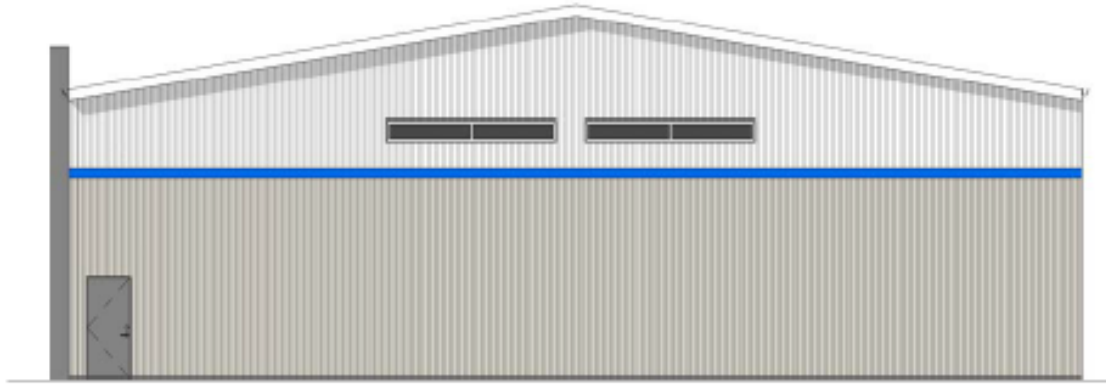


SITE PLAN
 1 : 500

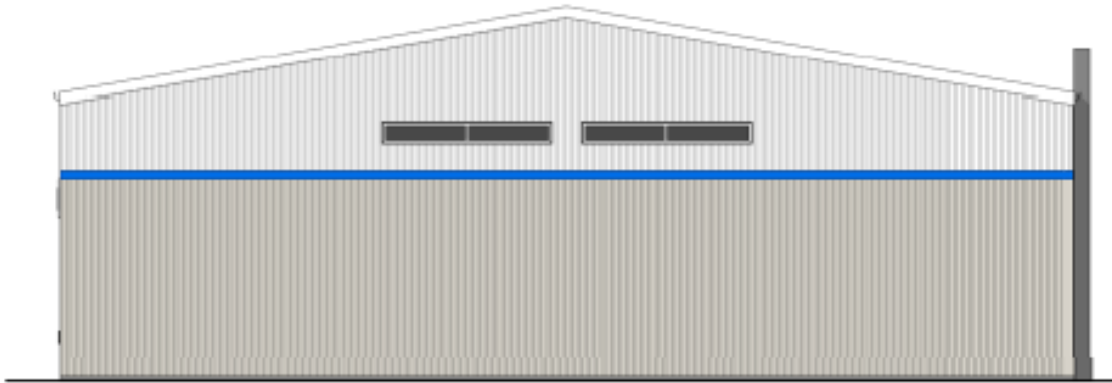
Attachment 4
Building Elevations
(Page 1 of 2)



Attachment 4
Building Elevations
(Page 2 of 2)



NORTH ELEVATION
1 : 150



SOUTH ELEVATION
1 : 150

(PU1), Subdivision District 'N', pursuant to "Regional District of Nanaimo Land Use and Subdivision Bylaw No. 500, 1987". The property is located to the west of Northwest Bay Road abutting RDN park-use property. The immediate area is largely zoned for residential use (see Attachment 1 – Subject Property Map).

The property contains a fire station and associated accessory uses and structures. The fire station is serviced by community water and an on-site sewerage system located on the abutting RDN park use property.

Proposed Development and Variance

The proposed development includes the construction of three additional parking stalls and an extension of the existing concrete apron and asphalt pavement, along the front of the subject property. The applicant proposes to vary the following regulations from the "Regional District of Nanaimo Land Use and Subdivision Bylaw No. 500, 1987":

- **Section 3.4.41 - Minimum Setback Requirements** to reduce the minimum Front Lot Line Setback from 8.0 metres to 1.0 metres to accommodate the proposed off-street parking spaces as shown on Attachment 3.
- **Section 3.4.41 - Minimum Setback Requirements** to reduce the minimum Other Lot Line Setback (west lot line) from 5.0 metres to 1.0 metres to accommodate the proposed off-street parking spaces as shown on Attachment 3.

Land Use Implications

The applicant has provided a parking layout, landscape plan, and recommendations from J.E. Anderson & Associates regarding stormwater management. A previous development variance permit (PL2011-085) for re-development of the site was issued in 2011. Three additional parking stalls are proposed immediately outside the main entrance to the fire station, within an area of existing landscaping abutting the RDN park use property.

As the existing landscaping is being removed, the applicant proposes to provide a 1.0 metre wide, drought tolerant shrub bed, buffering the proposed parking area along the western Interior Lot Line. This bed will be elevated within a landscape retaining wall of up to 0.6 metres in height. In addition, a landscaped area featuring fractured rock, three large boulders, and drought tolerant shrubs will be provided at the main entrance abutting the western Interior Lot Line. Plant materials will be salvaged from the existing landscaping; largely consisting of flowering currant and Oregon grape. The applicant proposes to hand water the plant materials for one to two years until it has become re-established and drought hardy (see Attachment 4 – Landscape and Parking Plan).

The applicant proposes to site the new parking stalls on an extension of the existing concrete apron. Each stall will include a concrete bumper to protect the proposed landscaping and retaining wall along the western Interior Lot Line. One of the three proposed parking stalls has been designed to accommodate disability parking. The applicant's rationale for the requested variances is that there is insufficient parking available to volunteer staff during weekly practice sessions, which involve crew for all four fire engines maintained on site. At present, in the event that all four engines are dispatched in an emergency, some volunteer staff are forced to park on the Road Right-of-Way. These parking spaces are

additionally impacted by the lack of space for maintaining the engines on the front apron. The fourth engine must be accommodated in front of the east parking area, which puts users of that parking in direct conflict with volunteer staff and equipment. Such individuals accessing the main entrance must currently cross the area fronting the apparatus bays, where the fire engines are stored, maintained, and egress during an emergency. The additional parking area will also aid in identifying the location of the main entrance and minimize conflict between individuals accessing the main entrance and normal operation of the station.

With regard to managing the additional stormwater runoff generated by the expansion of impervious surfaces, the applicant has submitted an assessment prepared by J.E. Anderson & Associates, dated June 19, 2017. The assessment states that the proposed extension of the existing surfaces and french drain system should pose little concern and no underground infrastructure is recommended. The surface drainage will be adequately collected and controlled via the french drain (see Attachment 4). Drainage will be directed to an existing vegetated ditch which will provide adequate treatment and sediment collection, as needed.

Intergovernmental Implications

Staff recommend that the property owner obtain the necessary approvals from the Ministry of Transportation and Infrastructure regarding widening of the driveway access, as required, prior to issuance of this permit.

Public Consultation Implications

Pending the Electoral Area Services Committee's recommendation and pursuant to the *Local Government Act* and the "Regional District of Nanaimo Development Approvals and Notification Procedures Bylaw No. 1432, 2005", property owners and tenants of parcels located within a 50.0 metre radius of the subject property will receive a direct notice of the proposal and will have an opportunity to comment on the proposed variance prior to the Board's consideration of the application.

ALTERNATIVES

1. To approve Development Variance Permit No. PL2017-126 subject to the terms and conditions outlined in Attachments 2 to 4.
2. To deny Development Variance Permit No. PL2017-126.

FINANCIAL IMPLICATIONS

Staff have received confirmation from the Manager of Emergency Services that the proposed total project budget is \$27,000 of which \$7,500 was included in the 2017 Nanoose Bay Fire Protection budget and can be carried forward for inclusion in the total project budget for 2018. Additional funds of approximately \$20,000 will need to be approved in the 2018 Nanoose Fire Protection Services budget for completion of the proposed work. The project budget will be incorporated in the 2018-2022 Financial Plan.

STRATEGIC PLAN IMPLICATIONS

Staff have reviewed the proposed development and note that the proposal will be in keeping with the 2016 – 2020 Board Strategic Plan. The Plan’s “Focus on Service and Organizational Excellence” states that the Board will focus on emergency services as core elements of community safety. Ensuring emergency services have adequate infrastructure to ensure onsite safety while supporting timely emergency responses upholds this strategic priority.



Sarah Preston
spreston@rdn.bc.ca
September 5, 2017

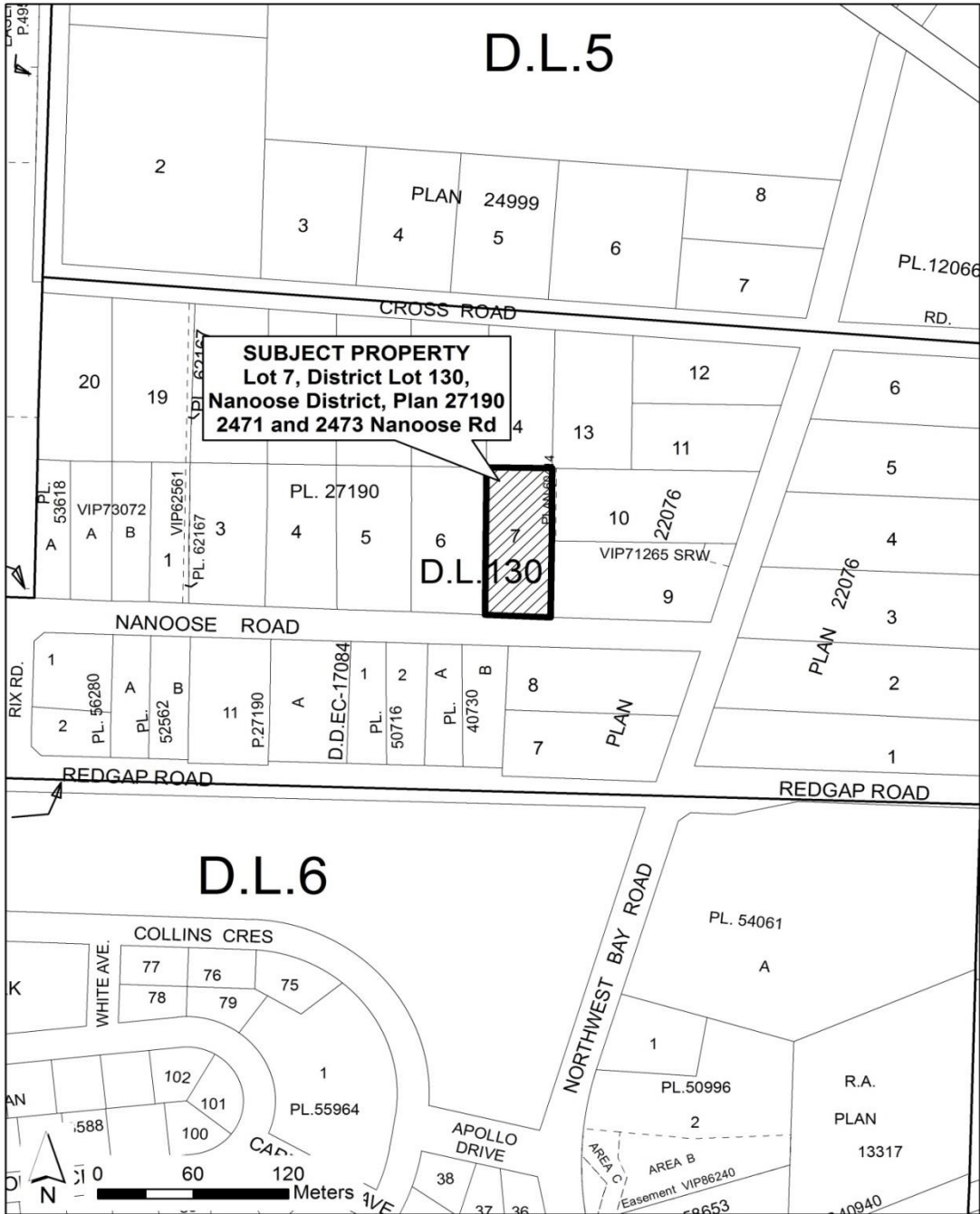
Reviewed by:

- J. Wilson, Manager of Emergency Services
- J. Holm, Manager, Current Planning
- G. Garbutt, General Manager, Strategic & Community Development
- P. Carlyle, Chief Administrative Officer

Attachments

1. Subject Property Map
2. Terms and Conditions of Permit
3. Proposed Site Plan and Variances
4. Landscape and Parking Plan

Attachment 1
Subject Property Map



Attachment 2 Terms and Conditions of Permit

The following sets out the terms and conditions of Development Permit with Variance No. PL2017-126:

Bylaw No. 500, 1987 Variances

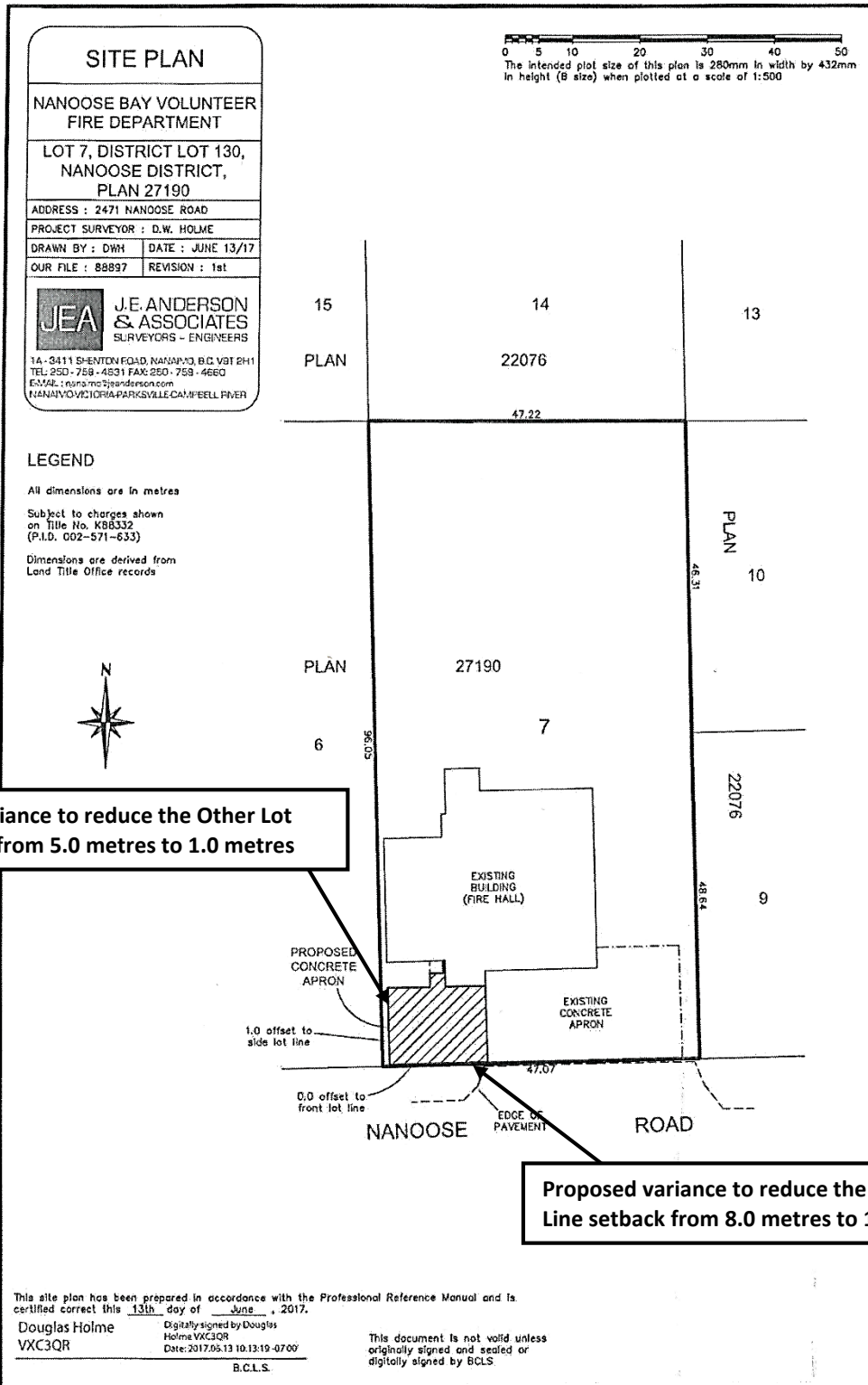
With respect to the lands, “Regional District of Nanaimo Land Use and Subdivision Bylaw No. 500, 1987” is varied as follows:

1. **Section 3.4.41 - Minimum Setback Requirements** to reduce the minimum Front Lot Line Setback from 8.0 metres to 1.0 metres to accommodate the proposed off-street parking spaces as shown on Attachment 3.
2. **Section 3.4.41 - Minimum Setback Requirements** to reduce the minimum Other Lot Line Setback (west lot line) from 5.0 metres to 1.0 metres to accommodate the proposed off-street parking spaces as shown on Attachment 3.

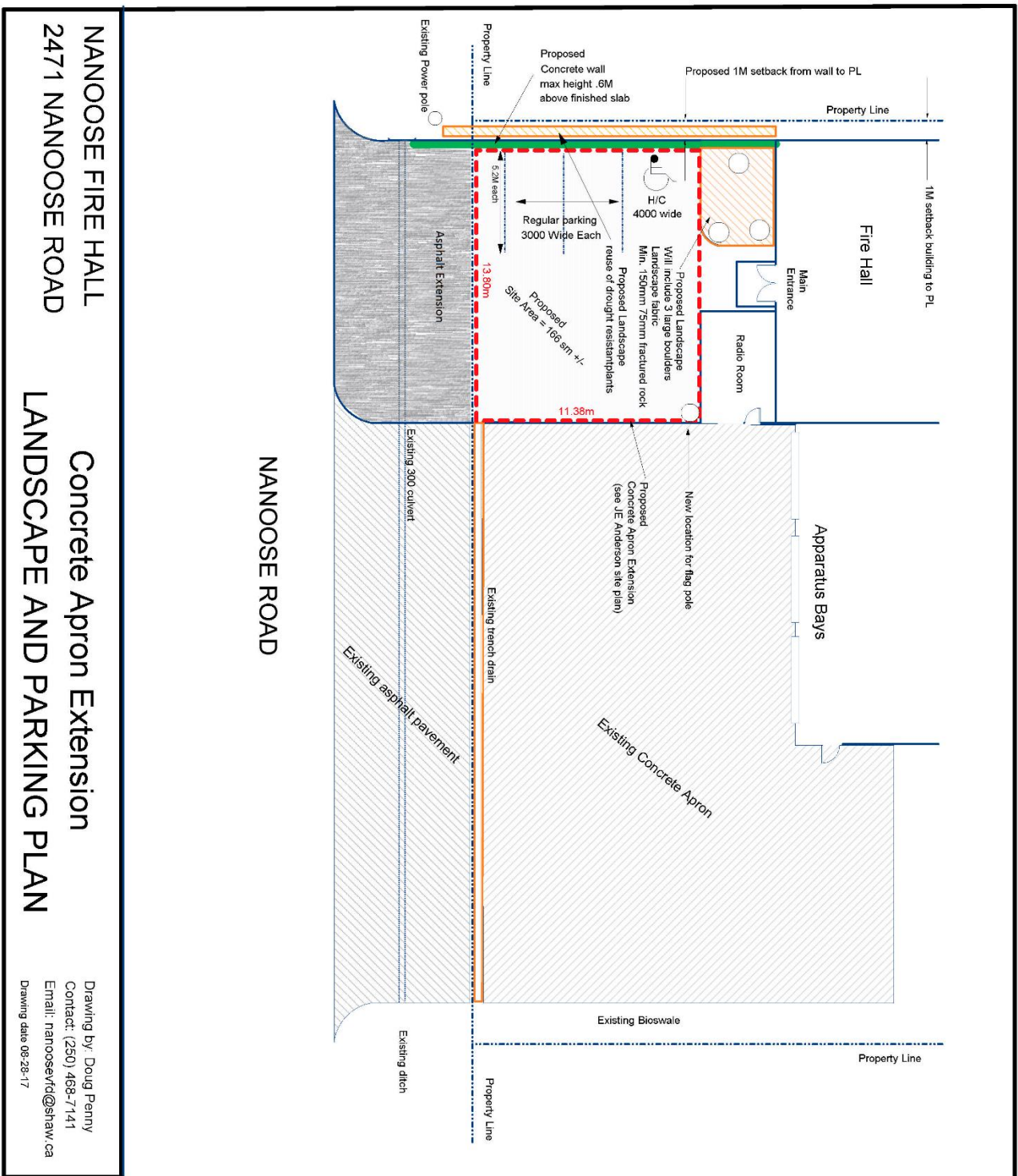
Conditions of Approval

1. The site is developed in accordance with the Site Plan prepared by J.E. Anderson & Associates, dated June 13, 2017 and attached as Attachment 3.
2. The proposed development is in general compliance with the plans prepared by Doug Penny, dated August 28, 2017 and attached as Attachment 4.
3. The off-street parking spaces shall be located as shown on Attachment 4, and shall be clearly delineated with painted lines and include bumper curbs. Bollards shall be installed along the main entrance area and building face as necessary.
4. The proposed landscaping shall be provided and maintained in general accordance with the Landscaping Plan as shown in Attachment 4.
5. The subject property shall be developed in accordance with the recommendations contained in the Engineers Report prepared by J.E. Anderson & Associates, dated June 19, 2017. Any changes to the proposed drainage system extension shall require a revised Engineers Report to the satisfaction of the General Manager of Strategic and Community Development prior to commencement of the proposed development.
6. The property owner shall obtain the necessary approvals from the Ministry of Transportation and Infrastructure regarding widening of the driveway access, as required, prior to issuance of this permit.
7. The property owner shall obtain the necessary permits for construction in accordance with the Regional District of Nanaimo Building Regulations.

**Attachment 3
 Proposed Site Plan and Variances**



Attachment 4
Landscape and Parking Plan
 (1 of 2)

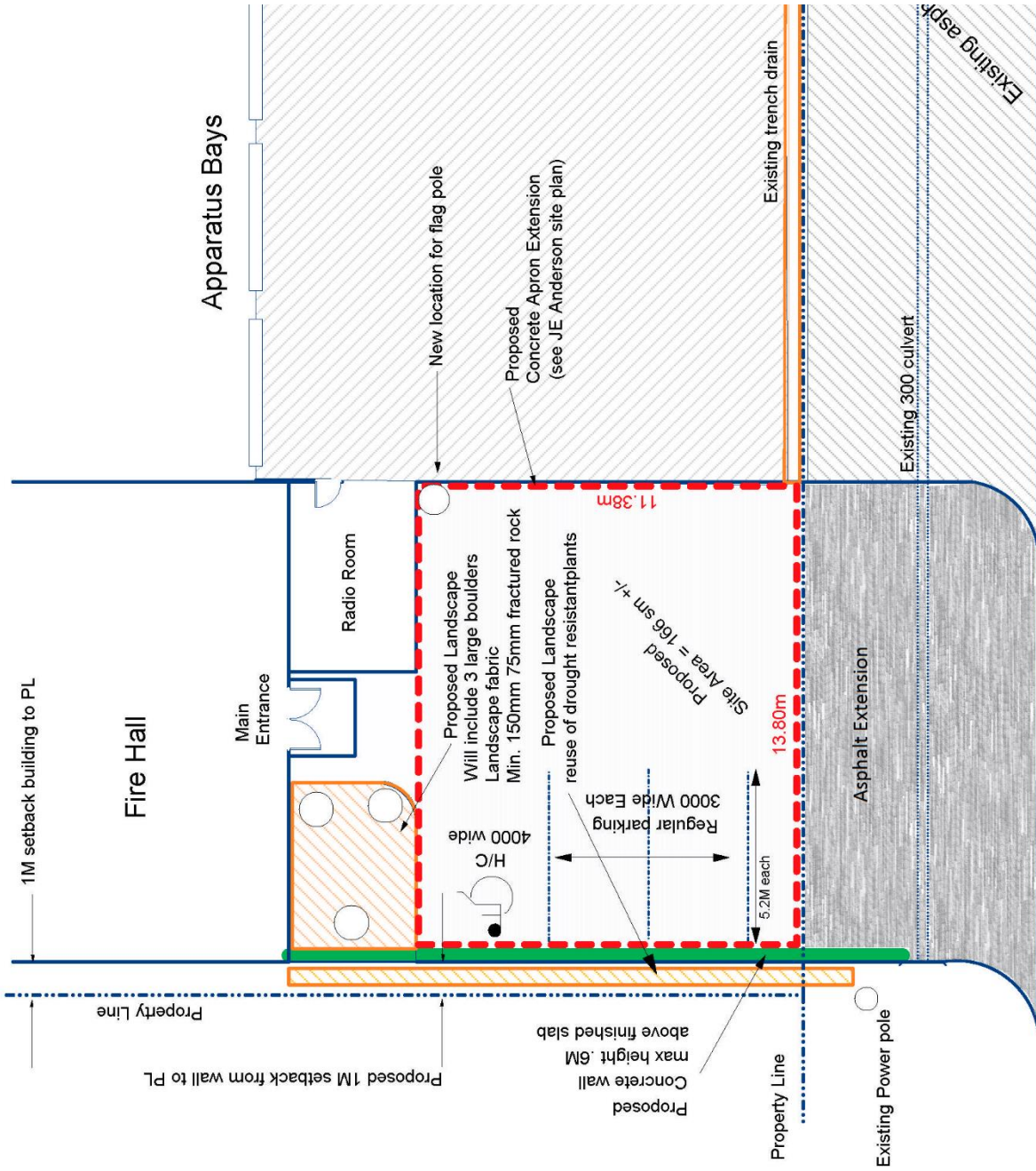


NANOOSE FIRE HALL
2471 NANOOSE ROAD

Concrete Apron Extension
LANDSCAPE AND PARKING PLAN

Drawing by: Doug Penny
 Contact: (250) 488-7141
 Email: nanoosevtd@shaw.ca
 Drawing date 09-26-17

Attachment 4
Landscape and Parking Plan
(2 of 2)



TO: Electoral Area Services Committee **MEETING:** October 10, 2017

FROM: Stephen Boogaards
Planner **FILE:** PL2017-034

SUBJECT: Subdivision Application PL2017-034
Lot 1, District Lot 137, Nanoose District, Plan 31921, Except Part in Plan 49001
Stewart Road – Electoral Area ‘E’

RECOMMENDATION

That five percent (5%) cash-in-lieu of parkland dedication be accepted in conjunction with Subdivision Application No. PL2017-034.

SUMMARY

The applicant proposes a nine-lot subdivision on lands located southeast of the Stewart Road and Davenham Road intersection. Parkland dedication, or cash-in-lieu of parkland dedication is required in relation to the proposed subdivision under Section 510 of the *Local Government Act*. Staff and the Electoral Area ‘E’ Parks and Open Space Advisory Committee recommend the Board accept five percent cash-in-lieu of parkland dedication.

BACKGROUND

The Regional District of Nanaimo (RDN) has received an application from Fern Road Consulting Ltd. on behalf of 1090102 BC Ltd. for a nine-lot subdivision. The subject property is approximately 1.865 hectares in area and is zoned Residential 1 (RS1), Subdivision District ‘N’, pursuant to “Regional District of Nanaimo Land Use and Subdivision Bylaw No. 500, 1987”. The property is currently vacant and is located southeast of the intersection of Stewart Road and Davenham Road (see Attachment 1 – Subject Property Map).

Parkland dedication, or cash-in-lieu is required, pursuant to Section 510 of the *Local Government Act*. Under the policies of “Regional District of Nanaimo Nanoose Bay Official Community Plan Bylaw No. 1400, 2005”(OCP), the RDN shall determine if the developer is to provide park in a location acceptable to the local government, cash-in-lieu representing five percent value of the parent parcel, or a combination of land and cash-in-lieu. In this case the applicant proposes to provide cash-in-lieu of parkland dedication.

Park Implications

Staff and the Electoral Area ‘E’ Parks and Open Space Advisory Committee (POSAC) considered acquiring parkland dedication in the form of park or trail. Five percent parkland dedication would be 932 m²,

which would not be large enough to provide useable park space. Dedication of a roadside trail along Stewart and Davenham Road was also considered, however, due to steep topography and wetlands on the property, it would not be safe or suitable location for the trail. MOTI also stated that there is no safe location for pedestrian crossing of Stewart Road or Davenham Roads fronting the site, which would limit the connection with other RDN parks and trails. Given factors constraining trail development fronting the site and the limited parkland that would be provided through dedication, cash-in-lieu of parkland is recommended in this case.

Consistent with Section 510 of the *Local Government Act* and “RDN Board Policy C1.2 Cash-in-lieu of Parkland”, the five percent cash-in-lieu of parkland would be calculated by an independent appraisal of the undeveloped raw land value. The applicant has provided an appraisal of the property, prepared by an accredited appraiser with the Appraisal Institute of Canada, establishing the market value of the subject property as \$610,000. Based on 5% of the appraised value, the required cash-in-lieu dedication would be valued at \$30,500. Under the requirements of the *Local Government Act*, if cash-in-lieu of parkland is accepted it may only be used for parkland acquisition within Electoral Area ‘E’.

The Electoral Area ‘E’ POSAC considered the cash-in-lieu proposal at its September 13, 2017 meeting, and recommended that the five percent cash-in-lieu of parkland dedication be accepted in conjunction with the subdivision application (see Attachment 3 – Electoral Area ‘E’ Parks and Open Space Advisory Committee Recommendations). Staff concurs with the POSAC’s recommendation and recommends that the Board accept cash-in-lieu of parkland in relation to the proposed subdivision.

Intergovernmental Implications

Staff have encouraged the Provincial Approving Officer (PAO) to require road widening in association with the subdivision to better accommodate pedestrians and cyclists along Stewart Road and Davenham Road. The POSAC also provided comments to encourage MOTI to improve the road shoulder around the subject property.

PUBLIC CONSULTATION IMPLICATIONS

A Public Information Meeting (PIM) was held on September 14, 2017 at Nanoose Place (see Attachment 4 – Summary of Public Information Meeting). Approximately eight people were in attendance. Comments from the PIM include concerns around blasting, water, and safe access to Stewart Road. For access onto Stewart, comments received from the PIM reflect concern with the location of the strata road within proximity to the corner with Davenham Road. The proposal is consistent with policy within the OCP, which minimizes the number of direct access points onto major roads such as Stewart Road, though the visibility from the proposed location of the Davenham Road intersection is poor. Along with comments for roadside improvement and POSAC recommendations, RDN planning staff will also communicate public concerns for road safety to MOTI and the Provincial Approving Officer.

ALTERNATIVES

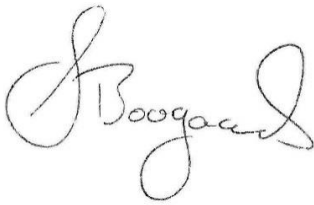
1. To accept the cash-in-lieu of parkland dedication.
2. To not accept the cash-lieu of parkland dedication and provide further direction.

FINANCIAL IMPLICATIONS

Staff have reviewed the proposed development and note that the proposal has no implications related to the Board 2017-2021 Financial Plan.

STRATEGIC PLAN IMPLICATIONS

Staff have reviewed the proposed cash-in-lieu dedication in relation to the 2016 - 2020 Board Strategic Plan, and the proposal is in compliance with Strategic Priority for Focus on Service and Organization Excellence by directing sources of funding to priority recreational amenities. The proposal also recognizes that other parks goals for improved mobility may be achieved through the requirements of provincial agencies.



Stephen Boogaards
sboogaards@rdn.bc.ca
September 18, 2017

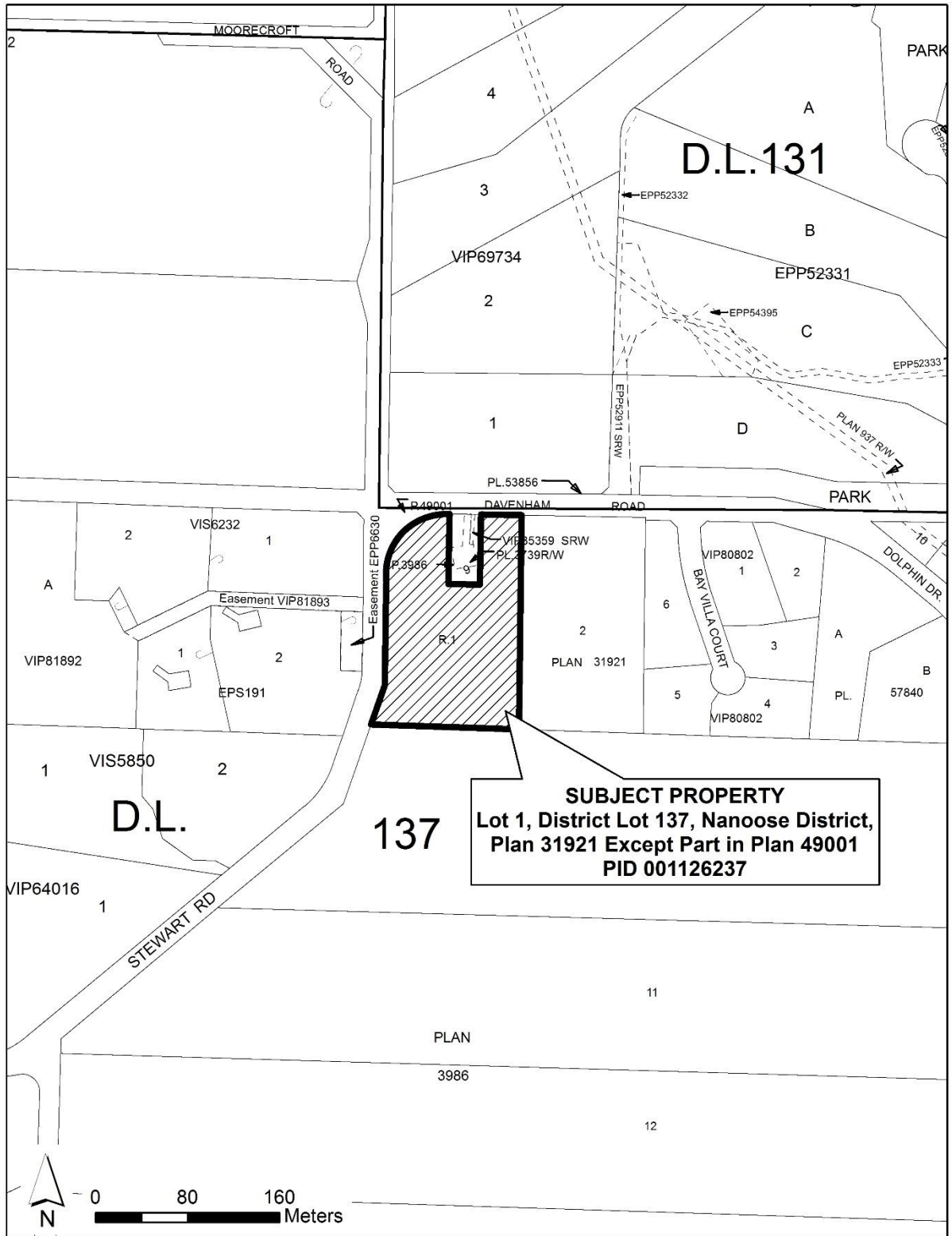
Reviewed by:

- Jeremy Holm, Manager of Current Planning
- Geoff Garbutt, General Manager of Strategic & Community Development
- Phyllis Carlyle, Chief Administrative Officer

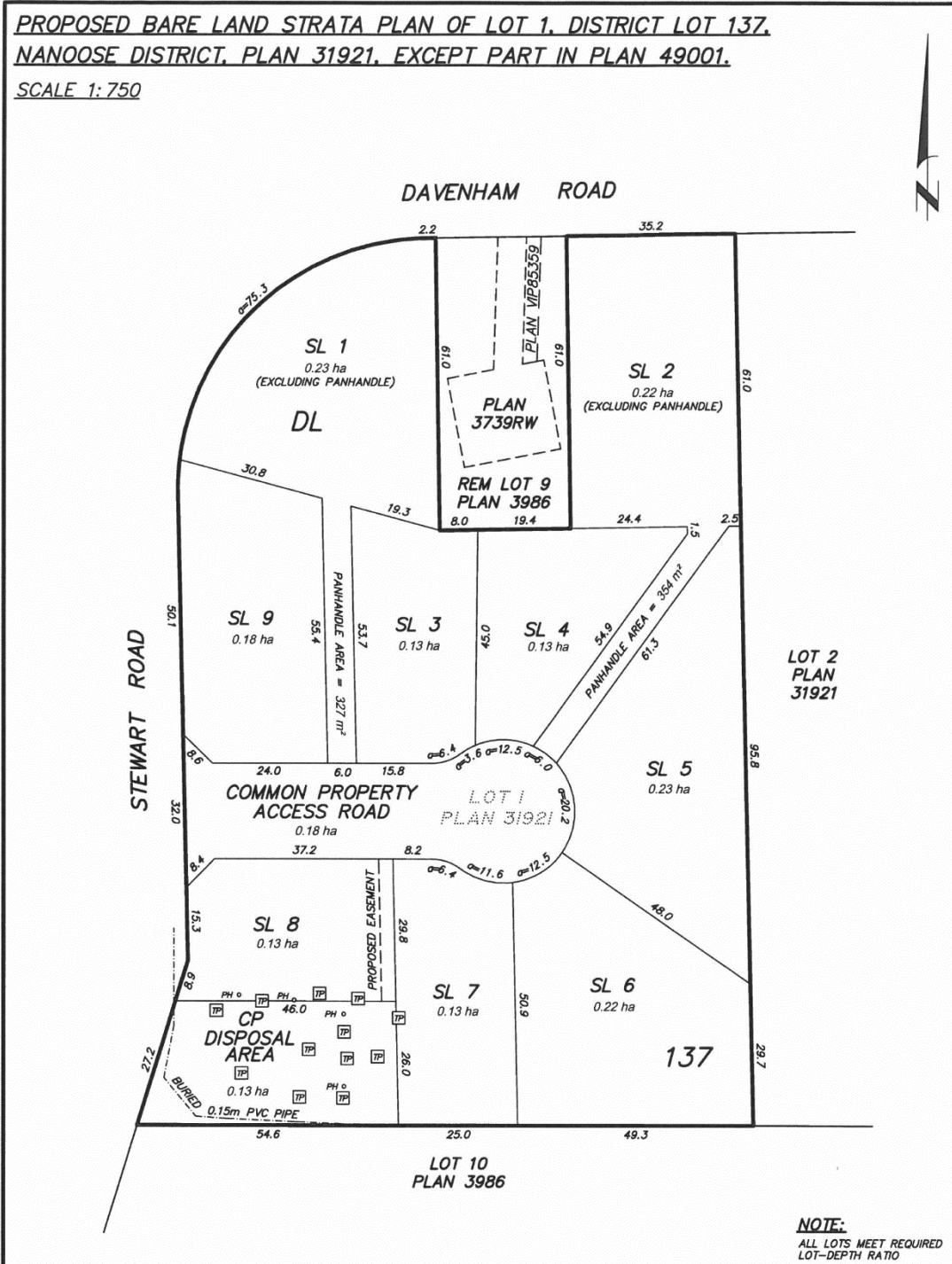
Attachments

1. Subject Property Map
2. Plan of Subdivision
3. Electoral Area 'E' Parks and Open Space Advisory Committee Recommendations
4. Summary of the Public Information Meeting

Attachment 1
Subject Property Map



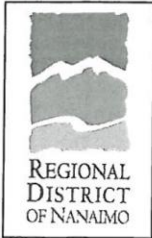
Attachment 2
Plan of Subdivision



No.	DATE	REVISION
1	2016/08/26	
2	2016/12/14	ALTER PLAN TO BARE LAND STRATA WITH CP FOR DISPOSAL – ADD 1 LOT
3	2017/02/15	ADD TEST PITS, PERC HOLES AND PROPOSED EASEMENT
4	2017/02/15	ADJUST LOT LINES TO COMPLY WITH LOT-AVERAGING REQUIREMENTS

<p>LEGEND</p> <p>ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF</p> <p>ALL DISTANCES ALONG CURVES ARE ARC DISTANCES</p> <p>ALL DIMENSIONS AND AREA ARE SUBJECT TO FINAL SURVEY.</p> <p>DL DENOTES DISTRICT LOT</p> <p>REM DENOTES REMAINDER</p> <p>ha. DENOTES HECTARES</p> <p>CP DENOTES COMMON PROPERTY</p> <p>TP DENOTES TEST PIT</p> <p>PH o DENOTES PERC HOLE</p>	<p>SIMS ASSOCIATES</p> <p>LAND SURVEYING LTD.</p> <p>223 FERN ROAD W.</p> <p>QUALICUM BEACH, B.C. V9K 1S4</p> <p>PHONE: 250-752-9121</p> <p>FAX: 250-752-9241</p> <p>FILE NUMBER: 16-295-S</p> <p>DRAWING NUMBER: 16-295 P4.DWG</p> <p>DATE: 2017/02/15</p>
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Attachment 3
Electoral Area 'E' Parks and Open Space Advisory Committee Recommendations



PARK LAND DEDICATION REVIEW
Referral Form
Parks and Open Space Advisory Committee

Advisory Committee Name: Nanoose Bay Parks + Open Spaces Advisory Committee.

In conjunction with the subdivision application for the property legally described as:

Lot 1, District Lot 137, Nanoose District, Plan 31921, except part in Plan 49001
and located at Stewart Road - Electoral Area 'E'

Attachments:

- Location map
- Park Proposal Map
- Other Staff Report

The Parks and Open Space Advisory Committee has reviewed the request submitted by the applicant/owner and forwarded by the Regional District Planning Department for either dedication of park land or cash in-lieu-of park land or a combination of both and has the following advisory comments and recommendations to the Electoral Area Planning Committee and the Regional District Board:

Comments:

Encourage MOTI to improve road shoulder around the subject property. Staff to clarify requirements noted in the PLA regarding roadside improvements.

Recommendations:

As per the Staff Report: That the 5% cash-in-lieu of parkland dedication be accepted in conjunction with Subdivision Application No. PL 2017-034.

Date: Sept. 13, 2017

Note: POSAC comments and recommendations must be submitted to the RDN Recreation and Parks Department two business days prior to the Public Information Meeting.

Attachment 4
Summary of the Public Information Meeting
Held at Nanoose Place
2925 Northwest Bay Road, Nanoose Bay
Thursday September 14, 2017 at 6:30 pm
RDN Application PL2017-034

Note: This summary of the meeting is not a verbatim recording of the proceedings, but is intended to summarize the comments and questions of those in attendance at the Public Information Meeting.

There were (8) members of the public in attendance at this meeting.

Present for the Regional District of Nanaimo:

Director Bob Rogers, Electoral Area 'E' (the Chair)
Jeremy Holm, Manager of Current Planning
Stephen Boogaards, Planner

Present for the Applicant:

Rachel Hamling, Fern Road Consulting Ltd. (Agent)

The Chair opened the meeting at 6:30 pm, outlined the evening's agenda, and introduced the RDN staff and the applicant's agent (Fern Road Consulting Ltd). The Chair then stated the purpose of the Public Information Meeting and asked RDN staff to provide background information concerning the development application.

The planner provided a brief summary of the nine lot subdivision application and the proposal for cash-in-lieu of parkland dedication in accordance with Section 510 of the *Local Government Act*. The planner also explained that the Electoral Area 'E' Parks and Open Space Advisory Committee at its meeting of September 13, 2017, recommended that cash-in-lieu of parkland dedication be accepted.

The Chair invited the applicant to give a presentation of the development proposal.

Rachel Hamling presented an overview of the proposed subdivision and explained the rationale for the proposed cash-in-lieu of parkland dedication. She explained that the Parks and Open Space Advisory Committee supported the cash-in-lieu proposal due to the unsuitable conditions for a trail and unsafe conditions for a crosswalk for Stewart Road. She also presented the results of the appraisal completed for the property, which appraised the undeveloped land at \$610,000. Based on 5% of the undeveloped land being subdivided, the cash-in-lieu of parkland dedication would be \$30,500.

Following the presentation, the Chair invited questions and comments from the audience.

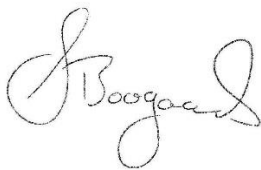
Miranda Hendricks, 1786 Oak Leaf Drive, asked if blasting will take place and if the subdivision will affect drinking water. The applicant responded that they are not sure about blasting and that servicing of the lot will be reviewed by an engineer.

Terry Pope, 3031 Park Place, stated he was concerned about access onto Stewart Road, particularly given the proximity to blind corner at the Davenham Road intersection. The applicant responded that the access is through the strata road, which was approved by the Ministry of Transportation and Infrastructure.

The Chair asked if there were any further questions or comments.

Being none, the Chair thanked those in attendance and announced that the Public Information Meeting was closed.

The meeting was concluded at 6:45 pm.

A handwritten signature in cursive script, appearing to read 'S. Boogaards', is positioned above a horizontal line.

Stephen Boogaards
Recording Secretary

TO: Electoral Area Services Committee **MEETING:** October 10, 2017
FROM: Greg Keller
Senior Planner **FILE:** 6630-01
SUBJECT: Rural Area Signage Project Results and Recommendations

RECOMMENDATIONS

1. That the Board receive the results of the open houses included as Attachment 1 and questionnaire results included as Attachment 2.
2. That the Board direct staff to prepare a report on potential amendments to “*Regional District of Nanaimo Electoral Area ‘F’ Zoning and Subdivision Bylaw No. 1285, 2002*”, “*Regional District of Nanaimo Land Use and Subdivision Bylaw No. 500, 1987*”, and, “*Regional District of Nanaimo Sign Bylaw No. 993, 1995*” to enhance the ability to construct community kiosks, and community identification and wayfinding signage.
3. That the Ministry of Transportation and Infrastructure be requested to consider implementing the specific signage improvements identified through the rural area signage project community engagement process as presented in Attachment 3.
4. That the Board direct staff to prepare an informational webpage advising members of the public and community groups how to request signage improvements and how to obtain approval to install signage.
5. That the Board recognize the communities as listed in Attachment 4 for the purpose of making application to the Ministry of Transportation and Infrastructure to install signage in the road rights-of-way under the Ministry’s Policy Manual for Supplemental Signs.
6. That the Ministry of Transportation and Infrastructure be requested to include the communities identified in Attachment 4 in its Guide Sign and Service and Attraction signage programs.

SUMMARY

The purpose of this report is to present the findings of the Rural Area Signage Project community engagement process and to present recommendations for addressing community concerns, comments and ideas related to improving the effectiveness of signage in rural areas.

BACKGROUND

Effective and informative signage is important to the local economy, is a public safety factor and can strengthen community identity and pride. Despite the importance of effective signage, there continue to be challenges to effective signage in rural areas. The rural area sign project is intended to identify and

respond to these challenges and community concerns. The Board approved community consultation program has been completed and recommended actions to support effective signage in rural areas have been prepared for the Board's consideration.

Public Consultation Implications

The comprehensive community outreach process included open houses held April 24th at the Royal Canadian Legion in Bowser, May 1st at the Cranberry Community Hall in South Wellington, and May 4th at the Parksville Community and Conference Centre. The community engagement process also included an online questionnaire which was available from April 2017 through the summer months. A referral was also sent to stakeholder groups and organizations and a project website was established. In addition to formal Regional District of Nanaimo (RDN) sponsored events, staff also met with representatives from the Ministry of Transportation and Infrastructure (MOTI) and individual community members upon request.

While the public response was lower than anticipated, the engagement process was a success given the quality of feedback and meaningful input that was provided. The following is a summary of the community input.

Open House Summary

Approximately 30 people in total attended the three open houses. The majority of comments and concerns raised by open house participants related to signage in road rights-of-way and specifically lack of directional signage and driver safety and informational signage. See Attachment 1 for the results of the open houses.

Questionnaire Summary

A total of 85 respondents participated in the questionnaire. As none of the questions were mandatory, respondents had discretion to complete as many or as few questions as they chose.

The following is a summary of the questionnaire results (see Attachment 2 for the results of the questionnaire):

- a. More than half of respondents indicated that there is no community identification signage in their community.
- b. Participants identified a number of locations for additional community and wayfinding signage to be installed throughout the region. A common theme is that more directional and community identification signage is desired on Highway 19 and Highway 19A directing traffic towards the village centres and established communities.
- c. Participants indicate that there are not enough signs providing directions to public facilities, local attractions and services including public beach access points, parks, community halls, boat launches, and trails.
- d. When asked how signage for businesses, services, and accommodations and tourist attractions can be improved, the top three response categories were signs should have improved aesthetics and character, signs should be more visible, and signs should be larger.

- e. The top three sign categories that respondents indicated were most in need of improvement included community identification, wayfinding, and information signage.
- f. Online searches, online maps and word of mouth were identified as being more important than signage in locating businesses, services, accommodations, and tourist attractions.
- g. Thirty-eight percent of respondents indicated that they were from Electoral Area 'H'. Electoral Area 'E' had the second highest percentage of respondents at 14%.
- h. A few respondents indicated that there should be fewer signs in the rural areas and that signs should be reduced in size and minimally illuminated.
- i. Although only 15% of respondents indicated that there are barriers to identification signage in their community, 48% of survey participants did not respond to the question.

Summary of Community Input

There is support for improved community identification, wayfinding and directional signage throughout the region. Many of the ideas and concerns were in relation to signage that can already be accommodated for in existing MOTI sign policy. In addition, a number of electoral area specific signage improvements were identified by the community through the public consultation process (see Attachment 3 for a list of location specific signage improvements).

Issues and Recommended Actions

Despite not having a role in the regulation of signs located in road rights-of-way, the RDN can assist in improving the effectiveness of signage in rural areas within road rights-of-way by advocating for signage improvements, making application to MOTI for signage on behalf of community groups, and by assisting with information. The RDN can also provide financial assistance to community groups proposing to install signage through such funding sources as community works funds and Northern Community Economic Development Funds. As a result of the importance that MOTI plays in the regulation of signs in rural areas, further discussion on MOTI's role is provided in the intergovernmental implications section of this report.

Based on community input, the following four key issues have been identified and the following associated actions are recommended to assist in making signage in rural areas more effective.

Issue 1 There is not enough community identification signage and signage on community facilities such as community halls, recreation facilities, and fire departments.

- a. Recommended Action - Amend RDN zoning bylaws and sign regulations to enhance the ability to construct community kiosks and community identification and wayfinding signage.
- b. Recommended Action - Consider including community signage goals, objectives, and policies in all OCP reviews.
- c. Recommended Action - Continue to consider providing financial support for the installation of community signage such as was provided for the Nanoose Bay signs, Lighthouse Country Business Association signs, and signage at Nanoose Place.

- d. Recommended Action - Continue to advocate for the provision of effective signage in rural areas.

Issue 2 Many of the specific sign requests and suggestions were for signs within road rights-of-way for sign types that could be accommodated under existing MOTI policy. This may suggest that information related to obtaining MOTI approval for signage in road rights-of-way is not easy to find or readily available.

- a. Recommended Action - Develop and promote a webpage to advise members of the public and community groups how to request signage improvements and how to obtain approval to install signage.

Issue 3 A number of requests for specific signage improvements were identified through community input.

- a. Recommended Action - Request MOTI to consider implementing the specific signage improvements within road rights-of-way identified by the community (see Attachment 3 – Electoral Area Specific Sign Improvement Requests).

Issue 4 Community identification and wayfinding signage is lacking in most Electoral Areas and village centres in the RDN and may not currently be eligible for MOTI Guide and Service and Attraction Signage (such as identifying the distance to rural communities).

- a. Recommended Action - Recognize all of the Rural Village Centres designated by the Regional Growth Strategy named in Attachment 4 as distinct communities for the purpose of making application to MOTI to install community identification, entrance, and wayfinding signage within road rights-of-way.
- b. Recommended Action - Request MOTI to include all of the Rural Village Centres designated by the Regional Growth Strategy named in Attachment 4 in its Guide Sign and Service and Attraction signage programs.

Intergovernmental Implications

Ministry of Transportation and Infrastructure regulates signs within road rights-of-way and plays a critical role in signage in rural areas. MOTI utilizes three documents for regulating signs within road rights-of-way including the Manual of Standard Traffic Signs and Pavement Markings, the Policy Manual for Supplemental Signs, and the Service and Attraction Sign Manual. All signs must be consistent with these documents.

With respect to the specific signage improvement requests (Issue 3 above), many of the requests are for signs that would be located within road rights-of-way and would be under MOTI jurisdiction. The RDN can advocate for these improvements by requesting MOTI to consider implementing the specific signage improvements identified through the rural area signage project community engagement process as presented in Attachment 3

With respect to the lack of community identification and wayfinding signage (Issue 4 above), the MOTI Policy Manual for Supplemental Signs and the Service and Attraction Sign Manual provide guidance for a number of different types of signs within road rights-of-way. Supplemental Signs are regulated by the MOTI and are considered for approval through the MOTI permitting process. The “Nanose Bay –

Nurtured By Nature” signs were approved by the MOTI under its supplemental sign policy. These types of signs can be used to provide additional community identification and wayfinding information.

The MOTI Manual of Standard Traffic Signs and Pavement Markings include strict province-wide standards for eight functional sign groups located within the road right-of-way including Guide Signs (green and white distance markers found within the road rights-of-way). As signage addressed by this manual is standardized across the province, MOTI staff have indicated, that the Ministry is not likely to favourably consider requests that are inconsistent with this manual.

Ministry of Transportation and Infrastructure policy requires a host regional district to recognize a community as a distinct community, approve the name of the community, or pass a motion supporting an application to the MOTI for the sign installation depending on the type of sign being requested. In order to satisfy MOTI requirements, a community must have clear geographic boundaries. It is recommended that designated Rural Village Centres be recognized as distinct communities as they are geographically defined and reflective of unincorporated communities in the RDN (see Attachment 4 – Recognized Distinct Communities). Please note other communities can be identified as distinct communities through requesting a Board resolution at a later date on a case by case basis.

Signage for RDN Parks, Trails, and Public Facilities

Community input suggests that there may not be enough signs providing direction to public facilities including public beach access points, parks, trails, and boat launches. When considering wayfinding signage for regional parks and trails, staff work with MOTI to have signs permitted through the Ministry’s sign policies. In addition, a Parks and Trails Master Planning Process is scheduled to begin next year and it is expected that directional signage related to parks and trails will be considered through that process.

In addition to providing wayfinding signage the RDN facilities can also be found using both printed and online tools. The RDN has prepared a Regional Parks and Trails Guide that provides directions and maps to all of the Regional Parks and Trails. The RDN also offers an interactive parks and trails finder as well as georeferenced PDF maps. With respect to recreational facilities, the location of Oceanside Place Arena and Ravensong Aquatic have been provided to both Garmin and Tom Tom and can be found on Google Maps. These online resources are easily accessed using smart phone technology and the georeferenced pdf maps can be used with some smart phones using onboard GPS technology even without an internet connection.

ALTERNATIVES

1. That the Board approve the staff recommendations included in this report.
2. That Board not approve the staff recommendations included in this report and provide further direction.

FINANCIAL IMPLICATIONS

The cost of the recommended bylaw amendments and the proposed webpage design are estimated at \$8,000. Should the Board approve this work as recommended, it will be included for consideration by the Board in the 2018 Community Planning budget.

The Board may choose to financially support community identification signage similar to the Nanoose Bay signs and Nanoose Place sign, in which case funding could be provided through Community Works funds for individual projects. The Board may also choose to financially support individual signage projects that qualify for other RDN funding programs, such as Northern Community Economic Development funds, as was the case with the Lighthouse Community Business Association sign. These projects would be considered on a case-by-case basis and as funding sources allow, as such there is no impact to the 2017-2021 Financial Plan.

STRATEGIC PLAN IMPLICATIONS

Taking actions in support of effective signage in rural areas is consistent with the Board's 2016-2020 Strategic Plan priority to facilitate/advocate for issues outside of the RDN's jurisdiction and would help foster economic development and tourism in the region.



Greg Keller
gkeller@rdn.bc.ca
September 25, 2017

Reviewed by:

- J. Holm, Manager, Current Planning
- G. Garbutt, General Manager, Strategic and Community Development
- P. Carlyle, Chief Administrative Officer

Attachments

1. Summary of Open Houses
2. Questionnaire Results
3. Location Specific Signage Improvements
4. Recognized Distinct Communities

Attachment 1 Summary of Open Houses

The following is a summary of the comments received at the open houses held on April 24th at the Royal Canadian Legion in Bowser, May 1st at the Cranberry Community Hall in South Wellington, and May 4th at the Parksville Community and Conference Centre.

Ideas

1. There should be a directional signage installed near Laburnum Road indicating the distance to Deep Bay and Bowser.
2. There should be a three-way stop sign near Horne Lake Road and Kenmuir Road.
3. Support for directional signage on Nanaimo River Road, White Rapids Road, and Godfrey Road towards Extension Park.
4. A sign in Extension Village to indicate the coal mining history.
5. Signage to indicate creeks, rivers, and lakes.
6. Signage to indicate that there are children walking to school in areas that have no shoulder or very narrow roadside shoulders.
7. Support for signage in high accident areas.
8. Wayfinding signage to indicate the distance from Extension Road/White Rapids Road intersection and Nanaimo River Road/White Rapids Road intersection. Concerns over traffic volume and speed.
9. Support for signage in high traffic areas such as along Jingle Pot Road to indicate children walking to school. Specifically Mountain View School.
10. Require address numbers to be more visible from the street.
11. Support for signage indicating farm implements on the road in rural areas. Share the road signs were suggested as well.
12. Support for a playground sign near Extension Hall and to reduce the speed limit to 30 km per hour.
13. Allow farm gate and farmers market signs.
14. Construct a welcome sign at each end of Cedar.
15. Want limits on size and number of signs.

16. Install a fish protection sign at Scannel Creek.
17. Less signage is more.
18. More safety signs for Farm equipment, animals, and wildlife on rural roads. Establish a committee with representatives from community groups, local government, and MOTI to increase roadside safety signs for farm equipment, farm animals, and wildlife on roads to develop a comprehensive approach that goes beyond one sign at a time.
19. Require removal of temporary signs and monitor removal date.

Concerns

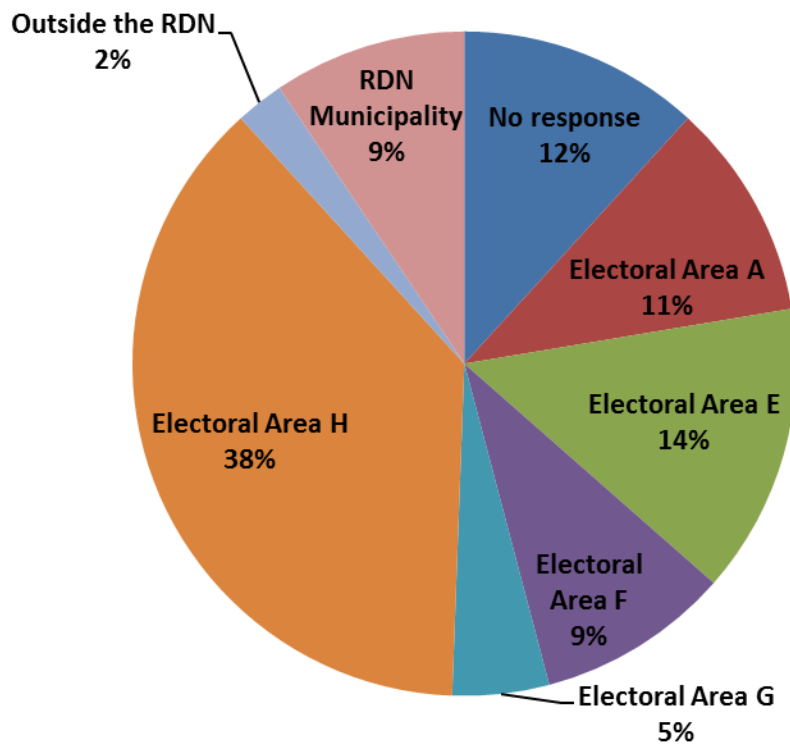
1. MOTI has not fulfilled its commitment to install a services and attractions sign near Horne Lake Road.
2. Fire Truck access on Benson View Road.
3. Benson View Road is too narrow and there are concerns with children walking and cycling.
4. No more ditching if not necessary as it takes away the only roadside walking paths that are available in the rural areas.
5. There should be a weight limit enforced on White Rapids Road as there are large volumes of heavy truck traffic using the road. Also the passing lane on White Rapids Road was not painted.
6. Signage should be limited to two signs or less per parcel.
7. Signs that are not maintained and are not well designed.
8. Over illumination of signs that cause light pollution.
9. Street signs that are lacking and are difficult to read due to small font size.
10. Need for more parking signs for Ammonite Falls parking areas near Creekside Place.
11. Overnight parking next to the French Creek Pollution Control Centre. There should be a no parking or no overnight parking sign installed.
12. Traffic speed in rural areas.

Attachment 2
Questionnaire Results

Question 1: Which RDN Electoral Area do you live or own property in?

Answer Options	Response Count	Percent of Responses
Electoral Area A	9	11
Electoral Area E	12	14
Electoral Area F	8	9
Electoral Area G	4	5
Electoral Area H	32	38
Outside the RDN	2	2
RDN Municipality (Nanaimo Parksville Qualicum Beach Lantzville)	8	9
No response	10	12
Total number of responses		85

Which RDN Electoral Area do you live or own property in?

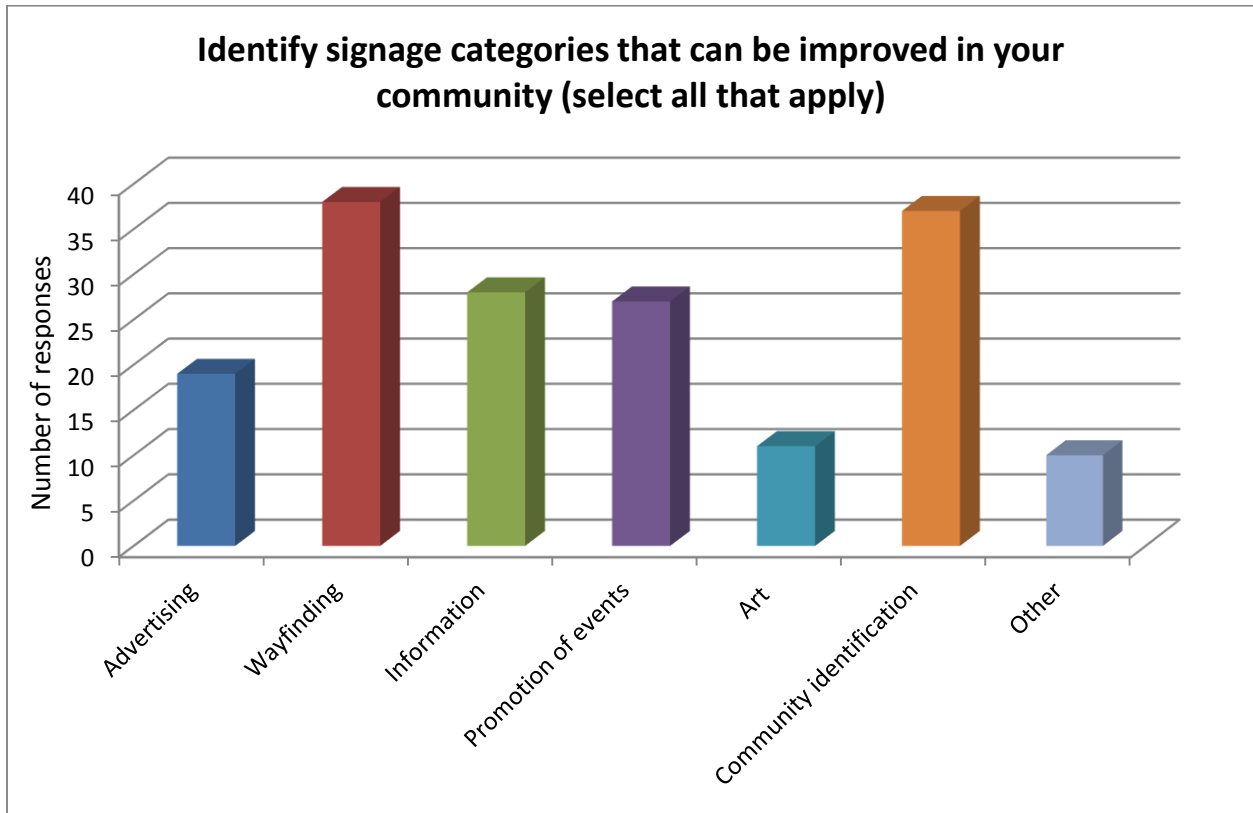


Question 2: Which community or neighbourhood do you live in or identify most with?

	Comments received on Question 2 (Which community or neighbourhood do you live in or identify most with?)
1	Bowser
2	Errington Village Area
3	Parksville
4	Burnaby
5	Qualicum Bay
6	Errington
7	Horne Lake
8	Fairwinds
9	Dashwood
10	Fairwinds, Nanoose Bay
11	French Creek
12	Bow Horne Bay
13	Meadowood Village Centre
14	Cedar
15	South Wellington
16	Parksville
17	Bowser
18	Nanoose Bay
19	Beachcomber
20	Nanoose Bay
21	Dorcas Point Estates
22	North Cedar
23	Bowser
24	Qualicum Bay
25	Better late than never. We should have had signs allocated to Bowser before the new highway was in. Leaving Qualicum Beach on 19A says next stop 62 km to Courtenay, same goes coming out of Courtenay. The M.O.T hand book prescribes what is needed in a Community to allocate signage. We have more requirements then Qualicum Beach, and certainly more than "Goats of a Roof" Coombs. Yet it seems every year Coombs gets bigger and better signage, along with Spider and Horne Lake, which are not Communities by the standards set out in the handbook. We have a University, Gasoline, liquor Store, Grocery Store, Accommodations, restaurants, a marina and various other shops. The First Nations Hatchery is a Valuable Tourist destination. Directional signage is required on BOTH 19A and 19. Maybe we can finally get on a map, other than to have people lost in order to find us
26	Deep Bay. As we are on Deep Bay water I think it appropriate that there is signage at Jamieson Rd Identifying us as Deep Bay.
27	Nanoose Bay
28	Lighthouse Country
29	Bowser
30	Cedar Yellow Point
31	Deep Bay

	Comments received on Question 2 (Which community or neighbourhood do you live in or identify most with?)
32	Dashwood
33	Spider Lake
34	Parksville
35	Bowser
36	Bowser, BC
37	Bowser
38	Bowser/Deep Bay
39	Dunsmuir
40	Bowser & Qualicum Beach
41	Fairwinds, Nanoose Bay
42	Nanoose Bay
43	Fairwinds
44	Qualicum Bay Horne Lake area
45	I work with the rural and farming community in the Nanaimo Regional District. Primarily this would be Cedar, Coombs-Errington and Oceanside.
46	Parksville
47	Errington
48	Bowser
49	Spider Lake
50	Parksville
51	Nanaimo
52	H
53	Cedar, Area A of Nanaimo physically although I do most shopping in Ladysmith or Duncan as easier and faster to get to and stores are more centralized than driving all over Nanaimo.
54	Bowser
55	Bowser
56	Bowser
57	North Cedar
58	Bowser and Deep Bay
59	South Wellington
60	Dunsmuir
61	Does not matter I am a Nanoose Resident I do not want any more signs telling me anything!
62	Nanoose
63	Qualicum Bay
64	Newcomers to Whiskey Creek although postal address is Qualicum Beach
65	Yellow Point
66	Cedar / South Wellington
67	Nanoose Bay

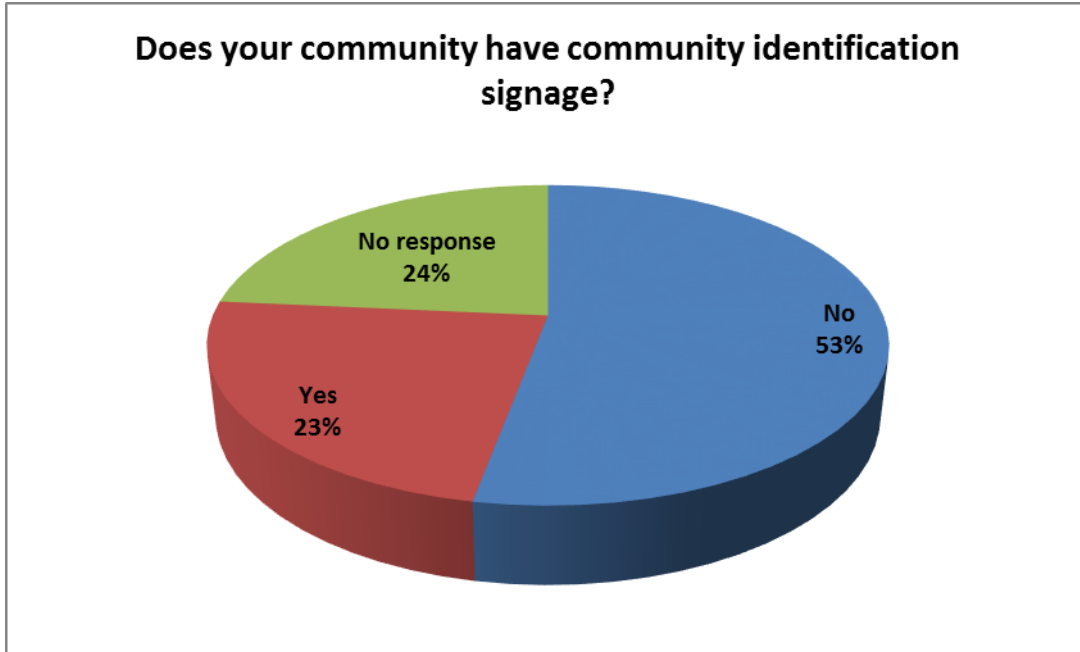
Question 3: Identify signage categories that can be improved in your community (select all that apply)



A total of 85 responses to Question 3 were received.

Comments received on Question 3 (Identify signage categories that can be improved in your community – Other)	
1	Pedestrian/Cycling Signage/Markings
2	Signage into Dashwood, much like into Lighthouse Country, Coombs/Errington, Nanoose. Dashwood does not have any signage like the other areas do.
3	Where our Fire Dept sign is at the bottom of NWBAY Rd
4	Farm tractors and implements sharing the road
5	Destination, directional
6	Speed limits
7	Larger school zone signs on Northwest Bay Rd for Nanoose Elementary. Very few people slow down at the appropriate place, they hit their brakes at the school
8	Farm Implements on Road
9	Private residences posting their business for advertising
10	Speed limit signage

Question 4: Does your community have community identification signage? If so, where is it?



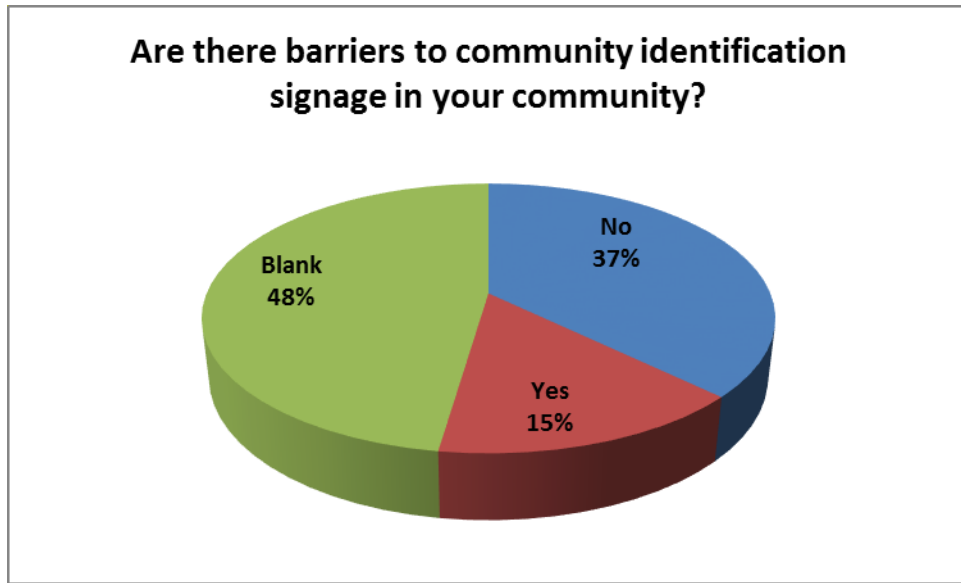
A total of 65 responses to question 4 were received.

Answer	Number of Responses	Percentage of Responses
Yes	45	23
No	20	53
No response	20	24

	Comments received on Question 4 (Does your community have community identification signage? If so, where is it?)
1	At a pull out just below the Horne Lake interchange to 19A
2	Entrance sign on highway
3	Entrance to Nanoose & Fairwinds
4	Entrance to Parksville
5	Everywhere
6	Highway
7	Highway 19 and Northwest Bay Road
8	Hwy 19A
9	It is a wood carving done by a local artisan and is located at Qualicum Bay. It is well done but does not stand out as well as the roadside signage at Nanoose Bay.
10	Nanoose Bay
11	North and south entrances to community
12	On 19A
13	On boundaries
14	On highway and on NW Bay Road

	Comments received on Question 4 (Does your community have community identification signage? If so, where is it?)
15	On highway right of way
16	On the highway
17	On the side of the road
18	Powder Point Road / Fairwinds Drive
19	Two on the highway and one on Northwest Bay Road by Craig Bay
20	You know where because I said I live in Nanoose

Question 5: Are there barriers to community identification signage in your community? If so, what are they?



A total of 45 responses to question 5 were received.

Answer	Number of Responses	Percentage of Responses
Yes	13	15
No	32	37
Blank	41	48

Comments received on Question 5 (Are there barriers to community identification signage in your community? If so, what are they?)	
1	There are none
2	Area G covers a large area, therefore is not appropriate
3	Bureaucratic inertia
4	Bylaws, MOTI regulations
5	community service sign
6	Lighthouse Country is.....pretty vague... and there are other...lighthouse country areas
7	None exist
8	Not sure how to answer this question as I don't know what the barriers would be.
9	Ours is a small community - but it could incorporate Bowser/Deep Bay together
10	Poor city council
11	3rd party signage, MoTI rules, signage size
12	There is none...
13	Visibility and choice of location for signs

Question 6: Do you think there should be community identification signage installed to better identify your community or is existing community identification signage adequate to identify your community?

	Comments received on Question 6 (Do you think there should be community identification signage installed to better identify your community or is existing community identification signage adequate to identify your community?)
1	No
2	Yes! There is a lack of community signage in my area.
3	We do have some nice signage but it would be lovely to see something come up like the beautiful one that Nanoose has created. We have a simple sign on the North coming from Courtenay and the info signage on the reserve land pull out. It is a pretty busy signage and travelers that do not stop at it really have no other full on info you made it to Qualicum Bay or Bowser
4	Current signage identifies Coombs but not Errington
5	Adequate
6	Yes
7	There should be signage into the Dashwood/Meadowood areas.
8	No. It is adequate as is.
9	Could use some simple signs like Welcome to..... or Now entering..... Then 'Thanks for Visiting' when leaving the area. Install only on major roads entering or leaving an RDN area.
10	Qualicum Bay, Bowser and Deep Bay
11	No allowance whatsoever for signage along our only access route and its connection to Highway 19 (coastal)
12	We don't have any signage identifying Cedar.
13	More signage creates a sense of community pride and beautifies our communities
14	Adequate
15	Great new signs
16	Yes, there is no community identifying signage at this time.
17	Yes!
18	We've had to do everything for ourselves here. Welcome aboard. Forever hopeful.
19	It's fine
20	Absolutely I think we should have Deep Bay signage at Jamieson Rd to Identify the area. We are on Deep Bay water therefore should be identified as Deep Bay.
21	I would like to see Highway 19 "distance to signage" for Qualicum Bay, Bowser and Deep Bay in the same manner as Cumberland, Courtenay and Comox at points north of Nanaimo and Parksville. Also similar signage on the outskirts of Qualicum Beach.
22	Yes
23	Yes we need to identify Bowser at the highway and the Spider Lake Horne Lake region at the highway too
24	No
25	YES.
26	Yes we need more community identification signage.
27	Better signage is required for Qualicum Bay. Nobody even knows it exists.

	Comments received on Question 6 (Do you think there should be community identification signage installed to better identify your community or is existing community identification signage adequate to identify your community?)
28	There could be a bit more signage along the inland Hwy 19 to indicate services offered as well as direction
29	It's adequate now with the new Welcome to Nanoose Bay signs.
30	New signage should be installed
31	n/a
32	No
33	On the old highway there is a pull in for Lighthouse country information, however not sure if many people stop here to read it.
34	adequate
35	Locals know suburb or development names but visitors do not.
36	Adequate
37	Yes
38	Definitely
39	No
40	While we have signage on Hwy #19A there needs to be additional signage on Junction off Hwy #19 at Horne Lake and Cooks Creek for support of small business and artisans
41	No, not needed
42	No more signs
43	Yes
44	I think there is adequate signage.
45	The new signs are excellent and sufficient for Nanoose Bay.

Question 7: If you support the installation of additional community identification signage in your community, please tell us where you think it should be located.

	Comments received on Question 7 (If you support the installation of additional community identification signage in your community, please tell us where you think it should be located.)
1	Errington village area (Grafton Ave @ Errington Rd) has no publicly funded identification signage. As a small, sprawling community, a well-designed village sign near or at this central location would be incredibly beneficial in fostering a more collective atmosphere.
2	I think something a little more prominent on the North end coming into deep bay bowser are from Courtenay
3	On Dolphin Drive off Stewart, i.e. coming from Northwest Bay Road/Stewart onto Dolphin.
4	On the boarder of each area
5	Should be located at the QB/Dashwood boarder, and south at Shaw's Hill.
6	No. Additional signs are not required.
7	On major roads crossing into other jurisdictions. Make the message simple and easy to read - no gimmicky comments that are not borne out by reality.
8	Yes. On the four lanes north of Qualicum Beach (Baylis Rd). Along the route up to the village centre. In the Little Qualicum River Park (inside the provincial park for trails accessing our area).
9	Probably near the bridge on Cedar Road in the north and west, near the junction of Yellow Point Road and Cedar Road in the south.
10	Close to the centre of town, possibly at the Chevron corner light or at Craig Street and Island Hwy? Possibly at the top/centre of the sledding hill across from the Dairy Queen?
11	Cedar road, at the Nanaimo River Bridge for North Cedar. Cedar Road at the boundary of the RDN and the Cowichan Valley Regional District for South Cedar
12	Intersection of 19a and Kenmuir Qualicum Bay business area
13	Where the Tourists can see them!!!
14	The present highway sign for Deep Bay should be moved down to Jamieson and there needs to be an attractive sign at the entrance of Jamieson and Hwy 19A as well.
15	I am more concerned with signage drawing attention to travelers on Hwy 19 than with signs once they have found the Horne Lake Road exit.
16	Inland highway (19Hwy). There is no signage for Deep Bay or Bowser on the highway.
17	Prior to exit 75 Horne lake Rd intersection for North and South Bound traffic
18	At the beginning and end of the village core (Crosley in the North and Georgia Park in the South).
19	On Highway 19A and Highway 19
20	On the #19 highway
21	Hwy 19 before exits from south & north
22	Exit at Horne Lake and Hwy 19 pullout to read services and a map
23	n/a
24	No, only specific attraction signage.
25	A sign similar to Nanoose Bay would be nice on the Inland Highway so people could come off at Horne Lake Road and head down to Qualicum Bay, Bowser & Deep Bay
26	Start of each neighbourhood.
27	Yes

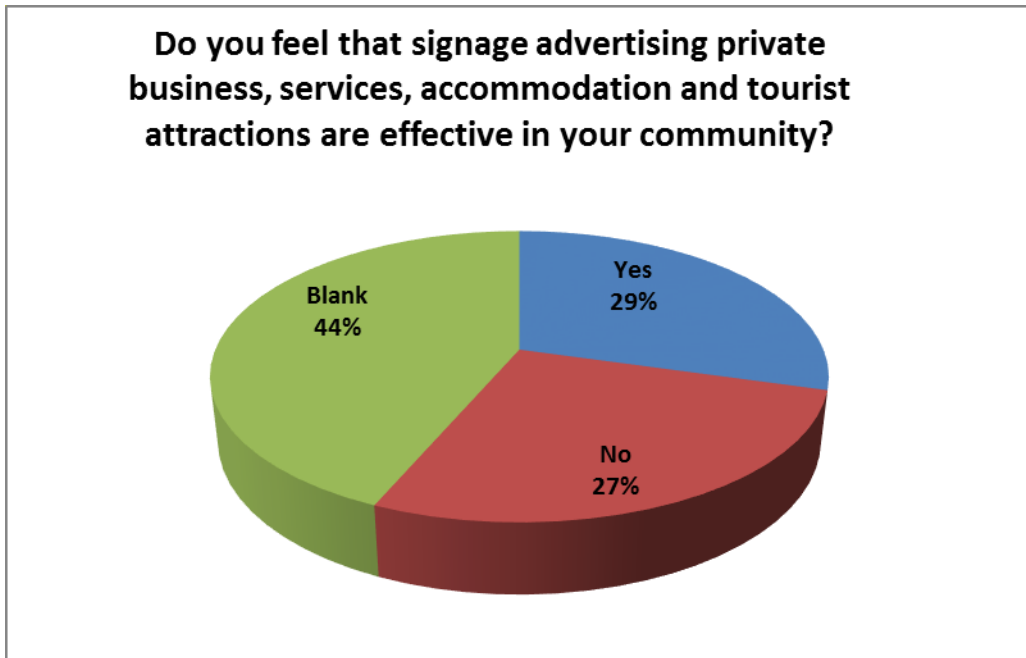
	Comments received on Question 7 (If you support the installation of additional community identification signage in your community, please tell us where you think it should be located.)
28	On the Old Island Highway AND 19
29	At the Hwy #19 Junctions at Horne Lake and Cook Creek. Along Hwy #19A as the junction with service road to the attraction, business or artisan location.
30	No more signs anywhere
31	Going towards WC from Coombs/Qualicum signage around entrance of Britain Rd or Poplar Way. When you are new to the community it is easy to miss the turn off since there is no indication that the residential area is on your left side.

Question 8: Do you have any general concerns related to community identification signage in your community?

	Comments received on Question 8 (Do you have any general concerns related to community identification signage in your community?)
1	If people can't spot the signage while they are driving through they are driving too fast and are willfully blind to existing signage.
2	I would hope that beyond just identifying the community, signage would promote active, environmental transportation options.
3	No
4	No
5	Dashwood seems to be the last area that does not have signage, so it's needed, if it's being done in other RD areas, we need it too.
6	Excessive signage would be a distraction and eye sore.
7	To my knowledge Area G and French Creek don't have any identification. At one time Service Cubs would build signs that identified the community and all the active clubs.
8	We have 1000's of residents living around a planned village centre with no appreciable signage for way finding or to identify services such as the Meadowood Store. Current signs are limited to private property only.
9	No
10	Street signs are difficult to read. Need higher contrast and larger lettering
11	No
12	Ya....there are no signs
13	In my community, not so much.
14	Yes...no one knows where Bowser or Deep Bay is!!! Unless you travel on 19A
15	Concern is for small business there is nothing to draw people in to let them know we are here
16	No
17	There is no signage except on Highway 19 at Cook Creek.
18	No
19	I just don't want too many signs
20	Bigger letters for night visibility.
21	No
22	N/A
23	None
24	No
25	Must be simple, no complex graphics
26	We are a community that is full of artists and artisans and yet not one municipal sign for any of us. I have a highway sign thru the government, but nothing special
27	Road safety
28	We have should have more signage for notification of where ambulance and fire halls are located (e.g. Deep Bay is obscure being on Gainsburg Road). There are also no signs pointing out the boundaries of Improvement Districts.
29	It's a residential area, but dump trucks, logging trucks, and cement trucks use South Wellington Rd like a major highway to and from Hub City Paving. Road is deteriorating road, not wide

	Comments received on Question 8 (Do you have any general concerns related to community identification signage in your community?)
	enough to walk on, speed also is a huge factor for large vehicles and cars. Ruckledge store sells liquor and in summer road is full of drunk drivers speeding to river and back. Also have a crack shack that is over 25 years old and no authority (RDN, police, fire department) will address.
30	Community too spread out for signage
31	Yes I cannot stand signs
32	Something as elegant and low-key would perhaps benefit the Yellow Point area in identification, but could it also have the double-edged effect of increasing the population and the resulting stresses on the ecology of the area.
33	No concerns.

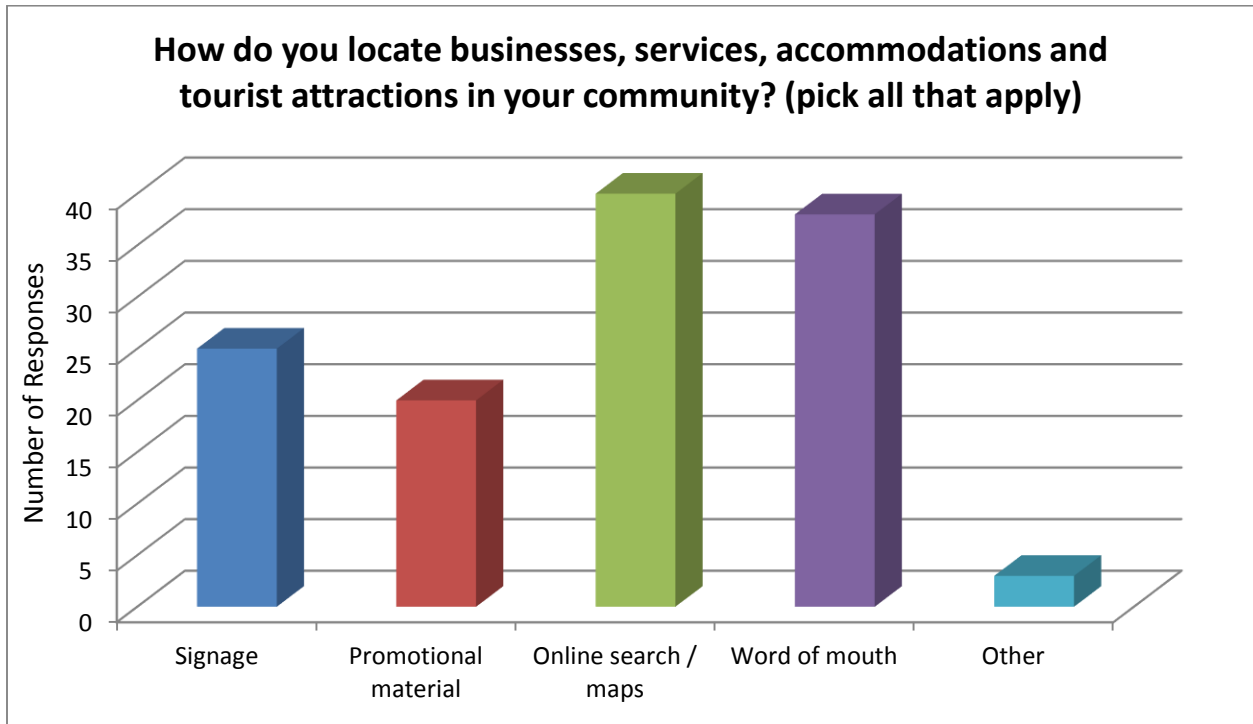
Question 9: Do you feel that signage advertising private business, services, accommodation and tourist attractions are effective in your community?



A total of 48 responses to question 9 were received.

Answer	Number of Responses	Percentage of Responses
Yes	25	29
No	23	27
Blank	37	37

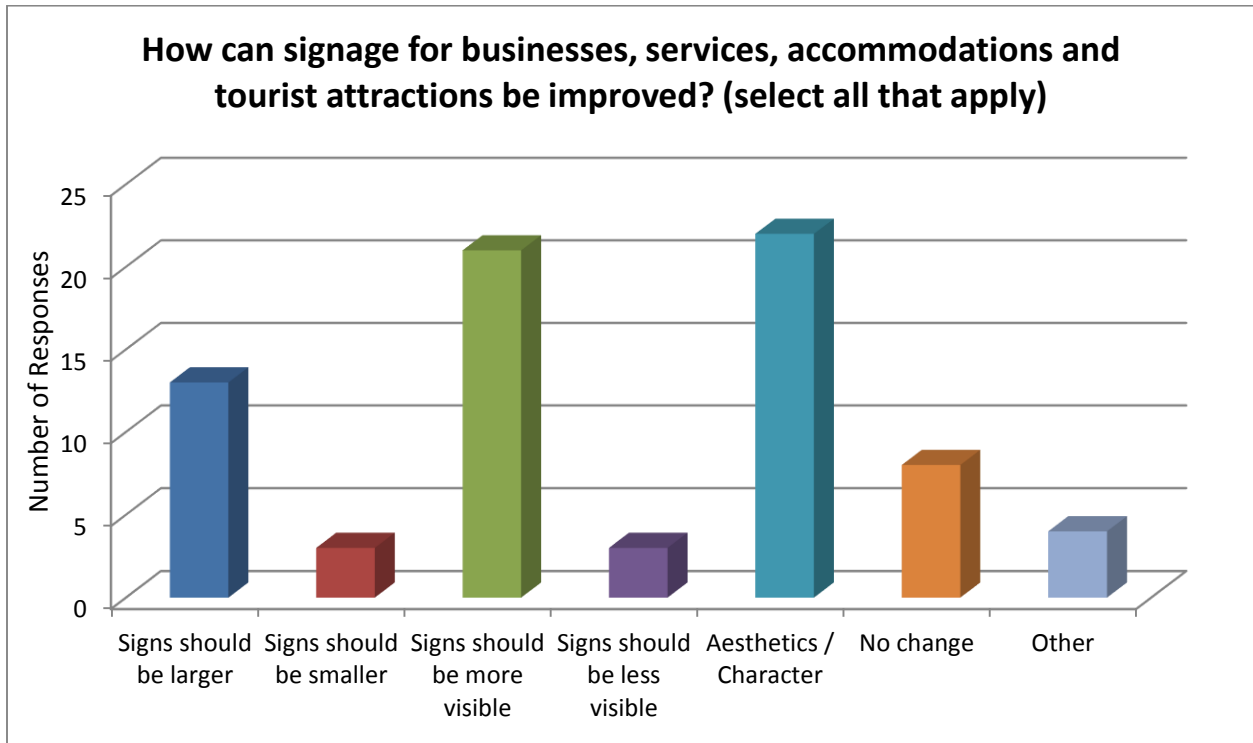
Question 10: How do you locate businesses, services, accommodations and tourist attractions in your community? (pick all that apply)



A total of 84 responses to question 10 were received.

Comments received on Question 10 (How do you locate businesses, services, accommodations and tourist attractions in your community?)	
1	Community Business Directory that comes out biweekly.
2	Let businesses find their own ways of advertising - don't clutter up our streets with more commercial signs than already exist. Teepee or sandwich boards are scourge.
3	Google, newspaper

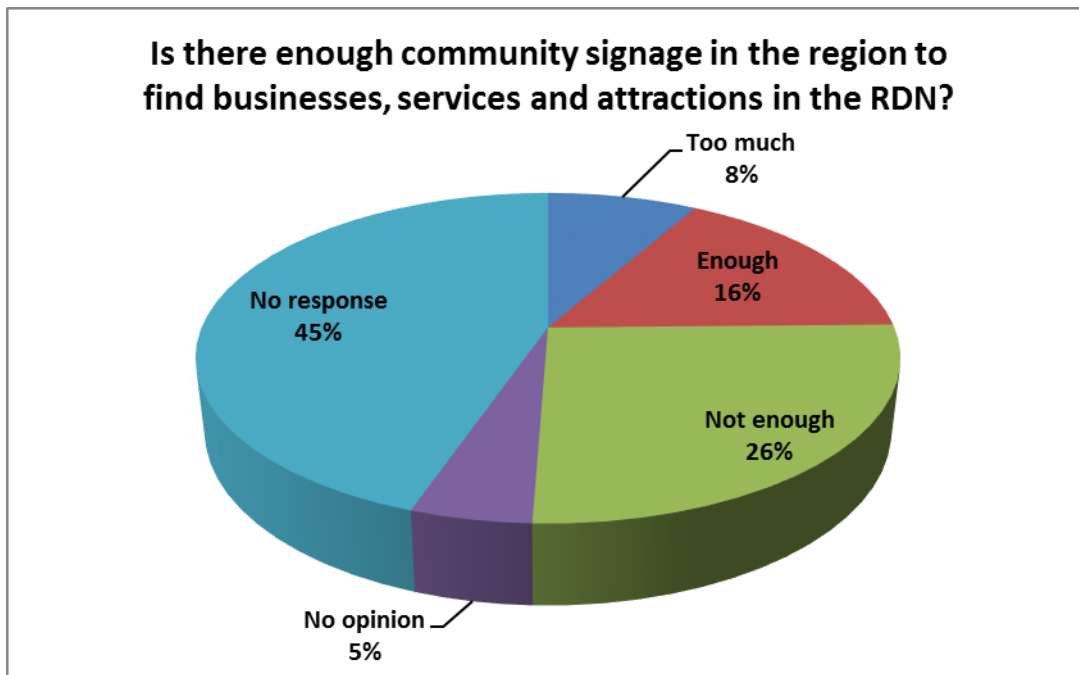
Question 11: How can signage for businesses, services, accommodations and tourist attractions be improved? (select all that apply)



A total of 84 responses to question 11 were received.

Comments received on Question 11 (How can signage for businesses, services, accommodations and tourist attractions be improved?)	
1	Signs should be limited in height. Animation should be prohibited as a dangerous distraction for drivers. Follow signage rules for places like Banff and Carmel, Ca.
2	Just Bring Us Signs
3	Too many signs now
4	Should not be allowed

Question 12: Is there enough community signage in the region to find businesses, services and attractions in the RDN?



A total of 47 responses to question 12 were received.

Answer	Number of Responses	Percentage of Responses
Too much	7	8
Enough	14	16
Not enough	22	26
No opinion	4	5
No response	38	45

Question 13: What are the desirable characteristics of signage in rural areas?

	Comments received on Question 13 (What are the desirable characteristics of signage in rural areas?)
1	Accurate/adjustable information areas on signage to accommodate seasonal schedules, creative, art inspired designs, and promotion of healthy transportation options through signage such as bike route signs.
2	I think a general 'you have entered the area of' type signage. Like neighborhoods do in Qualicum....The Woods.... Chartwell, Eaglecrest. I love Parksville branded signage and the new signs for Nanoose.
3	My main concern is the proliferation of new high intensity illuminated signs advertising businesses along the highways. These are not only ugly, but also potentially dangerous in that they are distracting to drivers. They are usually in addition to already existing signage for the particular business. Some businesses may even have 2 of these large flashing signs on the same property. The result is basically a MESS of signage that has no aesthetic appeal and having more and more signs may actually make it harder to read any of them.
4	Informative rather than splashy advertising
5	Visible and easy to read.
6	Low profile signage, yet visible.
7	Less signage in the rural environment is better. That is one of the reasons why we like the rural area, is because we "want to get away from the urban environment". With increasing use and adoption of GPS systems signage is less and less important. Possibly have stronger regulations about the size and nature of address lettering - and maintenance.
8	Visible but not cluttered
9	Not intrusive, not lit and not too large.
10	Visible, high contrast, and consistent design that reflects attributes of our community (seaside, community connectedness, and inclusive)
11	To support rural businesses - farm stores, artists' studios, etc.
12	Durable, and fit with the surroundings.
13	Some sort of branding for each community. Historic points of interest. More local farm signs.
14	Visible and continual
15	We could use signage for more of the accommodations in the Deep Bay area that are not visible from the highway.
16	Tasteful, with a clear indication of the business's function.
17	To actually HAVE signage
18	To keep with the common theme as you travel up island and other community signs of the cedar west coast style consist with the Nanoose sign indicated as an example on previous pages here
19	Consistent in style, sympathetic in language and style to local culture and interests (i.e., arts, First Nations), reminiscent and celebrating of the local history in the area (historical Bowser, Mike the dog, other characters)
20	That they be attractive, visible, but not overwhelming.
21	They show you how far it is to your destination. Point out items of interest such as artisans and accommodation.
22	Originality
23	That signs advertising a furniture store hanging on the side of a broken down truck on the side

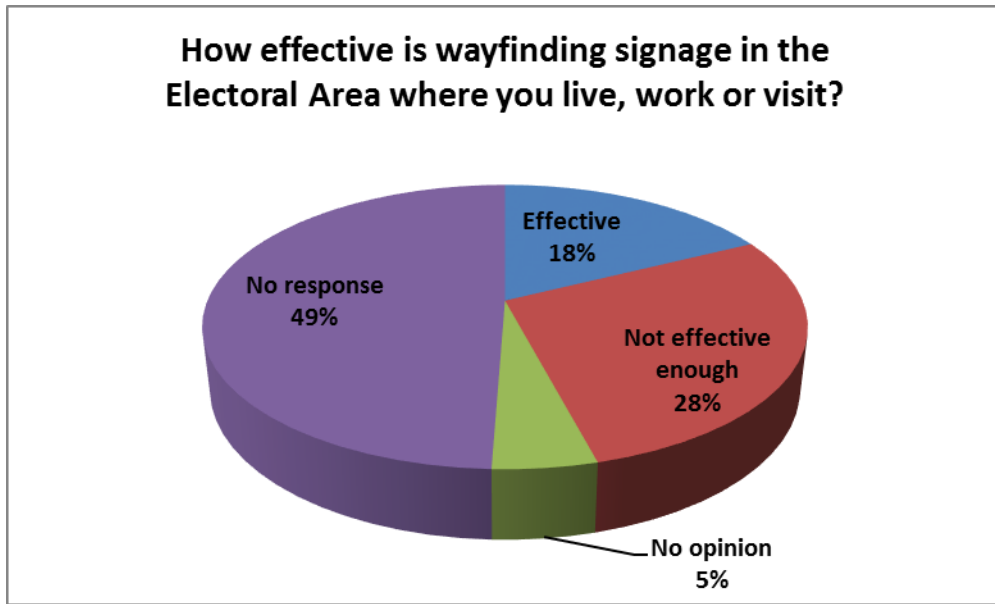
	Comments received on Question 13 (What are the desirable characteristics of signage in rural areas?)
	of a highway not be allowed. There should be a minimum standard and a maximum size to the signs.
24	Unique signs that reflect the area.
25	Small community, diverse signage. I don't pay much attention because I know the area and where business are located
26	As many farms are located in isolated areas it is important to have a number of options. Driveway signage that is visible and large enough to attract attention but in keeping with the rural area. Directional signage for hard to find locations is also important for businesses.
27	To blend in with the natural environment in a pleasing way. To be professionally done
28	Not be built
29	Visible, direct to local business
30	Classy - no big billboards, something not too commercial looking
31	We need signs to be larger print size and located along both Hwy 19 and 19A to help direct tourists and other traffic to local attractions, communities, services and artisans.
32	Obey local bylaws.
33	There are no desirable characteristics in rural signs. Keep them out
34	To be visible and suit the environment, visually pleasing.
35	A very tightly controlled set of characteristics that effectively mute the visual effect on the roadways of the area. Businesses often post many of their business signs on hydro poles, road intersections, etc. For example, a water hauling firm based in Yellow Point posted dozens of their signs of hydro poles, trees on private property throughout the RDN. Without effective regulation/enforcement, we will face the prospect of signs of all sizes littering our roadsides. If a business located in this rural area wishes to establish a larger advertising footprint, road signage must be tightly controlled. A neighbourhood located off Yellow Point Road might well have numerous businesses located along their feeder road. Those living along that feeder route now face the prospect of each of those businesses advertising with signage. Signs would be located up and down Yellow Point Road for up to a kilometer.
36	Signs should be large with highly visible print. I believe the only regulations should be that the sign does not interfere with traffic visibility and not those horribly bright LED signs that disrupt the entire area.
37	RDN should give priority to signage for public buildings, parks, etc. We are less concerned about directional signage for every artisan, tourist attraction, farm or business in the area. It should be up to the individual business to promote their own operations. It's fine for them to put signage to identify their place of business, but we should not be cluttering up our public roadways with wayfinding signage to private businesses.

Question 14: Are there barriers to effective economic development and tourism signage in your community?

	Comments received on Question 14 (Are there barriers to effective economic development and tourism signage in your community?)
1	It would be helpful that any further economic development not be same crap that already exists.
2	Lack of Bylaw 1073 (Unsightly Premises Bylaw) in Area F severely deters economic development specifically in the Errington village area. The tourism appeal would be greatly increased if the appearance of residential properties was improved/enforced.
3	There seems to be adequate for our businesses
4	?
5	None.
6	Probably just the cost of creating, fabricating and installing good quality signage. Should we be encouraging businesses into the rural environment that need a lot of signs?
7	Yes. As the only community store we are unable to access the highway signage program due to distance and rely on private property for our signage. No allowance for a sign on the turnoff from the highway.
8	Don't know.
9	Yes. There is a lack of informative signage such as informational maps etc. Parksville is a walkable community yet no directional information exists outside of the city. Would be nice to have a few signs that provide historical fact or info about where to find services.
10	I don't think so
11	No, we have lots of space for signage.
12	Not sure
13	Ya....we have no signs!!!
14	Not that I am aware of.
15	I am not sure. I don't want to see a barrage of billboards but I'd like tasteful, well maintained signs indicating to travelers, tourists and potential new residents that Lighthouse Country has most essential shopping and services for a comfortable place to reside.
16	Yes
17	Yes
18	The speed limits on the highway through Bowser would seem to contradict the "rural village" feel. Cars and trucks come through too fast to be able to read any signs.
19	Yes, there is not enough signage.
20	None that I know of.
21	Do not know the logistics
22	Naysayers.
23	No
24	Rural business could benefit from professional signage. Develop opportunities for neighbouring farms to share directional signs, cluster development. Upkeep of signs plus removal of signs when businesses are no longer functional can be issues in the farming community.
25	Poor city council
26	Yes, not enough legal opportunity to place signs

	Comments received on Question 14 (Are there barriers to effective economic development and tourism signage in your community?)
27	Yes
28	Yes, since Hwy 19 was constructed much of the tourist traffic levels speed past our communities.
29	No, with only cottage businesses allowed, any change will only cause visual pollution.
30	No. There are too many people here now.
31	Not quite enough

Question 15: How effective is wayfinding signage in the Electoral Area where you live, work or visit?



A total of 43 responses to question 15 were received.

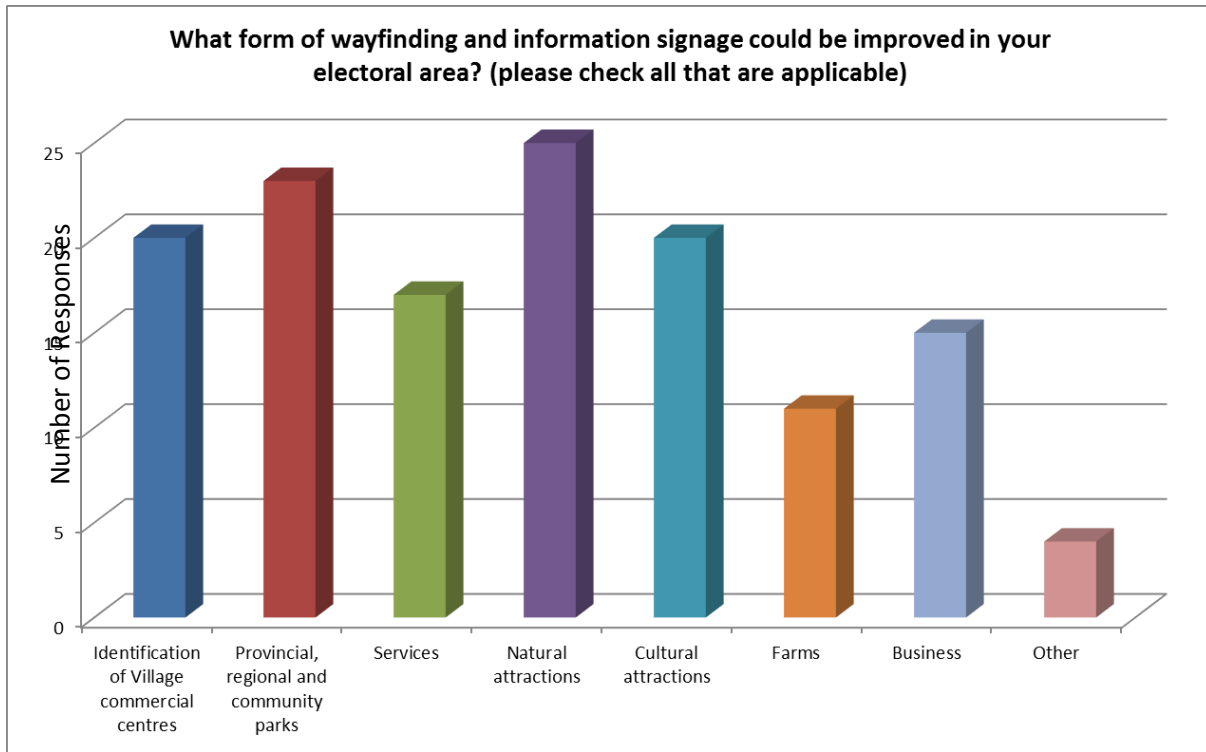
Answer	Number of Responses	Percentage of Responses
Effective	15	18
Not effective enough	24	28
No opinion	4	5
No response	42	49

Question 16: How can wayfinding signage be improved?

	Comments received on Question 16 (How can wayfinding signage be improved?)
1	Not required
2	Way finding signage along Errington Rd. could be improved. A pull out area with multiple signs and a map, similar to the one in Area H, would be fantastic.
3	I think this is in a short window of opportunity for the traveler to spot and have time to pull off. It is at the bottom of a short hill after an s turn and really not enough obvious turn around area to come back. We travel with our RV or just road trips. I know that throughout the states or Canada the info signs are marked with 'info ahead' signs or 'rest area' signs. I think ours though beautiful just doesn't give the traveler time to notice it!
4	The Stewart Road/Dolphin Roads could use more signage for 'Fairwinds', Schooner Cove and the golf course
5	We don't have any in Dashwood/Meadowood so anything would be an improvement.
6	Better signs for community and regional parks.
7	I personally find highly detailed wayfinding signage to be almost useless. I have probably stopped to read only one in my lifetime. Individual site-specific signs can be useful if they are not cluttered and easy to read at let's say 60 KPH. Signs with a lot of information must have large parking areas and must not pose potential traffic movement hazards.
8	Installation at appropriate locations
9	More of it.
10	Include more informational signage that would encourage walkability for residents and tourists
11	Signs indicating distance
12	By adding signage
13	More attractive signage
14	By having directional signs stating distance to the Destination, from Both Qualicum Beach and Courtenay on Both Highways
15	I feel that the sign we have for this area is beautiful but too small and most people will not pull off of the highway to read it.
16	To HAVE wayfinding signage
17	Can be located within the village centre.
18	The one above is very attractive in giving an overview of the area, but individual and specific signage is needed.
19	Identify the turnoff to Bowser and Qualicum Bay and Deep Bay on the #19 and say how far each one is.
20	Placed in strategic locations
21	There should be one or two signs installed similar to Lighthouse Country (as shown)
22	More signage is needed to denote were the Village, School, Hiking trails and especially Beach accesses are
23	Need a no exit sign at start of Shayla road. Better signage for when fires can be lit.
24	Get rid of it
25	More of it, support from MoTI
26	There should be signage on Hwy #19 identifying the location and distance to smaller communities. Nowhere on Hwy #19 are there any signs indicating mileage or the upcoming community centres of Bowser or deep Bay...

	Comments received on Question 16 (How can wayfinding signage be improved?)
27	It cannot be. I don't want more signs.
28	Sign at entrances to community required.

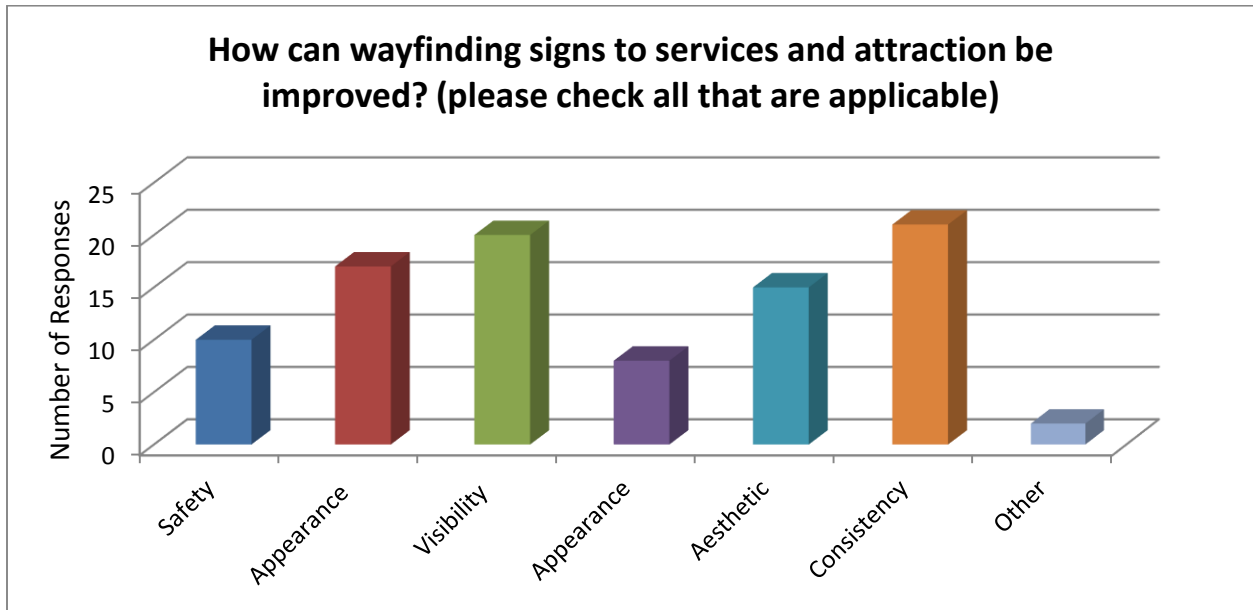
Question 17: What form of wayfinding and information signage could be improved in your electoral area?



A total of 84 responses to question 17 were received.

Comments received on Question 17 (What form of wayfinding and information signage could be improved in your electoral area?)	
1	All
2	Would be better to spend the time and energy to get points of interest entered into Google and other mapping tools.
3	Artisan studios
4	Residential in Whiskey Creek

Question 18: How can wayfinding signs to services and attraction be improved? (please check all that are applicable)



A total of 84 responses to question 18 were received.

Comments received on Question 18 (How can wayfinding signs to services and attraction be improved?)	
1	Aim for easy to read at 60 km/h. Strong contrasting colours. Standardization for attraction, eateries, accommodation, services, etc.
2	More needed

Question 19: Are there specific improvements to wayfinding signage you would like to see in your community? Please explain.

	Comments received on Question 19 (Are there specific improvements to wayfinding signage you would like to see in your community?)
1	I would love to see community specific signage design and art on signs.
2	Additional signs ... never too many
3	Start the process to have this.
4	None.
5	The goal should be to reduce the number of signs. There is already too much for a visitor to take in with respect to safety signs without overloading with "nice to have" information signs. Signage could be a waste of money in a world in which "every new car" will come is built-in GPS.
6	No way finding signage exists other than for Artists.
7	Consistent application of the rules by the Ministry of Transportation
8	Signage that is consistent and reflects the image of our community. More signage is needed to encourage walkability and provide information about the community that could be accessed after hours (especially in the summer when tourism visitation is high and more people walk through the community in the evenings)
9	Visible and consistent signs installed.
10	Just get the signs...
11	To have more
12	No private business advertising
13	More signage needed referring to specific places.
14	For farms using one directional sign for multiple farms would be an improvement.
15	There are too many signs on Highway 4 from Parksville west, and that makes them less effective.
16	When I go for a walk in my community a lot of the time I don't know where the beach accesses are, except for the obvious ones and also people are walking on private property not knowing that it is not a public trail, right of way, beach access etc. I think a lot of beach accesses are hidden from view by homeowners, so would like some kind of map as to where they are.
17	By each tourist info centre
18	A sign promoting artists' studios in the area - the names and website ALL on one sign. AND individual signs along the road that would lead you to them. Every year there are at least 2 studio tours here that bring much needed cash and recognition to our area. Why are we not being supported?
19	While Hwy #19A has enough speed signage, many heavily used side roads have little or no speed limit signs. During "rush" hour traffic goes any darn speed they like and pedestrians and bikes have to be very careful as there are limited or no road shoulders to rise upon.
20	Yes.... stop wasting my money on stupid signs
21	Use the brand for the new Nanoose Bay sign as a consistent brand for other signage in the area.

Question 20: Do you have any general comments or concerns regarding signage in your community?

	Comments received on Question 20 (Do you have any general comments or concerns regarding signage in your community?)
1	My community needs signage to promote healthy and environmental modes of transportation. I also recommend that white road marking lines be re-instituted along the Errington Rd. and Grafton Ave corridors. Pedestrian/Cyclist/Powerchair safety in this area is at an all-time low. Ideally, Errington Road's paved shoulders should be widened and marked as such. This is a dangerous route and I would hope the RDN could lobby some improvements from the province or from other sources of funding.
2	Please note previous comment about large, high intensity flashing illuminated signs.
3	More signage is required
4	Consistent address signage that is reflective, easy to see, and have by-laws to ensure that every resident has them. Then have the enforcement by RDN staff to ensure that people follow through with the proper address signs. It's one thing to have the Bylaw, it's another to enforce it. Much like the new developments and having to have a visible/reflective/lit up address sign, no one enforces this by-law, and should be part of the building inspection sign off on new homes.
5	The large bill boards along Highway 19 near Lantzville are an eye sore and need to be minimized.
6	I hope this isn't an effort to further move commercial business further into the country at the expense of trying to build "critical business and service mass" in our urban centres. Qualicum Beach is already a poor excuse for a business centre because it has huge gaps in the types of businesses that can be accessed in a centre supposedly capable of serving 12,000 people. I hope this isn't an exercise created by those of us in rural areas to try and get more business from people who live in urban communities. Not everyone who lives in a rural setting wants it to evolve into an urban community. If you want the business volumes that can be achieved in an urban setting, then move to or locate your business in a town or city. Don't force me to drive "all over God's creation" looking for you - and expect someone else to pay for wayfinding signs to help find you.
7	Grateful to see this being examined. We need to be able to have signage on the highway and for our village centre. Provincial program is out of date and access to our village centre which is very close to a major campground should also be considered for hikers, bikers etc.
8	None.
9	I would love the opportunity to contribute to this initiative if possible. It is a needed improvement throughout the RDN and I would be excited to contribute to the outcome if at all possible.
10	Our fire danger rating and FD sign is non-existent. A nice sign such as Lantzville.
11	I would like to see signage for farm tractors/implements sharing the roads within the farming districts of area A.
12	I have been trying to get signs for over 20 years. I have had to go it alone, as we are not as important as Goats on a friggin' Roof. Tired of the B.C. Just get the signs
13	Please don't make our community look like the horribly ugly stretch of highway on Hwy 19 in Nanoose

	Comments received on Question 20 (Do you have any general comments or concerns regarding signage in your community?)
14	Signage in general IS non-existent.
15	We have a small thriving community that is beautiful as is and which may not be enhanced with more signs that pollute our natural environment. Nobody has ever claimed to be lost here.
16	Bowser and Deep Bay are not identified by any specific signage except for those advertising businesses in the area.
17	Night time visibility.
18	Signage in the farming community is very important to successful marketing of farm products and services. Also identifying farmers markets and farm markets in rural communities. I would look at areas that have had signage initiatives that have involved the farming community as examples of success.
19	Less signs and a few more effective ones.
20	No
21	Road safety signage needed recognizing farming equipment is present on roads and respect for such equipment.
22	Back roads throughout the Regional District are often subject to illegal dumping of garbage, yard waste and house hold crap. Follow the example of Major Forest Companies in South Island stating Illegal Dumping is Subject to Prosecution and place MANY more signs up. It is very effective when signs state "smile you are being viewed by video surveillance" even if no video equipment is used... been there done that for major forest industry. Within Deep Bay there is very limited parking in the marina for trucks and boat trailers. We urgently need signs to state trucks and trailers blocking residential home access are subject to towing or fines. Or better yet BUILD marina parking for this marina location.
23	No more signs for business signs to keep large commercial vehicles off south Wellington Road period use highway and clover leaf to Nanaimo river road put a barrier up at end of south Wellington Rd at Nanaimo River Road.
24	Keep signage on private property or signage will become like on Indian reserves.
25	You may have noticed I do not want any more money wasted on signs of any kind!!!!
26	No high intensity (super bright) streaming marquee signage permitted at all.
27	I have concerns about the new LED business signs along the old Alberni Hwy in Errington. Mainly the one at the new mini storage. It is far brighter than others along that route and is very hard on the eyes as one drives past there at night. Also the light pollution off that one sign may be a bit of a concern as it changes the night skyline for a good distance. Is there a way of limiting the brightness or size to have less effect on the rural areas nearby?
28	Signage is sufficient for now.
29	We think there is sufficient signage in our community and do not see a compelling need to add more signage. The RDN should focus primarily on signage to promote public spaces like parks and public buildings. Individual businesses, services, artisan and farms should focus on signage to clearly identify their place of business, but we do not need to clutter up our public roadways with wayfinding signage to individual businesses.

Attachment 3

Location Specific Signage Improvements – Identified through community consultation process

Electoral Area	Improvements
A	<ul style="list-style-type: none"> • A community identification sign on Cedar Road at the Nanaimo River Bridge and at the boundary of the CVRD.
C	<ul style="list-style-type: none"> • Directional signage on Nanaimo River Road, White Rapids Road, and Godfrey Road towards Extension Park. • A sign in Extension Village to indicate the coal mining history. • There should be signage in high accident areas (Jingle Pot Road). • Wayfinding signage to indicate the distance from Extension Road/White Rapids Road intersection and Nanaimo River Road/White Rapids Road intersection. Concerns over traffic volume and speed. • Support for signage in high traffic areas such as along Jingle Pot Road to indicate children walking to school. Specifically Mountain View School. • Support for a playground sign near Extension Hall and to reduce the speed limit to 30km per hour. • Fire Truck access on Benson View Road. • Benson View Road is too narrow and there are concerns with children walking and cycling. • Need for more parking signs for Ammonite Falls parking areas near Creekside Place.
E	<ul style="list-style-type: none"> • Larger school zone signs on Northwest Bay Road for Nanoose Elementary. • Stewart Road/Dolphin Road could use more signage for Fairwinds, Schooner Cove, and the golf course.
F	<ul style="list-style-type: none"> • Community identification sign for Errington, Meadowood • A business area sign for Errington similar to the Lighthouse business association sign.
G	<ul style="list-style-type: none"> • Community identification signage for Dashwood and French Creek. • Overnight parking next to the French Creek Pollution Control Centre. There should be a no parking or no overnight parking sign installed.
H	<ul style="list-style-type: none"> • Wayfinding sign for Bowser on Highway 19A leaving Qualicum Beach. The existing sign says 62 Km to Courtenay. • Directional signage to the Qualicum Fish Hatchery from Highway 19A and 19. • Directional signage to Bowser on Highway 19 providing directions and indicating available services. • Directional signage on Highway 19 at Horne Lake Road and Cook Creek Road. • Community Identification sign for Deep Bay at Jamieson Road. • Community identification signage for Qualicum Bay. • Install distance sign to Qualicum Bay, Bowser, and Deep Bay. • Business area signage for Qualicum Bay at the intersection of Highway 19A and Kenmuir Road. • No exit sign at the start of Shayla Road. • No marina parking signs and enforcement in the residential area near Deep Bay Harbour.

Electoral Area	Improvements
	<ul style="list-style-type: none"> • There should be a directional signage installed near Laburnum Road indicating the distance to Deep Bay and Bowser. • There should be a three-way stop sign near Horne Lake Road and Kenmuir Road.
General Requests	<ul style="list-style-type: none"> • Install more farm implements on the road signs in rural areas • More speed limit signage • Street signs are difficult to read • No billboards or LED signs should be allowed. • More signage relating to natural attractions. • More exit signs off of Highway 19 identifying unincorporated communities and the services provided. • Signs for fire danger rating. • Allow community specific signage design and art on signs. • Signs for public beach access points. • Signage for farms, farmers markets, and artisans. • More signage in school zones and on school routes. • Signs identifying lakes, rivers, and streams (both identification and fish protection). • Remove temporary signs.

Attachment 4
List of Recognized Distinct Communities

Electoral Area	Community Name (Village Centre/Neighbourhood)
Electoral Area A	Cassidy Cedar
Electoral Area C	Extension
Electoral Area E	Fairwinds Red Gap Schooner Cove
Electoral Area F	Coombs Errington Hilliers Qualicum River Estates
Electoral Area G	French Creek
Electoral Area H	Bowser Qualicum Bay Dunsmuir

*Please note the communities listed above are geographically defined by Rural Village Centre boundaries.

TO: Electoral Area Services Committee **MEETING:** October 10, 2017
FROM: Courtney Simpson
Senior Planner **FILE:** 6480 00 EAH
SUBJECT: **Electoral Area ‘H’ Official Community Plan Review
Amendment Bylaw No. 1335.06 – First and Second Reading**

RECOMMENDATIONS

1. That the Board introduce and give first reading to “Regional District of Nanaimo Electoral Area ‘H’ Official Community Plan Amendment Bylaw No. 1335.06, 2017”.
2. That the Board give second reading to “Regional District of Nanaimo Electoral Area ‘H’ Official Community Plan Amendment Bylaw No. 1335.06, 2017”.
3. That the Board direct the Public Hearing on “Regional District of Nanaimo Electoral Area ‘H’ Official Community Plan Amendment Bylaw No. 1335.06, 2017”, be chaired by Director Veenhof or his alternate.
4. That the Board direct an additional public information meeting prior to the public hearing to provide information and answer questions related to the draft Official Community Plan.

SUMMARY

To consider a draft bylaw that updates the Official Community Plan (OCP) for Electoral Area ‘H’. The current Electoral Area ‘H’ OCP was adopted in 2004 and amended in 2010 to add the Bowser Village Centre Plan. Resulting from an extensive public consultation and internal review process, this amending bylaw will replace the main OCP text and maps, and make amendments to policies and maps in the Bowser Village Centre Plan, which is a schedule to the main OCP.

BACKGROUND

The Electoral Area ‘H’ OCP Review was initiated in December 2015 with letters to First Nations and stakeholders, and a community survey. An initial community meeting was held in February 2016. The project was intended to target updates of sections of the OCP that were known to be outdated or needed improvement based on staff and community input. The project also considered requests from property owners to change the designation for their property to allow different and expanded uses, and incorporated recommendations and information from three recent reports for Electoral Area ‘H’, which are the Active Transportation Plan, Agricultural Land Reserve Preliminary Boundary Review, and Archaeological Overview Assessment.

Land Use Implications

Significant land use changes in the draft amendment bylaw include:

- Policies enabling more environmentally and financially sustainable, “alternative forms of rural development” outside Village Centres which includes clustering dwellings and transfer of dwelling potential (also known as “density transfer”) where the remainder land is protected for agricultural, archaeological, ecological, aquifer protection, or other public good purpose. This implements Regional Growth Strategy Policy 5.13.
- In the Rural designation, policies to support tourist commercial and service commercial development that is small-scale and compatible with the local area and adjacent properties. This is in response to community input asking for more flexibility in the OCP to support new business ideas and initiatives in these areas.
- New designation of “Deep Bay Southwest” for two lots totalling 75 hectares, southwest of the Deep Bay Harbour:
 - The designation supports up to 40 tourist accommodation units and associated tourist commercial use, small-scale service commercial use, and residential development under new “alternative forms of rural development” policies. By clustering the current dwelling potential in Deep Bay Southwest, approximately 50 dwellings could be developed in a mixed form of single, duplex and up to fourplex units with secondary suites permitted in single dwellings, and a large remainder area left for parks, trails, and conservation. Allowing all three of tourist commercial, service commercial and residential use on the same property is unique to the Deep Bay Southwest designation.
 - From a servicing and environmental sustainability perspective, clustering of the existing dwelling potential is a significant improvement to development under the current OCP, which supports approximately 22 large rural lots spread over the 75 hectares with no statutory ability to have land set aside for parks, trails or conservation.
 - The addition of tourist commercial use responds to the Vancouver Island University’s interest in tourist accommodation adjacent to the Deep Bay Marine Field Station, and the addition of service commercial use enables light industry related to the shellfish aquaculture industry. Through the rezoning process that would be required after adoption of the OCP, access, servicing and community amenity contributions would be achieved pursuant to OCP policies to accommodate the change of use and increase in intensity and to reflect the additional value conferred on the land.
 - In addition, Deep Bay Southwest is an eligible receiver area for transfer of residential dwelling potential and specific policies for this designation set a maximum of 240 residential units, including the approximately 50 already possible without transfer. This responds to community support for a much greater number of dwellings than 50, but without requiring an amendment to the Regional Growth Strategy (RGS) because there would be no overall increase in the potential number of dwellings outside the Growth Containment Boundary. An earlier draft set the maximum number of dwellings at 300 and through this draft, staff recommends reducing the maximum to 240 in response to community concern that secondary suites would be in addition to the maximum number of dwellings. The increase of over 4.8 times the number of dwellings permitted under the current OCP and zoning in Deep Bay Southwest (from approximately 50 to 240) is

greater than the 1.5 - 2 times increase supported in all other receiver areas identified in the draft OCP. Policies establish additional requirements for access, servicing and amenities as the number of dwellings increases through transfer.

- Lastly, there is a policy stating that if the RGS is amended to support the full 240 dwellings without requirement for them to be transferred from other lots, the full suite of access, servicing and amenities plus 10% affordable housing and construction of wastewater collection system outside the boundaries of Deep Bay Southwest would be required. Such an RGS amendment would result in an increase of approximately 190 dwellings outside the Growth Containment Boundary and is not recommended by staff. While this increase in dwellings without a requirement for transfer of dwelling potential was considered as part of the OCP review, such an amendment is not supported by a technical assessment (see Attachment 3 – Property Specific Development Requests). Should this amendment be included with the other RGS amendments put forth as part of this OCP Review, staff considers it to be a Regular amendment to the RGS. Through the amendment process, the RDN will determine if the amendment to the RGS is Regular or Minor.
- Re-designation of one lot from the Bowser Village Centre Future Use Area to the Bowser Village Centre commercial mixed-use designation to facilitate construction of a road to the Crown lots leased for the purpose of seniors housing.
- New policy supporting a study of the impacts and benefits of re-designating the Horne Lake Strata properties from Recreation to allow residential (year-round) use.
- New policy section for the Deep Bay area addressing this distinct area with specific objectives and policies resulting from public consultation.
- New section entitled “Affordable and Accessible Housing” to reflect community input regarding the need to address housing affordability, and to implement the 2010 RDN Affordable Housing Action Plan.
- New designation of “Resource – Agricultural” for land in the Agricultural Land Reserve to separate unique policies for this area from the rest of the Resource designation.
- Temporary use permits can now be issued to allow commercial or industrial activities to take place under prescribed conditions, for a period of up to three years and subject to renewal.
- New development permit area to further farmland protection that is applicable to the subdivision of land adjacent to the Agricultural Land Reserve that includes guidelines for road layout and screening.
- Revisions to Bowser Village Centre development permit area to add exemptions for minor development, remove guidelines duplicated in other development permit areas, and improve consistency with other development permit areas.
- New designation of “Institutional” that includes the Vancouver Island University Marine Station and Bowser Elementary School to ensure these locations remain as institutional use.
- Adjustment of the south-eastern boundary of the Bowser Village Centre to follow property lines instead of Thames Creek, which aligns the boundary with the proposed Bowser Sewer Service Area for consistency.

- Revised boundary between the Tourist Commercial / Rural Residential designations at the Deep Bay Campground and adjacent properties to remove designations split across lots that were adopted in the past when a subdivision along those lines was anticipated.
- Designation changed from Resource to Rural on the lot including addresses 850, 860, 870 Spider Lake Road, as it was previously excluded from the Agricultural Land Reserve.

Several other land use changes were considered as part of the OCP review that are not included in the draft exactly as requested by the applicable property owner. The requests are based on a desire for increased flexibility to allow clustered residential development in suitable rural locations (such as adjacent to the school in one example), and support for small-scale tourist commercial or service commercial use in rural areas (such as the intersection of Horne Lake Road and the Highway 19 in another example). New policies for “alternative forms of rural development” and support for rezoning for small-scale tourist commercial and service commercial uses Rural designation address the basis of the requests, finding a way to accommodate these types of rural development without requiring amendment to the RGS (see Attachment 3 – Property Specific Development Requests).

Environmental Implications

The draft OCP improves protection of the natural environment in a number of ways including:

- Inclusion of new aquifer mapping and well protection and groundwater recharge area mapping for community water systems, with associated policy and development permit area guidelines to improve groundwater protection.
- New objectives and policies for protection of marine ecosystems and natural coastal processes including new policy and development permit area guidelines that require that structural modification to the shoreline, such as with sea walls and rip rap, will only be permitted when a Green Shores (softer) approach is not a practical alternative.
- Significant revision to all development permit areas that are designated for protection of the natural environment to improve clarity and process for landowners while maintaining or improving protection of the sensitive feature.
- New eagle nest mapping which will be completed in the fall of 2017 and the OCP mapping can be updated prior to bylaw adoption.

Intergovernmental Implications

A new section is added to the draft OCP “First Nations and Reconciliation” that recognizes existing and future partnerships and economic opportunities with Qualicum First Nation, and includes objectives and policies for protection of First Nations heritage and archaeological sites. Staff met with both Qualicum and K’ómoks First Nations regarding the draft OCP and no outstanding concerns have been identified. The draft OCP includes a policy to support the economic development initiatives of the Qualicum First Nation.

In accordance with Section 475 of the *Local Government Act*, during the development of an official community plan, or the repeal or amendment of an official community plan, the local government must provide one or more opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected.

The local government must specifically consider whether consultation is required with:

- i) The board of the regional district in which the area covered by the plan is located,
- ii) The board of any regional district that is adjacent to the area covered by the plan,
- iii) The council of any municipality that is adjacent to the area covered by the plan,
- iv) First Nations,
- v) School district boards, greater boards, and improvement district boards, and
- vi) The provincial and federal governments and their agencies.

This consultation is in addition to the public hearing required under Section 477 of the *Local Government Act*.

After first reading, formal referrals of the proposed bylaw will be sent to the adjacent regional district and municipalities, First Nations, the local School District Board and relevant provincial and federal agencies listed in the Terms of Reference for the project. As a result of the referrals already completed in accordance with this proposed consultation plan, no outstanding concerns have been identified.

Public Consultation Implications

Public consultation for this project follows the Engagement Plan endorsed by the Board on November 24, 2015 with the following additional live events: an Open House in conjunction with the Bowser Parents Advisory Council, a Deep Bay Workshop, a Community Development Forum, and several additional Community Working Group meetings. The Board received a report summarizing community engagement for the first phases of the project in September 2016.

Since September 2016 there have been 10 Working Group meetings to prepare for and review Version 1 of the draft OCP. Draft Version 2 was released to the public in May, 2017 with development permit areas released in June (see Attachment 3 – Summary of Changes in Draft Version 2 and Attachment 4 – Property Specific Development Requests). A Community Open House regarding this draft was held on June 28, 2017. Approximately 70 members of the public attended and 97 written submissions were received regarding the draft. Draft Version 3 is recommended here for first and second reading, and takes into account input received on the previous draft (see Attachment 2 – Summary of Changes in Draft Version 3).

After first reading has been given to the bylaw, Phase 4 of the project will be initiated in accordance with the Terms of Reference and Engagement Plan. In addition to the website updates and public hearing identified at this phase in the Engagement Plan, staff recommends an additional public information meeting prior to the Public Hearing be held to provide information and answer questions related to the draft OCP.

Regional Growth Strategy Implications

Once an RGS is adopted, all bylaws and services undertaken by a Regional District, including OCP's, must be consistent with the RGS. The draft OCP is consistent with the goals and intent of the current and draft RGS. However, it is noted that the draft OCP contains policies that may require an amendment to the RGS before they can be implemented (see Attachment 5 – Draft Policies that Require Amendments to the RGS).

ALTERNATIVES

1. Proceed with the Area 'H' Official Community Plan Review Project and consider first and second reading of the Amendment Bylaw and proceed to public hearing.
2. Do not proceed with the Amendment Bylaw readings and public hearing.

FINANCIAL IMPLICATIONS

In accordance with Section 477 of the *Local Government Act*, following the first reading of an OCP bylaw amendment, a local government must consider the amendment in conjunction with its financial plan and any applicable waste management plan. Following first reading of the draft bylaw, there will be further analysis regarding any implications of the proposed OCP amendments for the current Financial Plan, Liquid Waste Management Plan, or the Solid Waste Management Plan.

STRATEGIC PLAN IMPLICATIONS

Development of an OCP is one of the ways in which the RDN achieves its vision as stated in the 2016-2020 Strategic Plan. The objectives and policies in an OCP address all five of the Strategic Plan's strategic priorities: focus on governance, focus on service and organizational excellence, focus on relationships, focus on economic health, and focus on the environment.



Courtney Simpson
csimpson@rdn.bc.ca
September 21, 2017

Reviewed by:

- P. Thompson, Manager, Long Range Planning
- G. Garbutt, General Manager, Strategic & Community Development
- P. Carlyle, Chief Administrative Officer

Attachments

1. Draft Amendment Bylaw No. 1335.06, 2017
2. Summary of Changes in Draft Version 3
3. Property Specific Development Requests
4. Summary of Changes in Draft Version 2
5. Draft Policies that Require Amendments to the RGS

Attachment 1
Draft Amendment Bylaw No. 1335.06, 2017

**REGIONAL DISTRICT OF NANAIMO
BYLAW NO. 1335.06**

**A Bylaw to Amend Regional District of Nanaimo Electoral Area 'H'
Official Community Plan Bylaw No. 1335, 2003"**

The Board of the Regional District of Nanaimo, in open meeting assembled, enacts as follows:

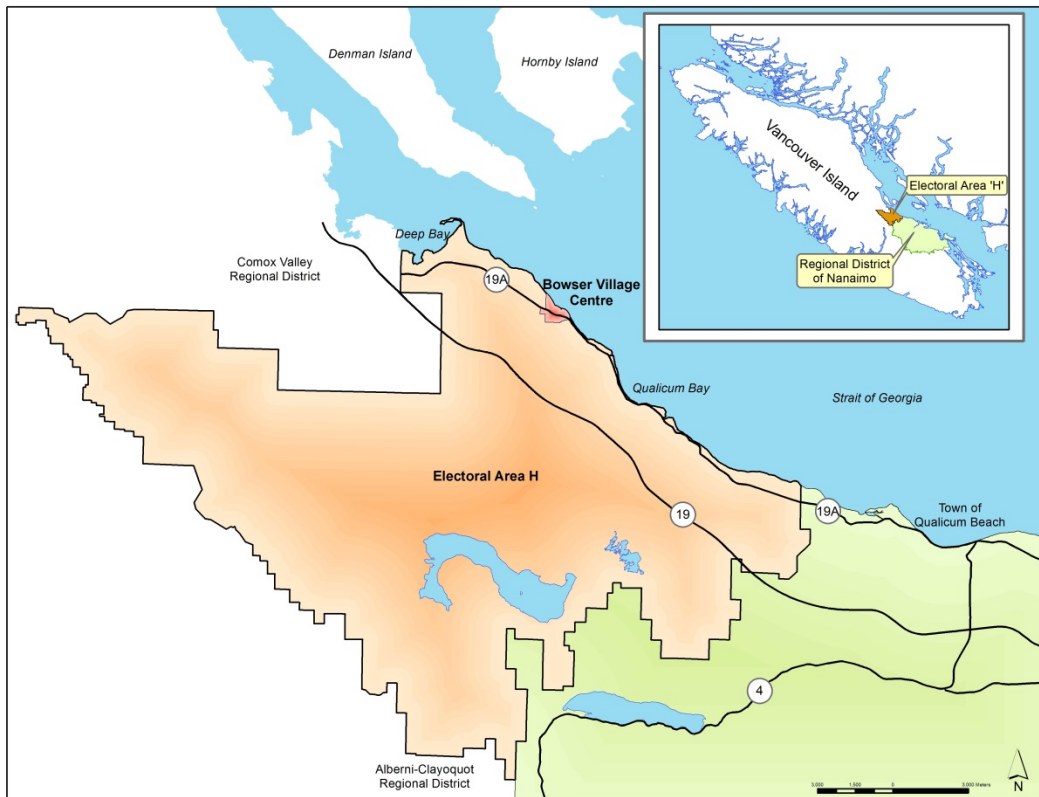
1. TITLE

This Bylaw may be cited as "Regional District of Nanaimo Electoral Area 'H' Official Community Plan Amendment Bylaw No. 1335.06, 2017".

2. AMENDMENT

"Regional District of Nanaimo Electoral Area 'H' Official Community Plan Bylaw No. 1335, 2003" is hereby amended as follows:

- a) by deleting Schedule 'A' Electoral Area 'H' Official Community Plan, and replacing it with Schedule 'A' attached to and forming part of this bylaw.
- b) by amending Schedule 'B' Bowser Village Centre Plan as follows:
 - 1. by deleting Map 1.3.1 and replacing with the following:



2. by deleting Map 1.4.1 and replacing with the following:



3. by deleting the last paragraph in Section 1.5 that reads: “The Bowser Village Centre Plan takes precedence over, and replaces references to the Bowser Village Centre in Section 5.5 and Appendix A: 2 of the 2004 Electoral Area ‘H’ OCP.”
4. by adding to Section 1.9 the following text at the end of the third to last paragraph, after “2004” and before the period: “and 2017”
5. by adding policy 1.1.2 and text in the associated “related action”, “time” and “who” columns as follows:

Policy: “Rezoning proposals shall meet the density target in the “more realistic” column of Figure 4.1.5 at a minimum. Where the full build-out of a property is intended to be phased or developed over time, the rezoning should include a plan for phasing where the full build-out meets the objectives and policies of this Plan.”

Related action: “d. When reviewing rezoning applications, require that the “more realistic” density targets are the minimum density of the new zone.”

Who: “RDN”

Time: “Ongoing”

6. by adding policy 1.4.6 and text in the associated “related action”, “time” and “who” columns as follows:

Policy: “If a wastewater management system exists within Bowser Village Centre, connection to the system is a requirement of any rezoning or amendment to this Plan.”

Related action: “j. Establish a process for requiring connection to wastewater management system at time of rezoning.”

Who: “RDN”

Time: “Short Term”

7. by adding policy 3.4.6 and text in the associated “related action”, “time” and “who” columns as follows:

Policy: “The RDN supports establishment of a seniors housing facility on the two Crown lots leased for that purpose.”

Related action: “h. Support the Bowser Seniors Housing Society in the process towards establishing a seniors housing facility.”

Who: “RDN Com”

Time: “Ongoing”

8. by adding policy 3.4.7 and text in the associated “related action”, “time” and “who” columns as follows:

Policy: “Rezoning of LOT A, DISTRICT LOT 85, NEWCASTLE DISTRICT, PLAN EPP67156 at the corner of Crosley Road and Highway 19A will only be supported if a road is constructed to access the Seniors Housing site described in 3.4.6 above.”

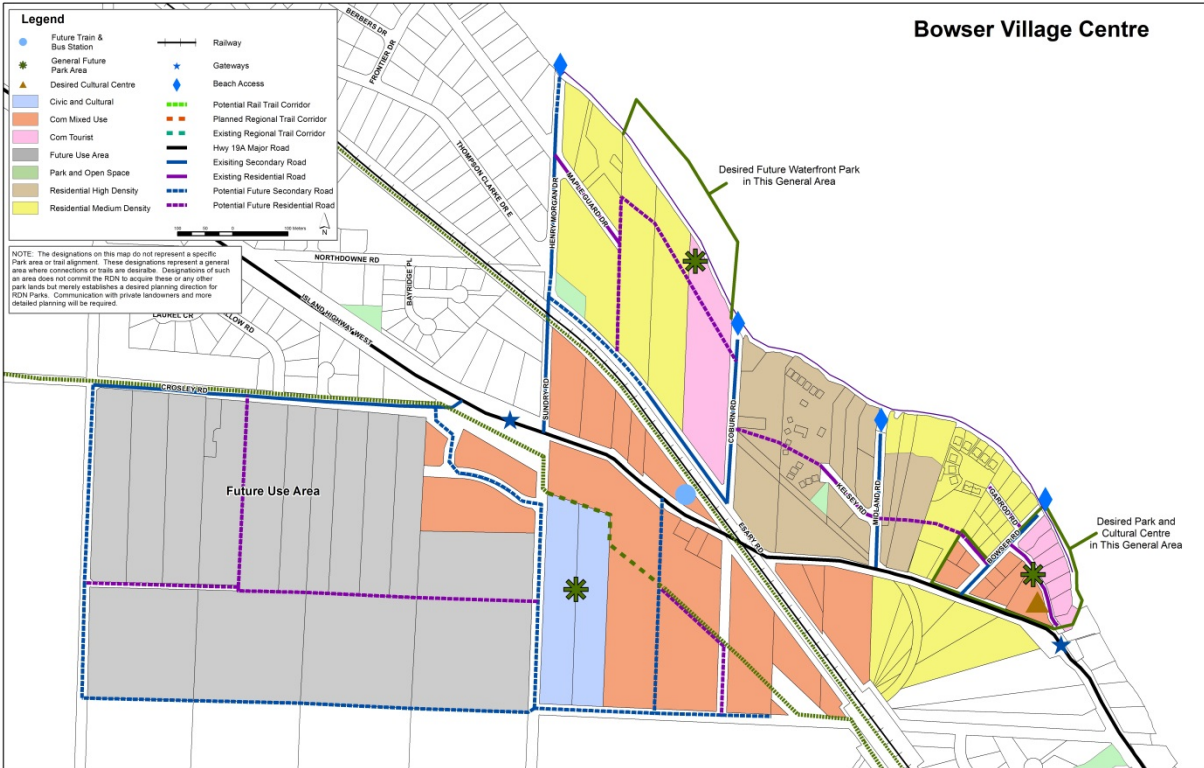
Related action: “i. Ensure that the road is constructed as a condition of any rezoning. This lot was taken from the Future Use Area and added to the Commercial Mixed Use designation of the Bowser Village Plan in 2017, on the condition that prior to rezoning, the owner would construct, at their cost, a road to access the future Seniors Housing on adjacent Crown lots.”

Who: “RDN”

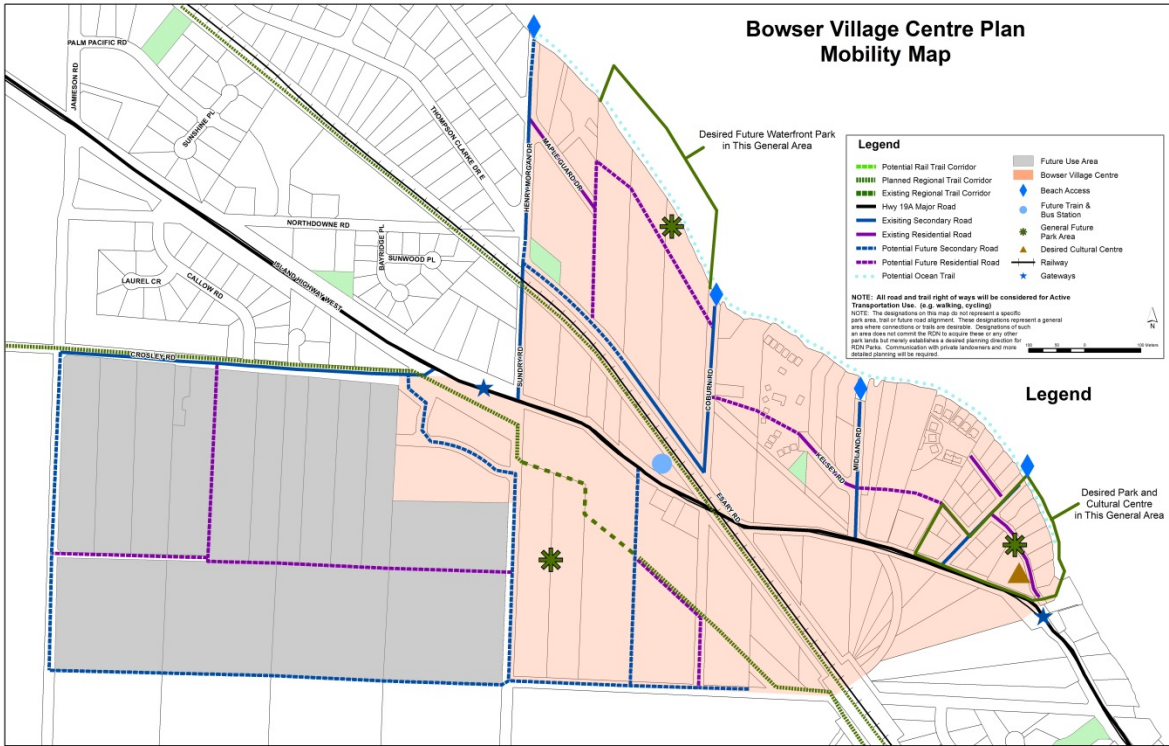
Time: “Ongoing”

9. by deleting the following text in policy 6.1.3: “as identified through a BEAT plan for Bowser Village Centre”, and replacing with “as identified in the Electoral Area ‘H’ Active Transportation Plan, 2017”

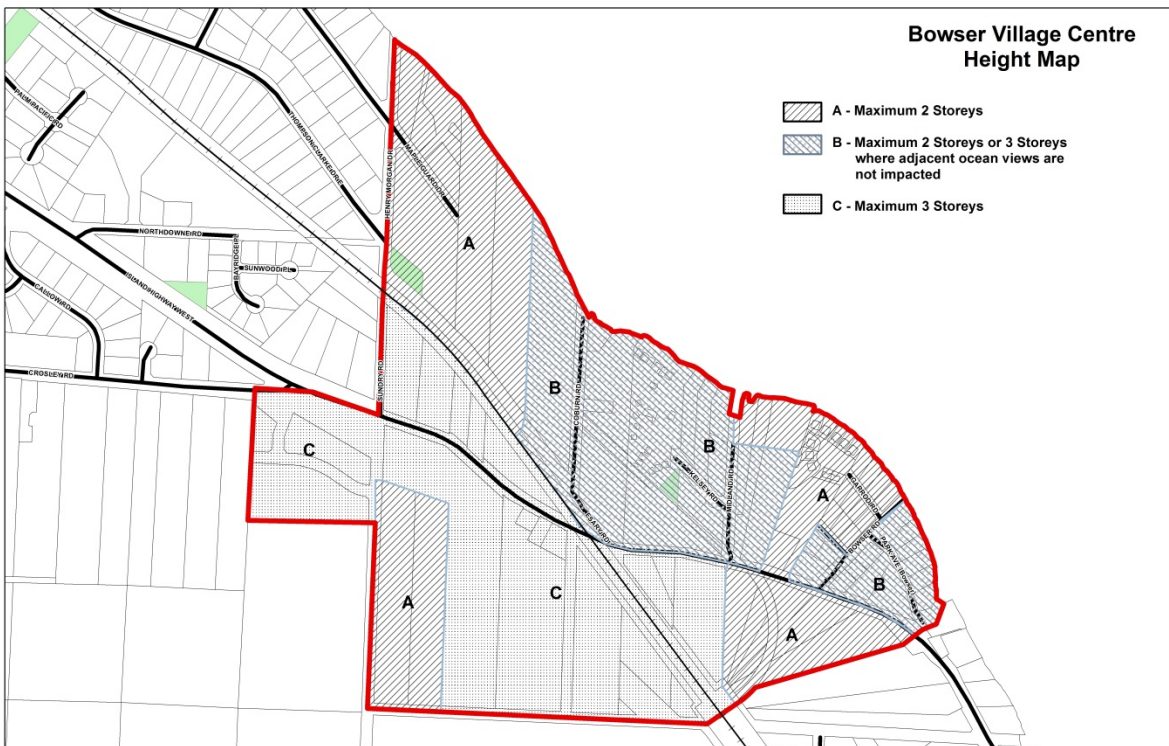
10. by adding to policy 6.1.4 the following text after “community”: “to implement the Electoral Area ‘H’ Active Transportation Plan, 2017”, and deleting the following text: “to develop and implement a plan to create a safer environment for pedestrians, cyclists and scooters that considers”
11. by deleting Map 4.1.2 and replacing with the following:



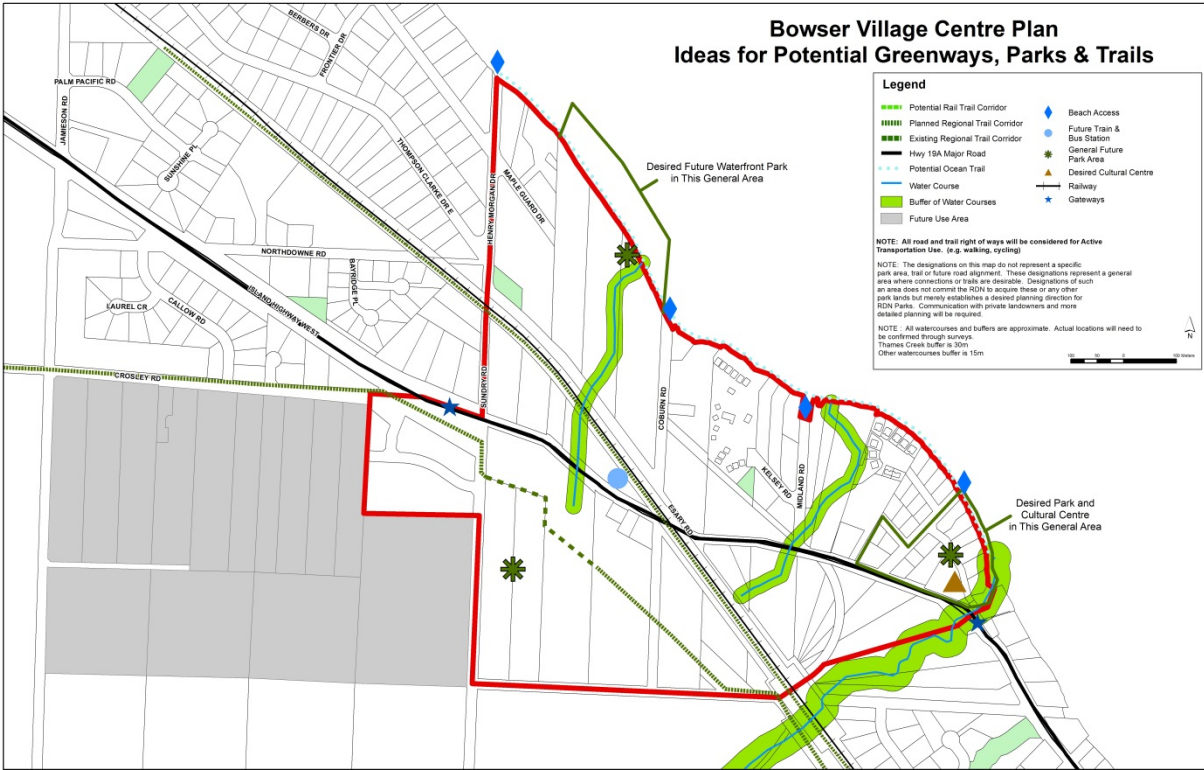
12. by deleting Map 4.1.3 and replacing with the following:



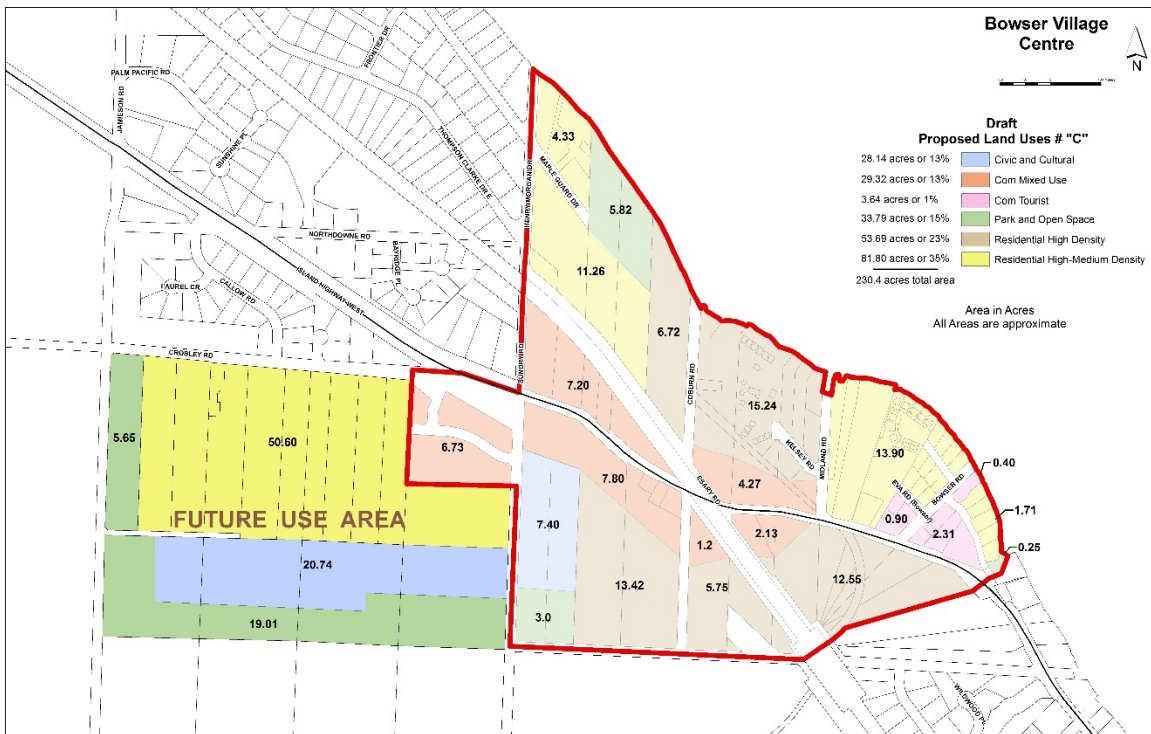
13. by deleting Map 4.1.4 and replacing with the following:



14. by deleting Map 4.2.6 and replacing with the following:



15. by deleting Map 4.2.7 and replacing with the following:



16. by deleting Section 5 "Development Permit Area" and replacing with Schedule 'B' attached to and forming part of this bylaw
- c) by deleting Section 1 (Title) and replacing it with the following:
1. Title

This Bylaw may be cited as "Regional District of Nanaimo Electoral Area 'H' Official Community Plan Bylaw No. 1335, 2017".

Introduced and read two times this ___ day of _____ 20XX.

Considered in conjunction with the Regional District of Nanaimo Financial Plan and any applicable Waste Management Plans this ___ day of _____ 20XX.

Public Hearing held pursuant to Section 464 of the *Local Government Act* this ___ day of _____ 20 XX.

Read a third time this ___ day of _____ 20 XX.

Adopted this ___ day of _____ 20 XX.

Chair

Corporate Officer

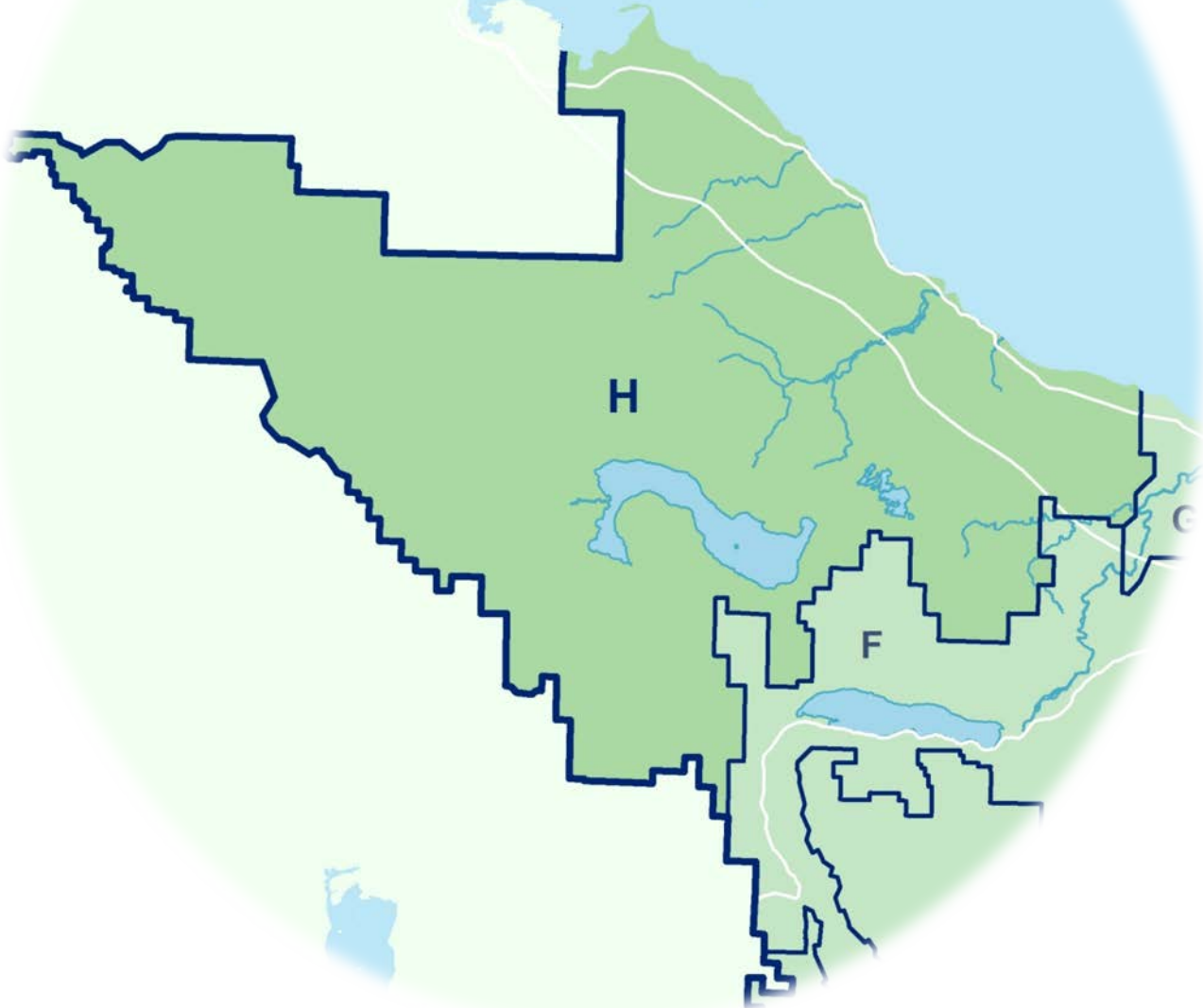
Schedule 'A'

to accompany "Regional District of Nanaimo
Electoral Area 'H' Official Community Plan
Amendment Bylaw No. 1335.06, 2017"



Electoral Area 'H' Official Community Plan

Bylaw No. 1335, 2017 amendment



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Maps forming part of this Plan:

1. Electoral Area ‘H’ Official Community Plan Area (Page 1)
 - 2a. Environmental Features
 - 2b. Groundwater
3. Community Resources
4. Active Transportation
5. Land Use Designations
6. Environmentally Sensitive Areas Development Permit Areas
7. Form and Character and Farmland Protection Development Permit Areas
8. Steep Slopes Development Permit Area

SCHEDULE A – POLICY DOCUMENT

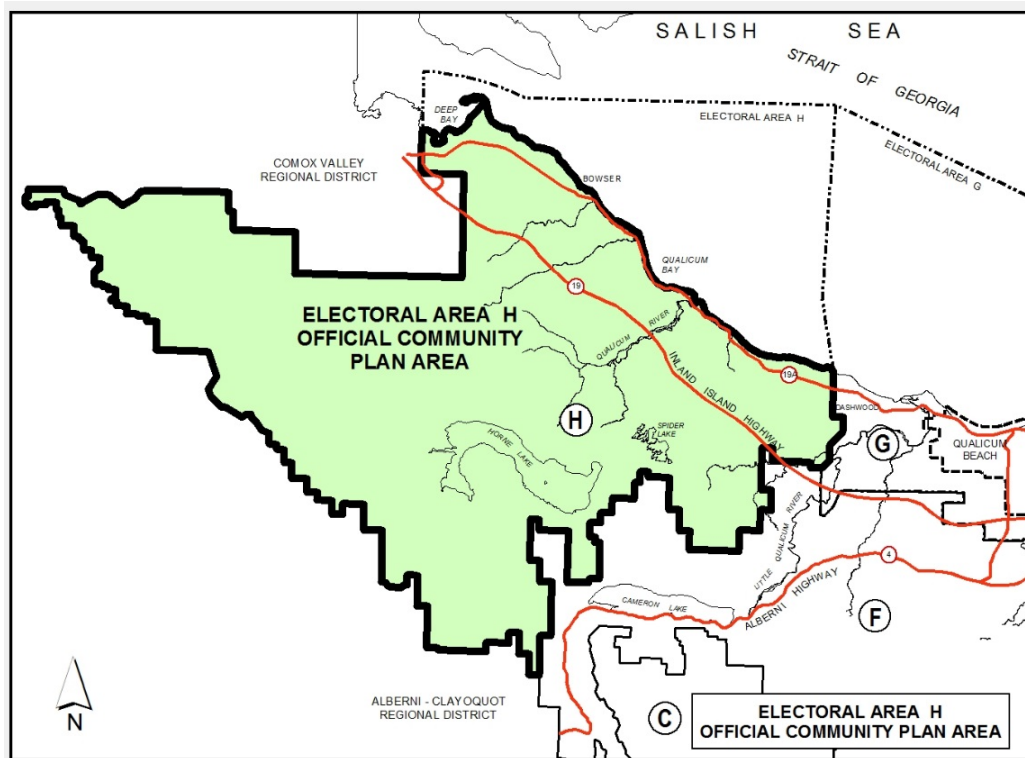
SECTION 1 - INTRODUCTION AND PURPOSE

The *Local Government Act* defines an Official Community Plan as a statement of objectives and policies to guide decisions on planning and land use management, within the area covered by the plan, respecting the purposes of local government.

The purpose of the Electoral Area 'H' Official Community Plan (OCP) is to provide a comprehensive set of objectives and policies for managing existing and future uses of land, coastal areas and the surface of the water within the Plan Area. The objectives and policies contained in this OCP are a reflection of community values and the regulations of the local, provincial, and federal government with interests in the Plan Area.

The Electoral Area 'H' Official Community Plan Area includes approximately 28,615 hectares of land and is bordered by the Comox Valley Regional District to the north, Alberni-Clayoquot Regional District to the west, the Strait of Georgia to the east, and Electoral Areas 'G' and 'F' to the south. The Qualicum First Nation community is surrounded by Electoral Area 'H'. For the purposes of community planning and this OCP, the Qualicum First Nation community is recognized as independent yet at the same time a part of the fabric of the Plan Area.

The Plan Area is shown on Map No. 1 and includes 26,320 km of coastline and several distinct neighbourhoods including Deep Bay, Bowser, Qualicum Bay, Qualicum First Nation, Dunsmuir, Shaw Hill/Baylis Area, Spider Lake, and Horne Lake.



Map 1: Electoral Area H Official Community Plan Area

It is important to distinguish the OCP from land use and subdivision bylaws. The OCP acts as a guide for the RDN Board, land developers, consultants, property owners, and other agencies in determining community desired uses for land and water surfaces in the community. The Plan provides direction and a basis for the preparation of related bylaws to regulate land use and development. In addition, the Plan will also provide criteria from which development proposals will be considered by the community and the RDN Board.

The Electoral Area 'H' Official Community Plan has been prepared based on the direction provided by the community in the "Community Values Statement". This OCP has benefited from past work from the previous 'Shaw Hill—Deep Bay Official Community Plan' and the Regional Growth Strategy (RGS). The Plan will guide development in a manner that reflects the "Community Value Statement" and "Development Guideline Criteria" drafted by the residents of Electoral Area 'H' for the 2004 OCP. Additionally, in 2016 – 2017 this OCP went through a significant update process with engagement from the community.

The intent of this OCP is to provide direction on how the Plan Area will grow and change over the next 10-30 years. However, with changes in legislation, growth projection expectations, changing attitudes of the residents and landowners, and amendments to the RGS, the Plan should be reviewed as necessary.

1.1 Population Growth, Demographics, and Housing Needs

The population of the Plan Area increased from 1,648 residents in 1986 to 3,884 residents in 2016. During this time, the Area experienced two distinct periods of growth; annual population growth of over five percent per year in the late 1980s and early 1990s, followed by a period of slower growth starting in the later half of the 1990s that continued through 2016.

Taking a modest growth rate of 6% which is the average of the past two census periods, the population will surpass 5,000 people by the 2036 census. This estimate is based on a linear growth and does not take into account changing growth rate from year-to-year due to the age structure of the population or migration.

Population estimates are imperfect. They are only estimates and cannot factor in future influences of climate, economy and migration. They also do not anticipate any new government initiatives in land use policies, development or housing.

**Table 1: Electoral Area 'H'
Growth Rate, 1991 - 2016**

Census Year	Population	Growth Rate
1986	1805	10%
1991	2357	31%
1996	2951	25%
2001	2108	5%
2006	3474	12%
2011	3509	1%
2016	3884	11%

The Area's population has aged significantly since 1981 with the majority of the population now over the age of fifty. In 2016 the median age of residents was 58.8 years old compared with the provincial median age of 43.0 years old. This trend is expected to continue which has significant implications for land use, housing, services and employment.

The estimated population growth rate has the potential to translate into demand for an additional 100-150 dwelling units in Electoral Area 'H' over the next five years. With the continued trend of an ageing population it is anticipated that some of this demand will be for housing that is sought by the senior's population such as smaller dwellings close to amenities or a seniors' housing facility. Housing needs over this time period will generally be accommodated in the Rural Village Centres and through the infill and subdivision of existing Rural and Rural Residential Lands and within surrounding municipalities that

have greater levels of services.

1.2 Public Engagement

This Electoral Area 'H' Official Community Plan (OCP) is the result of two comprehensive public consultation processes. First in 2003-2004, and again in 2016-2017 when updates were made to the Plan. In 2003-2004 the community came together to discuss key issue areas, to establish community priorities and to outline the vision for the future development of the area in Community Values and Development Guideline Criteria Statements.

A public engagement process began in 2016 for an update to this OCP. It was initiated with an online survey asking community members to describe what has changed and what has stayed the same in their community since the last OCP Review, and what are the most important issues for the community right now. Through a series of public open houses and Community Working Group meetings, these issues were further explored. A project website, email subscriber list, and outreach activities at local events aimed to spread the word about the project and invite input via email, letter, and meeting with the lead planner at weekly office hours held in Bowser.

The resulting updates to the OCP confirm continued relevance of the Community Values and Development Guideline Criteria, and add renewed emphasis on economic development, affordable housing, active transportation (such as walking and cycling) and climate change adaptation.

The Regional District of Nanaimo (Regional District) recognizes the need for ongoing public consultation through the implementation of this Plan. The community will continue to be consulted through public information meetings held on development applications and through other ongoing Regional District consultation initiatives.

1.3 Community Values Statement

The Plan Area is made up of distinct neighbourhoods that have a diverse range of activities and interests but share many common values. Over the years, the area has developed to accommodate a broad mix of rural, residential, recreational, tourist, small scale commercial, and resource uses with an emphasis on mutual respect and diversity. The combination of climate, spectacular natural environment, outdoor recreation opportunities, water resources, entrepreneurial spirit, and the progressive attitude of residents have resulted in a highly desirable and vibrant community.

Given the attributes of the area, residents recognize that there will be pressure for change and development in their neighbourhoods. As the future unfolds, residents will embrace compatible development, while at the same time maintaining the values that are fundamental to the health and prosperity of the community. The future growth and development of the community will require that a balance is struck among these values. These values have been formed based on the input and priorities of the residents who make up the neighbourhoods of the Plan Area and will be used to help guide future decisions on development proposals, environmental protection initiatives, and infrastructure development for the community, the Regional District and senior government agencies. These values are as follows:

Community Values Statement

1. Protect rural character and contain urban development to village nodes;
2. Identify and protect watersheds and aquifers from degradation, inappropriate development and pollution to ensure a continued safe water supply;
3. Recognition that the sustainable development of the area must be linked to groundwater quality and quantity for all residents;
4. Protection and promotion of natural, environmental, and geographic features;
5. Support for development regulations to protect environmentally sensitive areas, natural hazard lands, the marine/freshwater foreshores, and aquifer recharge areas;
6. Recognition that a comprehensive approach to managing sewage/septage is required;
7. Recognition that a comprehensive approach to stormwater management is required;
8. Support for a diversified economy, focusing on small scale commercial, human service sectors, and tourism, primarily within the Rural Village Centres;
9. Support for economic diversity in new and existing developments that complement the rural integrity of Area 'H';
10. Recognition of the importance of home based businesses in the growth and diversification of the area;
11. Respect for First Nations, as well as consultation and collaboration to develop approaches to issues of mutual interest;
12. Protection of resource lands for suitable resource uses;
13. Minimize the encroachment of incompatible land uses;
14. Recognition of Horne Lake as a unique recreational opportunity;
15. Support for environmentally responsible shellfish aquaculture, recreational and commercial fishery, and salmon enhancement;
16. Recognize and support Deep Bay Harbour as a viable commercial and recreational port;
17. Preservation and enhancement of green space, access to public lands, integrated trails and beaches;
18. Recognize the need for and continued support for Electoral Area 'H' local schools and community centres;
19. Promotion of a mixed community providing economic opportunities, affordable housing, and services for all residents;
20. Recognition and support for enhanced transportation corridors; and
21. Require comprehensive public consultation with respect to decisions about the future development of all lands and services within our communities.

1.4 Consistency with Regional Growth Strategy

Electoral Area 'H' is one of seven electoral areas within the Regional District of Nanaimo. These electoral areas, in partnership with the City of Nanaimo, the City of Parksville, the Town of Qualicum Beach, and the District of Lantzville have agreed to limit sprawl and contain development through the adoption of a Regional Growth Strategy. The Regional Growth Strategy (RGS) articulates a vision of a desirable, future Region and sets out eleven goals for attaining this vision. In accordance with Section 445 of the *Local Government Act*, this OCP must be consistent with the Regional Growth Strategy. In response to the RGS goals, the Electoral Area 'H' OCP does the following:

RGS Goal 1: Prepare for Climate Change and Reduce Energy Consumption

In accordance with Section 437(3) of the *Local Government Act*, this OCP includes targets for greenhouse gas emissions reduction and policies and actions to achieve the targets; this OCP encourages increased density and a mix of uses in Village Centres to reduce the reliance of residents on the private automobile and to increase viability of public transit. The need to understand the future impacts of climate change is addressed in this OCP, as well as steps that need to be taken to adapt to these impacts.

RGS Goal 2: Protect the Environment

Through the use of policies and development permit areas, this OCP provides protection to the area's environmentally sensitive features such as aquifers, streams, coastal areas, eagle and heron nests. The OCP includes policies that apply at the time of rezoning, policies that encourage property owners to protect these sensitive areas, and policies that communicate the community's preference to other levels of government and other agencies.

RGS Goal 3: Coordinate Land Use and Mobility

This OCP supports land use patterns and mobility networks to reduce automobile dependency and provide for efficient movement of people and goods. This plan supports the creation of compact communities served by active transportation networks and a multi-modal system of transportation that includes the automobile, transit, cycle and foot.

RGS Goal 4: Concentrate Housing and Jobs in Rural Villages and Urban Growth Centres

This OCP supports a range of housing types and sizes, as well as areas for commercial and mixed-use development within rural villages. In doing so, the plan provides opportunities for people to live closer to their place of employment and the services that they require on a daily basis; thereby reducing auto dependency and creating vibrant rural communities.

RGS Goal 5: Enhance Rural Integrity

This OCP seeks to enhance rural integrity by supporting agricultural, aquaculture, forestry and small-scale economic and tourism opportunities in the residential areas outside Village Centres. It also provides opportunities for more efficient use of land by supporting alternative approaches to subdivision and development that allow residential dwelling potential to be clustered into a smaller footprint or transferred from other areas where there is land set aside for community or environmental benefit.

RGS Goal 6: Facilitate the Provision of Affordable Housing

This OCP supports the provision of affordable housing through policies that provide for the creation of a range of parcel sizes and housing types and support secondary suites. This OCP also supports the provision of affordable housing as a community amenity, and supports establishment of seniors housing in Bowser Village Centres on Crown lots leased for that purpose, and expansion of existing seniors housing in Qualicum Bay Village Centre.

RGS Goal 7: Enhance Economic Resiliency

This OCP encourages and supports a range of light industrial, commercial and institutional development in appropriate locations. The Bowser Village Centre Plan encourages economic development as the economic centre of the area. Policies for the other Village Centre recognizes the focus of Qualicum Bay on tourist and resort commercial services, and Dunsmuir with its location along Horne Lake Road serves as a “gateway” to the coastal resorts, scenic and recreational opportunities within the Plan Area with a vision to develop into a comprehensive mixed-use community. In the rural areas, redevelopment of the historic tourist accommodation is encouraged, as well as new small-scale tourist accommodation and small scale service commercial.

RGS Goal 8: Enhance Food Security

This OCP recognizes the value of agricultural land for land-based farming, and marine areas for shellfish aquaculture, for present and future food production. It also recognizes the unique position of this area to grow an economy related to aquaculture and processing. This OCP includes a designation for the Agricultural Land Reserve, and policies aimed at maintaining agricultural land and providing resources to farmers.

RGS Goal 9: Celebrate Pride of Place

The Community Values Statement in this OCP grounds the entire Plan in values in which the community takes pride. The natural environment, history of tourism, recreation and fishing, are all recognized with policies to support their continuation and enhancement.

RGS Goal 10: Provide Services Efficiently

This OCP supports efficient, cost-effective community services by encouraging growth into well-defined compact areas at densities that support the efficient use of land and are capable of funding the long-term maintenance and operating costs of these services. The plan supports the provision of community water and sewer to areas within the GCB for the purpose of facilitating the additional development supported by this plan. The plan also recognizes that these services may be required outside of the GCB to address health or environmental concerns, but not to facilitate additional development beyond that which is supported without community water or sewer servicing.

RGS Goal 11: Enhance Cooperation Among Jurisdictions

This OCP supports ongoing communication and cooperation among jurisdictions throughout, with many of the advocacy policies aimed at collaborating with other jurisdictions to meet the objectives of this Plan.

1.5 Legislative Framework

This Official Community Plan has been prepared in accordance with the provisions of Part 14 of the *Local Government Act*, implementing Regional District policies for land use and development. All bylaws, permits issued and works undertaken within the Plan Area shall be consistent with the provision of this Plan. The Community Plan may be implemented by regulatory bylaws of the Regional District including the "Regional District of Nanaimo Land Use and Subdivision Bylaw No. 500, 1987".

1.6 Organization of the Plan

This Official Community Plan includes text and corresponding maps; it is organized around the key issue areas identified during the public consultation processes, and includes development permit areas which are regulatory tools that assist in implementing objectives and policies of this Plan.

Each section of the Plan contains objectives and policies. Objectives express the community's values and long term aspirations. They are the community's statements of what is important to the residents and land owners of Electoral Area 'H'. Policies express the community's response to these objectives. The policies are the 'how to' for each objective and provide specific direction to the Regional District Board, the community, land developers, and provincial and federal agencies on future uses in the Plan Area. Abbreviations used in this Plan include the following:

RDN- Regional District of Nanaimo

RGS - Regional Growth Strategy

ALR - Agricultural Land Reserve

MOTI - Ministry of Transportation and Infrastructure

DPA - Development Permit Area

OCP - Official Community Plan

ALC – Agricultural Land Commission

DFO - Department of Fisheries and Oceans Canada

MOE – Ministry of Environment

If any section, subsection, sentence, clause or phrase in this Bylaw is for any reason held to be invalid by the decision of any court, such section, subsection, sentence, clause or phrase may be severed from the remaining portion of this Bylaw.

SECTION 2 – THE NATURAL ENVIRONMENT

2.1 Sensitive Ecosystems

2.2 Natural Hazard Areas

2.3 Freshwater Resources

2.4 Marine Environment

2.5 Climate Change & Energy

Residents are drawn to the Plan Area for its rural characteristics enhanced by abundant natural features, the coastal area, numerous watercourses, streams, wetlands, lakes and areas of natural forest. The protection of these natural features is critically important to residents throughout the plan review process.

The majority of the developed land in the Plan Area is within the Coastal Douglas Fir moist maritime biogeoclimatic sub-zone (CDFmm) which is limited to low elevations along southeastern Vancouver Island from Bowser to Victoria, the

Gulf Islands south of Cortes Island, and a narrow strip along the Sunshine Coast. It is the smallest and most at-risk zone in British Columbia. Of all the zones in the province, the CDFmm zone has been most altered by human activities, and less than 1% remains as old growth forests.

The marine environment including intertidal and subtidal areas, are diverse ecosystems sensitive to human activity. The coastline is a focal point of the Plan Area for tourism, recreation, and residential development. This plan aims to protect the integrity of these ecosystems while continuing to allow development subject to conditions.

In addition to the protection afforded through local government bylaws, the protection of environmentally sensitive features falls under the jurisdiction of federal, and provincial, governments. Fisheries and Oceans Canada and the Provincial Ministry of Forests, Lands Natural Resources Operations and Ministry of Environment are responsible for protecting fisheries and water resources through legislation such as the *Fish Protection Act*, the *Water Sustainability Act*, and the *Waste Management Act*.

The natural environment of the Plan Area also includes areas subject to natural hazards such as floodplain, steep slopes, areas of active erosion, forest fire and earthquakes.



Photo: Meghan Towers

2.1 Sensitive Ecosystems

INTRODUCTION

Only fragments of the rich mosaic of ecosystems in the coastal lowlands of east Vancouver Island remain after over a century of logging and human activities. In the late 1990's the Province of BC created a "Sensitive Ecosystem Inventory" of ecosystem remnants in the coastal lowlands of east Vancouver Island and the adjacent Gulf Islands. These sensitive ecosystems as well as location of known eagle nests and heron rookeries, are shown on Map No. 2.

Sensitive ecosystems and their component plants and animals are in need of protection not only because they are rare, but also for the significant role they play in creating healthy and attractive communities for people. Wetlands purify drinking water and help provide protection from flooding through natural stormwater management. Forests clean the air, refresh the spirit and provide visual relief from urban settings. Riparian forests are cool, moist havens during hot, dry summers. Significant features in the Plan Area include the Deep Bay estuary, Thames and Nile Creeks, Cook Creek, and the Big Qualicum River. All coastal areas fronting the Strait of Georgia are important and sensitive ecosystems, and they are addressed specifically in section 2.4.

Parks and protected areas are shown on Map No. 3. Protection of sensitive ecosystems on private land largely relies on stewardship by property owners.

Within the Plan Area, the location of known Great Blue Heron and Bald Eagle nests are shown on Map No. 2. They are protected from damage or destruction under the *Wildlife Act*. In addition, the Great Blue Heron is federally and provincially listed as a species of special concern meaning that it is not immediately threatened but is particularly susceptible to disturbance due to human activities or natural events.

Other plants, animals and ecosystems at risk are studied, inventoried and ranked as to their level of threat by the federal and provincial governments. They are not mapped in this OCP but may be identified at the site level and require consideration in development proposals.

This sensitive ecosystem data will continue to be refined as mapping data and other information becomes available. Amendments to Map No. 2 may be undertaken to reflect changing on-site conditions or more comprehensive environmental assessments.

SENSITIVE ECOSYSTEM POLICIES

1. Streams, floodplain areas, watercourses, and Bald Eagle and Great Blue Heron nesting trees, and the entire coastline of the Plan Area, are designated as development permit areas to allow for the evaluation of development proposals with the objective of protecting these features.
2. The Regional District shall preserve sensitive ecosystem areas, their living resources, and connections between them in a natural condition and maintain these areas free of development and human activity to the maximum extent possible.

OBJECTIVES

1. *Identify* sensitive ecosystems and wildlife habitat
2. *Maintain* a healthy environment and *preserve* and *protect* sensitive ecosystems and wildlife habitat
3. *Support* the establishment of new protected areas for wildlife and sensitive ecosystems.
4. *Provide* education about sensitive ecosystems and wildlife habitat and *encourage* sustainable land use practices

3. The Regional District shall only support amendments to this Plan on or near sensitive ecosystems or near eagle or heron nesting trees where the applicant or appropriate authority presents evidence that the proposed development will not adversely affect the environmentally sensitive areas, and that development design reflects best management practices.
4. Notwithstanding Policy 2.1.3 above, this Plan supports the Agricultural Land Commission's mandate of preserving and encouraging the development of Agricultural Land Reserve lands, and supports the development of farmland in a manner that recognizes and protects environmentally sensitive features on these lands.
5. The Regional District shall support and encourage the retention, enhancement or development of wildlife corridors to ensure that safe and secure routes are available to wildlife in the Plan Area.
6. The Regional District shall support the identification and designation of areas for the protection of sensitive ecosystems in perpetuity. In particular, the Regional District shall support initiatives associated with the following areas: provincial protected areas, provincial parks, ecological reserves, fisheries reserves and hatcheries, wildlife refuge, waterfowl habitat, and Regional District park land.
7. The Regional District supports the protection and conservation of the following priority sensitive ecosystem areas:
 - a) Crown Land west of Deep Bay including Gainsburg Swamp and the unconfined aquifer on Crown Land in District Lot 86;
 - b) Proposed Protected Area expansion of Horne Lake Caves Provincial Park located at the west end of Horne Lake at the mouth of the Qualicum River tributary;
 - c) Expansion of Spider Lake Provincial Park to include Illusion Lake; and
 - d) Protection of Annie's Woods (*PID 006 696 252; Lot 36, Plan 1967 DL 81, Newcastle Land District*), located on Crown Lands at Grovehill Road adjacent to the Island Highway through the establishment of an ecological reserve in recognition of the old growth forest values on site.
8. The Regional District will collaborate with other levels of government, First Nations, non-governmental organizations, and neighbouring local governments in inventorying, mapping, and conserving sensitive ecosystems, including development of consistent approaches to shared watersheds.

ADVOCACY POLICIES

9. The habitat protection initiatives of the BC Ministry of Environment and Fisheries and Oceans Canada along rivers, streams, and wetland areas shall be strongly supported and complemented with Regional District park land and greenway protection initiatives.

2.2 Natural Hazard Areas

INTRODUCTION

Natural hazard areas are sources of potentially dangerous chance events. Examples of natural hazards are: flooding, landslide, forest fire, strong winds, and earthquakes. Natural hazard areas are often also areas of high environmental value. Known areas of potential hazard are identified on Map No. 2.

Flooding

Within the Plan Area the lands surrounding river mouths and estuaries have the highest flood risk. Other areas with flood potential are isolated lowland areas and shore land adjoining watercourses, lakes, creeks, and wetlands. The Horne Lake area also faces the risk of potential flooding as the rate of water released from the Big Qualicum River Dam can modify the level of the lake significantly.

Low-lying coastal lands bordering the Strait of Georgia are expected to experience increasing flood risk with sea level rise and increasing frequency and severity of storms due to climate change. Flood risk for lands on the marine coast is different from that of freshwater bodies and streams. Flooding at the marine coast is caused by wave run-up at high tides during storm events that is likely to recede relatively quickly and unlike riverine flooding, does not produce substantial flows that would cause bank erosion.

The lower reach of Nash Creek is a particularly notable environment where it parallels the shoreline before exiting into the Strait of Georgia and in doing so passes through several residential lots of relatively small size. Flood events in the past have been relieved by the creation of outflow weirs, but this area continues to be an active environment.

Landslide

The Horne Lake road and Mount Mark slide areas are known areas with potential for mass movement of land. Steep Slopes along the marine coastline are also a major concern within the Plan Area. Some areas along the marine coastline are straddling steep wave cut bluffs (with slopes between 30% and 60%) and are composed of unconsolidated sand. The threat of landslides is particularly concerning in areas where homes have been constructed near the edges or below these unstable slopes. A submarine landslide at the west end of Mapleguard Spit (also known as Deep Bay Spit) was recorded as a result of the 1946 earthquake. Outside of the developed area, the highland and mountain areas are particularly susceptible to mass movements of land, such as rock falls and avalanches.

Wildfire

Between 2006 and 2007, Community Wildfire Protection Plans were developed for Bow Horne Bay Fire Service Area, Deep Bay Improvement District, and the Horne Lake area. There are a number of areas where extreme interface fire risk is identified. It is important that FireSmart recommendations for building and landscaping are encouraged to mitigate any loss of life, property and the environment as a result of forest fires.

Strong Winds

Wind storms can have a significant impact on the Plan Area causing power outages, downed trees across roads, and damage to buildings and structures. A particularly damaging wind is known as the “Qualicum”, a

OBJECTIVES

1. ***Protect*** area residents from loss of property and personal injury.
2. ***Direct*** development away from natural hazard areas where possible, and where development does occur in or near a natural hazard area, ensure appropriate measures are taken to mitigate the impacts.
3. ***Mitigate*** and ***adapt*** to the impacts of climate change on hazardous conditions within the Plan Area
4. ***Encourage*** use of FireSmart recommendations to reduce the susceptibility of buildings and property to wildfire.

strong southerly that moves across Vancouver Island, passes over Horne Lake, and out on to the Strait of Georgia typically between Crome Island and Qualicum Beach.

Earthquake

Seismic activity is a distinct possibility within the Plan Area. Vancouver Island is classified as a high risk for seismic activity by Natural Resources Canada. A major earthquake may result in serious damage to the Plan Area. Potential damage caused by seismic activity may be further exacerbated given that many buildings and structures within the Plan Area that may have been constructed on or adjacent to unstable slopes, and/or below Building Code standards.

The hazard land mapping will continue to be refined as mapping data and other information becomes available. Changes to Map No. 2 may be undertaken to reflect changing on-site conditions or more comprehensive hazard assessments.

NATURAL HAZARD AREAS POLICIES

1. Natural Hazard areas shall be designated as Development Permit Areas to ensure that proposed development is reviewed by the appropriate professionals so that it is protected from hazardous conditions.
2. The Regional District will map low lying areas anticipated to be impacted by sea level rise, develop an understanding of the long term impacts, and consider implementing measures to mitigate and adapt to these impacts.
3. The Regional District will implement recommendations of Community Wildfire Protection Plans and update the Plans on an ongoing basis.
4. The Regional District will consider adopting a development permit area for protection of development from wildfire hazard.

ADVOCACY POLICIES

5. Property owners are encouraged to adopt FireSmart recommendations such as vegetation management and use of fire-resistant building materials.
6. BC Hydro and local landowners are encouraged to cooperate in regular removal of invasive/flammable plant species (i.e. broom) along power lines.
7. In the event of an emergency such as earthquake or power outage, residents and businesses are encouraged to be prepared to care for themselves for a minimum of 72 hours (three days), and up to two weeks.

2.3 Freshwater Resources

INTRODUCTION

The Plan Area contains many streams, watercourses, wetlands, and aquifers. Each of these natural resources is worthy of protection through careful land use planning both for their importance in supporting human settlements in the area, and for their value as significant ecosystems. It is recognized that there may be many significant areas of groundwater that have not yet been identified, and identification of these special features is an ongoing process. The Drinking Water and Watershed Protection program of the Regional District works to continually improve our knowledge and understanding of groundwater and surface water resources.

The Regional District of Nanaimo has seven major water regions, which are basin-scale geographic areas defined by common surface water drainage and groundwater aquifer features. The Plan Area is within the Big Qualicum River Water Region (See Map XX?). The Big Qualicum River and its tributaries, which include Hunts Creek and Horne Lake, comprise the largest watershed in the Plan Area. Other watercourses within the Plan Area include Nile Creek, Thames Creek, Chef Creek, Fletcher Creek, and the Deep Bay Estuary area.

Spider and Illusion Lakes are part of an enclosed drainage system with no surface outflow streams. The enclosed nature of the drainage system makes both of these lakes susceptible to potential negative impacts caused by contaminated runoff and increased erosion. Best practice rainwater management is essential to ensure that runoff does not impact the environmental integrity as well as the recreational appeal of these lakes.

Groundwater resources are particularly important to the Plan Area as residents rely on these resources for both domestic water and agricultural supplies. Three water Improvement Districts supply potable water to approximately 64% of dwellings, representing 1,540 connections, with the balance of parcels utilizing on-site wells.

In certain locations, particularly in the central and eastern portions of the Plan Area, soils are thin and fractured bedrock is common. As a result, both surface and groundwater sources may be sporadic and unreliable and residents of this area wish to maintain the integrity of these resources through land use management. By contrast, the Deep Bay – Bowser area is characterized by well-draining sand and gravel that has high groundwater yields but is vulnerable to surface contamination. (2016. Waterline Resources Inc. “Hydrogeological Review of Aquifers in Electoral Area ‘H’ in support of the Official Community Plan Update”).

The protection and sustainability of groundwater and surface water supplies are critical to maintaining the rural character of the Plan Area and protecting the natural environment.

OBJECTIVES

1. *Identify and protect* freshwater resources and ecosystems to maintain their natural habitat, environmental quality and quantity, aesthetic appeal, and recreational value.
2. *Conserve, protect and enhance* the quality and quantity of freshwater sources for existing and future agricultural and domestic uses in cooperation with local and provincial water authorities and landowners.
3. *Recognize* that the quality and quantity of domestic water supply is essential and land development must be planned in a manner that minimizes impact on existing aquifers and groundwater sources
4. *Consider* the potential impact of increased demand or risk of contamination on aquifers as a result of new development when making any land use decisions
5. *Recognize* the value of natural rainwater retention and encourage rainwater management during development that mimics natural processes.

FRESHWATER RESOURCES POLICIES

1. Streams, lakes, wetlands and aquifer areas are designated as Development Permit Areas to allow for evaluation of development proposals pursuant to the objectives of this section. Both mapped and unmapped streams are included in the development permit area, and where streams move over time or mapping accuracy is improved, mapped streams will be updated on maps in the Plan.
2. Aquifer recharge areas should be protected, particularly those within the well protection areas or well capture zones of community water supply wells. . The site of the now closed Bowser Seed Orchard should not have any use that could contaminate the aquifer as it is within the recharge area of the nearby Bowser Waterworks wells.
3. Applications to amend this Plan or the relevant zoning bylaw must consider potential impacts to surface and groundwater, as outlined in Section 5.1 *Development Guideline Criteria*.
4. Due to its unique environment and very sensitive enclosed drainage system, the Regional District will not support any introduction of motors to Spider or Illusion Lakes.

ADVOCACY POLICIES

5. The Regional District shall request that the Approving Officer require subdivisions to be designed to maintain the hydraulic regime of streams while providing sufficient drainage in a manner which does not interfere with groundwater recharge or allow the intrusion of erosion material into natural watercourses, streams, lakes, and wetlands.
6. The Regional District shall encourage the Approving Officer to require protective covenants or the designation of Return to Crown along the bed of, and buffering riparian corridor of watercourses, streams, creeks, lakes and wetlands wherever subdivision on adjacent land is proposed. The Regional District shall encourage the Ministry of Forests, Lands and Natural Resources Operations to ensure a future use of the Bowser Seed Orchard lands that contribute to the protection of aquifer and community water supply wells.
7. The Regional District shall support and encourage the restoration and enhancement of streams and their riparian corridors wherever possible by community groups, corporate bodies or land owners.
8. The Regional District shall coordinate with the Province in sharing data about aquifers and groundwater, to ensure the most current information is used in decisions that affect the Plan Area.

2.4 Marine Environment

INTRODUCTION

The marine coastline is a focal point of the Plan Area, representing diverse ecosystems, which are sensitive to human activity and jurisdictionally complex. Historically, the marine coastline has been the focus of residential and tourist commercial development.

The majority of the marine coastline in the Plan Area is composed of sand and gravel. Except for the protected harbour of Deep Bay, the coastline is exposed to significant wave energy from prevailing winter storms from the southeast. This combination of sand and gravel beaches, high wave energy and longshore drift means the shoreline is constantly changing; some areas are eroding while others are accreting, and backshore bluffs in some areas are susceptible to erosion and landslides. Estuaries are areas of high biodiversity as well as high energy, resulting in actively changing shorelines and flood risk.

The marine environment of the Plan Area, both intertidal and subtidal, comprises habitats that ensure the existence of rich species diversity. Included are fish, birds, mammals, invertebrates such as shellfish, and many plant species such as eelgrass. This region is an important area for herring spawning, for other forage fish, is home to salmon enroute to their spawning sites in the Area's streams, is a salmon nursery area, and part of an Important Bird Area.

The marine environment supports a shellfish aquaculture industry focused in the Deep Bay estuary and one area east of Chrome Island where there is a scallop farm. Commercial fishing fleets visit the area primarily in the spring for the herring fishery and prawning, and later in the year for salmon. Recreational fishing is a popular activity for residents and tourists, including sport fishing, fly fishing and shellfish harvesting.

MARINE ENVIRONMENT POLICIES

1. The marine shores and nearshore waters of the Plan Area is designated a Development Permit Area to allow for the evaluation of development proposals with the objective of protecting the natural environment and natural coastal processes.
2. The waters 1000 m from the foreshore beginning at Deep Bay spit and extending to the eastern boundary of the Plan Area are designated as a "Marine" land use designation in this Plan and are subject to the objectives and policies in this section of this Plan.
3. The Plan recognizes the existing shellfish aquaculture leases. All water lots leased for shellfish aquaculture purposes shall be zoned accordingly.

OBJECTIVES

1. **Recognize** the foreshore, waterfront and marine areas as an integral part of the community, and as a major destination for leisure, commercial and recreational pursuits
2. **Recognize** the marine environment as a finite resource
3. **Support** the development of shellfish aquaculture
4. **Protect** the integrity of marine ecosystems and natural coastal processes.
5. **Maintain and enhance** public pedestrian access to and along the shoreline.
6. **Advocate** cooperation and coordination among agencies responsible for the use and management of marine foreshore and upland resources.
7. **Advance** public ownership and stewardship of the waterfront.

4. The use of shoreline stabilization measures on Crown foreshore, in a manner that obstructs public access to and along public beaches or foreshore areas, shall not be supported. All works below the high water mark require Fisheries and Oceans Canada approval and Crown foreshore lease or license from the Province. Where approval for Crown foreshore use is obtained, the Regional District may support proposals for shoreline stabilization measures below the high water mark, provided they are designed so that public access along the coastline is not inhibited, and do not have negative environmental impacts.
5. The Regional District will only consider permitting structural modification of the shoreline, such as those composed of lock blocks, poured concrete or rip rap, where it can be demonstrated that such a modification is necessary to protect an existing use or structure and that a Green Shores (softer) approach to shoreline protection is not a practical alternative. In addition, the construction of shoreline stabilization measures including marine retaining walls must be in compliance with the Regional District's Marine Retaining Wall Policy B1-09, as amended or replaced from time to time.
6. The integrity of marine ecosystems and natural coastal processes should be maintained by:
 - a. discouraging uses that disrupt natural features and processes, and encouraging owners of shoreline properties to retain, wherever possible, native vegetation and natural features on areas sloping towards the foreshore;
 - b. land use regulations that provide for waterfront developments to be setback sufficiently to allow for natural erosion and accretion processes, without endangering structures; and
 - c. promoting conservation of the marine environment below the high water mark without precluding aquaculture within areas leased f.
7. The Regional District supports the use of Crown foreshore for shoreline protection works following *Green Shores* approaches of the Stewardship Centre of BC, when designed by qualified professionals and where it does not impede public access along the shoreline.
8. In order to maintain public beach road rights-of-way whether or not they are currently improved, encroachment onto them by adjacent private property owners and approval of permits from Ministry of Transportation and Infrastructure to formalize the encroachment are generally not supported.
9. Private, residential docks are not supported by this Plan. Limited development of boat ramps is supported and subject to development permit area guidelines.
10. Marinas are supported within the Deep Bay Harbour, subject to development permit area guidelines.
11. Rezoning proposals for waterfront lots must demonstrate a high level of wastewater treatment to protect the marine environment from contamination.

ADVOCACY POLICIES

12. The Regional District will work with the Ministry of Transportation and Infrastructure to improve public beach accesses within road rights-of-way where appropriate.
13. The Regional District shall encourage those who live and recreate on the foreshore and in the waters of the Plan Area to adopt environmentally responsible practices to protect these sensitive ecosystems.
14. Development activities as well as commercial operations such as fishing and aquaculture are encouraged to follow best management practices to minimize environmental impact.
15. The Ministry of Agriculture and Fisheries and Oceans Canada are encouraged to consult with local residents and the Regional District prior to issuing any new or amended licenses for seaweed

harvesting on the foreshore of the Plan Area, and are encouraged to communicate with local residents and the Regional District about the terms of the licenses and ongoing scientific study of the sustainability of the fishery.

16. The Regional District will coordinate shoreline management with the Ministry of Transportation and Infrastructure as owner of foreshore areas of beach access road rights-of-way.
17. Island Health or other appropriate government ministry is encouraged to study the impact on marine water quality from onsite wastewater treatment near the foreshore.

2.5 Climate Change and Energy

INTRODUCTION

The climate worldwide is changing, and observations in this region over the past 100 years show that average annual temperature, average annual precipitation, and the surface temperature of the Strait of Georgia have all increased. There are many impacts of these changes that will affect the sensitive ecosystems, species at risk, natural hazards, groundwater, and the people and businesses that rely on them. Some of the most significant impacts to be expected include ocean acidification; hotter, drier summers causing drought and increased risk of wildfire; and increasing frequency and severity of storms coupled with sea level rise causing more significant and frequent flooding events. Decisions and plans made today should look to anticipate the future effects of climate change and adapt to, or mitigate them.

Climate change mitigation refers to the ongoing attempts to prevent significant climate change through the reduction of greenhouse gasses (GHG) in the atmosphere. Mitigation locally can also provide direct community benefits including reduced energy costs, reduced vulnerability to energy markets, economic development, and more resilient communities. The greatest contributors to greenhouse gasses in the Regional District are transportation and buildings.

Adaptation refers to actions taken to respond to the impacts of climate change by reducing the associated risks. Examples of adaptation actions include modifications of coastal development to account for sea level rise, changes to agricultural crops better suited to hotter and drier summers, or reduction of water use.

In 2007, the Province of BC set province-wide greenhouse gas emission reduction targets of 33% below 2007 levels by 2020 and 80% by 2080. In addition, the Province amended the *Local Government Act* to require that an official community plan include targets for the reduction of greenhouse gas emissions in the area covered by the plan, and policies and actions of the local government with respect to achieving those targets.

Throughout this Plan, there are objectives and policies in relevant sections to address climate change adaptation and mitigation. The Implementation section of this Plan includes specific actions the Regional District can take to effect changes.

CLIMATE CHANGE POLICIES

1. This Plan encourages increased density and a mix of uses in Rural Village Centres to reduce the reliance of residents on the private automobile and to increase viability of public transit. Rezoning proposals within Rural Village Centres should contribute to neighbourhood form that facilitates energy efficient modes of transportation such as walking, cycling, or public transit and contributes to implementation of the Active Transportation Plan, 2017 where applicable.

OBJECTIVES

1. **Reduce greenhouse gas emissions to 33% below 2007 levels by 2020 and 80% by 2050, as identified in the RDN Community Energy and Emission Plan.**
2. **Support energy conservation and greenhouse gas emission reduction at the community and at the site-specific scale.**
3. **Identify anticipated local climate changes, associated impacts, and potential adaptation actions.**
4. **Encourage energy efficiency in buildings and site design.**
5. **Recognize the importance of natural areas for carbon sequestration.**
6. **Support efforts to maintain sustainable, locally produced sources of food.**
7. **Promote private and public infrastructure that uses energy more efficiently.**

2. Outside Rural Village Centres, alternative forms of rural development that contribute to a reduction in greenhouse gas emissions through design and in some cases also through conservation of natural areas that sequester carbon, are encouraged through policies in Section 5.10 of this Plan.
3. The Regional District should develop tools and incentives to facilitate the encouragement of development in Village Centres.
4. In all parts of the Plan Area, rezoning proposals should contribute to implementation of the Active Transportation Plan, 2017 where the location of the property to be rezoned allows.
5. Greater energy efficiency, water conservation and greenhouse gas emission reductions in the development and redevelopment of sites and buildings shall be encouraged through development permit area guidelines, community amenity contribution policies, and the continued use of a sustainability checklist in conjunction with the BC Energy Step Code of the BC Building Code during rezoning and development permit application processes.
6. The Regional District will provide education and resources to the building industry, owner-builders, and consumers about energy efficiency in renovations and new construction, and pursue partnerships with the private sector for green building demonstration projects such as net zero homes.
7. This Plan supports recovery of energy and materials from both public and private sector waste streams that may be used to service communities or facilities.
8. This Plan supports proposals for renewable energy generation as an economic opportunity for residents and businesses that show compatibility with surrounding land uses and the environment by mitigating noise, vibration, visual impacts by distance separations, screening and buffering. The Regional District should develop criteria in order to enable evaluation of these and any other relevant community impacts of such proposals.
9. Agricultural land and aquaculture areas are recognized as necessary for current and future local food production. Proposals to increase production and availability of local food are encouraged, and proposals that would reduce the future potential for local food production are discouraged.
10. The Regional District should work with First Nations, the public and stakeholders to develop a climate change adaptation plan including an assessment of vulnerability and risk of climate change impacts such as sea level rise, hotter and drier summers, changes to agriculture, and increased frequency and severity of storms.
11. The marine coast is designated a development permit area to allow for the protection of the natural environment, its ecosystems and biological diversity, which includes evaluation of the resiliency of coastal development to climate change, and the impacts on natural coastal processes..
12. The Regional District recognizes the role of forests in carbon sequestration, which is an important component of climate change mitigation.

ADVOCACY POLICIES

13. The Provincial government is encouraged to undertake new floodplain mapping for use by local governments in planning for sea level rise and other impacts of climate change.
14. Residents are encouraged to install wiring for an electric vehicle charging station in all new home and garage construction for ease and cost-effectiveness of installing the charging station itself in the future.

15. The Regional District encourages installation of electric vehicle charging stations in commercial and community areas.

SECTION 3 – NATURAL RESOURCE MANAGEMENT

3.1 Agriculture and Aquaculture

3.2 Forestry

3.3 Mineral, Gravel and Hydrocarbon Resources



Natural resources in this section refer to those areas and features that are relied on by industries for growing or rearing foods and for extracting commodities such as lumber or gravel. These natural resource industries are an important part of the economy in the Plan Area, and are important for food security and for sustainable growth and development when products can be used locally.

Many of these industries rely on a healthy natural environment to thrive and can be a barometer for ecosystem health. In turn, the health of the ecosystems rely on sustainable industry practices being established and followed.

3.1 Agriculture and Aquaculture

INTRODUCTION

Agriculture and aquaculture are important activities as economic drivers and as part of a local food system. They rely on land and water that is designated for these purposes and on the health of the ecosystems of which they are a part.

A local food system allows farmers, food producers, and their customers to interact either face-to-face at the point of sale or through community partnerships or initiatives which encourage local products. It also supports a “farm to plate” relationship by encouraging farm products to be grown, stored, processed, sold and handled locally.

The Province designated an Agricultural Land Reserve (ALR) in the early 1970’s based on maps of agricultural land capability. In 1987 the boundary was reviewed in the Plan Area and elsewhere on Vancouver Island based on new mapping at a larger scale and other local considerations, resulting in some lands being added to the ALR and some removed. Currently, 24% of the Plan Area is designated as ALR.

The mandate of the Agricultural Land Commission is to ensure the future productivity of lands within the ALR. Non-agricultural development, including subdivision or non-farm use of these lands is not permitted without Agricultural Land Commission approval.

Shellfish aquaculture is a significant industry for the province of BC, and much of the production is within Baynes Sound. The main species farmed are clams, mussels, oysters and scallops. The Plan Area includes the southern part of Baynes Sound as well as Deep Bay Harbour which is an important port for the industry. The rest of Baynes Sound is within the Comox Valley Regional District and the Islands Trust.

The community is supportive of the aquaculture industry in recognition of its contribution to the local economy, and also for increased availability of local shellfish at stores and restaurants.

AGRICULTURE AND AQUACULTURE POLICIES

1. The Regional District supports the Agricultural Land Commission's mandate of preserving and encouraging the use of land for agriculture.
2. The retention of large land holdings within the ALR is encouraged, to maintain future opportunities for farm use.
3. The Regional District discourages encroachment and fragmentation of farmland by non-farm related uses, particularly land that is known to be of high value for agriculture.

OBJECTIVES

1. *Protect* agricultural land resources of the Plan Area for present and future food production.
2. *Support* the aquaculture industry by protecting marine water quality and supporting associated land-based activities in suitable locations.
3. *Recognize* and protect the needs and activities of agricultural and aquaculture operations when considering residential uses on adjacent lands and vice versa.
4. *Advocate* for comprehensive resource management decisions where agricultural land is competing with forestry, or environmental protection objectives.
5. *Encourage* sustainable farming methods in order to protect fresh and marine water resources and adjacent properties.
6. *Ensure* that the quantity and quality of the water supply is protected..

4. The availability of water for agriculture irrigation should be maintained and impacts considered when there are proposals for land use change or development in surrounding areas.
5. Land-based components of aquaculture such as rearing, processing, storing and distributing shellfish or aquatic plants are supported:
 - a) in the ALR where considered a farm use; and
 - b) in the Resource Lands and Rural Lands designations in a location that is not expected to negatively impact the natural environment or the use and enjoyment of nearby properties; and for land in the Rural designation, also pursuant to Rural Lands Policy 4 which supports rezoning for service commercial uses subject to a list of criteria.
6. Subdivision of land adjacent to the ALR is regulated by development permit to prevent future conflicts between agricultural uses and other adjacent uses.
7. Agrology reports submitted in support of applications for subdivision within or exclusion from the ALR should fully consider non-soil based farming activities and environmental best practices.
8. The Regional District supports the continued referral to the Agricultural Advisory Committee of land use applications and amendments to this Plan that affect land in the ALR.
9. The Regional District should consider regulating the size and location of residential uses in the ALR so that they are farm-oriented and do not reduce the likelihood that the land will be farmed in the future.

ADVOCACY POLICIES

10. The owners of land adjacent to ALR lands are encouraged to provide a vegetative buffer between their lands and the ALR lands and follow all Ministry of Agriculture policies and best management practices.
11. The Ministry of Agriculture and local farm organizations are encouraged to assist and support owners of agricultural land with options and opportunities related to all aspects of farming, including business development and other land tenure options if they are unable to or uninterested in farming.
12. The Ministry of Transportation and Infrastructure and other relevant agencies are encouraged to ensure that the location and construction of new roads, utility or communication rights-of-way should be sited to avoid ALR lands wherever possible. Where unavoidable, these rights-of-way should be sited in a manner that will cause minimal impact on agricultural operations. Alignments should avoid road endings or stubs which point directly into the ALR and half roads along the ALR boundary, and be established in consultation with affected landowners and the Agricultural Land Commission

3.2 Forestry

INTRODUCTION

Forestry is a significant land use in the majority of the Plan Area. Private Managed Forest Lands cover 56% of the land base, and there are also large areas of Provincial Forest owned by the Crown. Most of these Crown lands are concentrated between Qualicum Bay and Deep Bay and in the lowland areas of the Plan Area. In 2010, part of this Crown Provincial Forest was protected under a Coastal Douglas Fir Land Use Order where harvesting is no longer permitted.

Although most of the first growth forests in the Plan Area have long since been harvested, second growth forests are now in various stages of maturity. This Plan supports the protection of forest lands for silviculture in the same manner as agricultural lands are protected for agriculture, and also supports protection of significant forest lands for conservation purposes. Where policies in this section relate to matters beyond the jurisdiction of the Regional District, they serve only as broad objectives to help guide senior governments and private forest landowners in decisions for the management of forest lands.

OBJECTIVES

1. **Ensure** the Area's forest lands are managed on a sustained yield basis and are protected against activities that may disrupt their renewable resource potential.
2. **Support** sustainable forestry practices.
3. **Support** the Area's forest lands availability for recreational enjoyment and education.
4. **Encourage** best use of FireSmart recommendations to reduce susceptibility of buildings and property to wildfire.

FORESTRY POLICIES

1. This Plan supports the use of Resource Lands for forestry-related uses where appropriately zoned. In addition, the Plan supports the use of Resource Lands for recreational activities (such as hiking trails), where such uses do not contribute to the degradation of the natural environment and are permitted by the landowner.
2. The Regional District shall coordinate with the Ministry of Forests, Lands and Natural Resource Operations and commercial forest companies to develop public access to private logging roads and trails during non-operational periods, except in times of high or extreme fire hazard or active logging.

ADVOCACY POLICIES

3. The Province and private forest land owners shall be encouraged to manage their forest lands so that they do not:
 - a. Pose a threat to the quantity and quality of fresh water within the drainage system of watercourses, streams, lakes or wetlands;
 - b. Alter the aesthetic appeal and visual integrity of the Plan Area;
 - c. Disturb areas of unique vegetation or wildlife; and
 - d. Increase, or contribute to, soil erosion.
4. The Ministry of Forests, Lands and Natural Resource Operations and commercial forest companies shall be encouraged to ensure the sustainability of outdoor recreation in the natural woodlands of this area in conjunction with the management of the forest. This would include supporting the public

access to private logging roads and areas during non-operational periods , except in times of high or extreme fire hazard or active logging.

5. The Regional District will encourage Provincial leadership towards ensuring environmentally sound forestry practices on private forest land.
6. The Ministry of Forests, Lands and Natural Resource Operations, commercial forest companies and private forest landowners will be encouraged to use FireSmart recommendations to reduce susceptibility of buildings and property to wildfire.

3.3 Mineral, Gravel and Hydrocarbon Resources

INTRODUCTION

The predominant known mineral resource within the Plan Area is gravel concentrations around Horne Lake, Spider Lake, and Nile Creek. Other potential resources include deposits of limestone and clay. It is important to note that aggregate resources such as sand and gravel have greater potential value in mineral production than metallic metals and hydrocarbon resources in the Plan Area. As other areas become depleted of aggregate resources or are lost to development, there may be increasing pressure for access to aggregates in the Plan Area.

The regulation of aggregate extraction falls primarily within the jurisdiction of the Ministry of Energy & Mines and the Ministry of Forests, Lands & Natural Resource Operations. The province is responsible for operational issues, such as public/worker safety, environmental protection, closure and reclamation of aggregate operations. The Regional District may regulate areas where processing of aggregate resources is permitted. The Regional District cannot regulate mining and mineral exploration activities as they are subject to the *Mines Act* and *Mineral Tenure Act*.

The objectives and policies of this section remain broad in nature to offer guidance to senior governments in their decision-making process, as part of the referral process.

OBJECTIVES

1. ***Protect*** lands underlain by gravel, sand, mineral or hydrocarbon resources from surface developments, which would render them inaccessible.
2. ***Minimize*** conflicts between extraction activities and adjacent land and water uses.
3. ***Support*** good conservation practices during mining operations so as not to prejudice the long-term renewable resource potential of the area.
4. ***Encourage*** site rehabilitation and reclamation of damaged landscapes for subsequent productive use and environmental protection.

MINERAL, GRAVEL AND HYDROCARBON RESOURCES POLICIES

1. Prior to allowing development in an area underlain by mineral resources, the feasibility of removing the resource should be adequately considered by the province and the Regional District.
2. The Regional District will recommend that environmentally sound reclamation and conservation practices be undertaken at all mineral and aggregate resource extraction operations to protect long-term resource potential in the Plan Area. Specifically, where a mine or earthworks may cause significant disturbance to the surface of the land, the Province shall be encouraged to require that a performance bond be posted to ensure the proper reclamation of the damaged landscape (this reclamation is controlled by Part 10 of the *Mines Act*, Health, Safety and Reclamation Code).

ADVOCACY POLICIES

3. The Province will be encouraged to provide adequate consideration to possible impacts on neighbouring residential and/or rural parcels and the natural environment prior to issuing a permit considering a new mining operation or re-opening an old mine (or pit). Particular attention should be focused on assessing the potential impacts of resource removal on the quantity or quality of surface and groundwater or social impact on neighbouring residences. This information should be referred to the Regional District and adjoining landowners for comment prior to a decision.

SECTION 4 – COMMUNITY RESOURCES

4.1 Parks and Open Space

4.2 Community and Institutional

4.3 Community Water and Sewer Systems

4.4 Transportation Network

4.5 Public Transportation

4.6 Marine Transportation



Peter Mason and Dagmar Seydel at the Magnolia Court Summer Market

Photo credit: Corinne Roby

The community resources described in this section include parks and open space, centres of education and community life, infrastructure, and transportation services.

Where these lands or services are not under the direct jurisdiction of the Regional District, planning relies on coordination with other organizations, levels of government, and First Nations.

4.1 Parks and Open Space

INTRODUCTION

Lands set aside for recreation and active transportation in the Plan Area include the Regional District’s regional and community parks and trails, provincial parks, and federal fisheries lands on the Big Qualicum River and at Horne Lake. These are shown on Map No. 3 Community Resources. This section focuses primarily on parks for public use, and Section 2.1 of this Plan addresses sensitive ecosystem protection.

There are extensive trail networks on Crown lands and Private Managed Forest Land in the Plan Area; however, their long-term protection is not guaranteed. The Regional District does not have the resources to consider managing informal trail systems on Crown lands, but support them through mapping, and by working with community groups with interest in trail building and marketing. Private Managed Forest Lands are not considered publicly accessible; historic use of logging roads and trails for recreation in these areas is common, but since the tenure is private there is no guarantee of ongoing protection of the trails or public access.

There is a sports field at the Lions Community Hall property. Henry Morgan Park near the Bowser Village Centre includes a playground, shelter and washroom. Dunsmuir Community Park has a small tennis court and basketball half-court, and at the time of updating this Plan in 2017, there were plans for improvements to this park in the near future.

There are numerous unconstructed road rights-of-way in the Plan Area, some of which were dedicated in the past for highway plans that never came to fruition. These rights-of-ways are assets for future trail construction and are an integral part of Regional District trail and active transportation planning.

PARKS AND OPEN SPACE POLICIES

1. Parkland and trails shall be permitted in all land use designations.
2. This Plan designates all Provincial/Crown lands above known unconfined aquifers as Park Lands to protect finite groundwater resources into the future.
3. This Plan designates Department of Fisheries and Ocean owned properties along the Big Qualicum River, at Horne Lake, and that part Block 40, plan 1339R, Alberni Land District as Park Land to protect this important river and regional park area.

OBJECTIVES

1. *Ensure* that parks and recreational uses form an integral part of the community infrastructure.
2. *Recognize* the importance of regionally significant parks and natural features.
3. *Support* the parkland acquisition strategies of the Regional District’s Regional Parks and Trails Plan and the Community Parks and Trails Strategy.
4. *Support* public open space opportunities on Provincial, Federal, and Regional District park lands.
5. *Improve* public water access, and linear recreational connections.
6. *Identify, maintain and improve* wildlife corridors.
7. *Work* with public and private institutions to facilitate integration of schools, community halls, the E&N Rail Corridor, and associated open space as an integral part of the community parks and open space system.
8. *Encourage* private forest land owners to continue to make their land available for public recreation.

4. Although park land is supported for the protection of environmentally sensitive features, protection of these features should be in addition to the minimum 5% park land dedication in the *Local Government Act*.
5. Parkland proposals should provide a benefit to the community and lands with no benefit to the community should not be accepted.
6. It is strongly preferred that land being considered for parkland be maintained in its original state and should not be cleared. Cleared and disturbed lands should only be accepted where the proposed parkland is to be used for recreational uses which requires cleared lands.
7. Pursuant to the *Local Government Act*, at the time of subdivision the Regional District shall determine whether the owner of land being subdivided shall:
 - a. provide without compensation, useable park land equivalent to 5% of the parcel size and in a location acceptable to the Regional District Board, or
 - b. pay to the Regional District an amount that equals the market value of the land that may be required for park purposes, or
 - c. provide a combination of land and cash to the satisfaction of the Regional District Board.
8. In areas where parkland is desired, developers are encouraged to dedicate greater than 5% parkland.
9. Known priorities and criteria for park acquisition must be considered and given priority at the time of park dedication such as those indicated in this Plan or by any other Plan of the Regional District such as the Community Parks and Trails Strategy, the Regional Parks and Trails Plan, or Active Transportation Plan. Key priorities for parkland acquisition and development in the Plan Area include:
 - a. “Olympic Torch Relay Trail” that would connect the Lighthouse Country Regional Trail through Bowser Village Centre;
 - b. Historic Horne Lake Trail;
 - c. Trails in Oakdowne Park through License of Occupation with the Province;
 - d. Connection between the Bowser Elementary at the end of Faye Road and the Thompson Clark Ocean Trail Community Trail via unconstructed Jackrabbit Road;
 - e. Those identified in Section 2.1 Sensitive Ecosystems Policy 7 of this Plan; and
 - f. Those identified in Goal 4.1 of Schedule B, the Bowser Village Centre Plan.
10. The Regional District shall evaluate the suitability of parkland proposals and may also consider parks and publicly accessible open space provision through means other than subdivision approval in accordance with Policy 11 of this Section.
11. The Regional District may consider accepting parkland at the time of subdivision or rezoning on any land within the Plan Area where there is an opportunity for park dedication to meet one or more of the following preferred park criteria:
 - a. The land improves access to water including the ocean, a lake and any other watercourse.
 - b. The land is identified for parkland, trail, or conservation area by this Plan or any other RDN parks and trails plan.

- c. The land connects parks and natural areas, contributing to an interconnected greenways network that links neighbourhoods to parks, schools and cultural resources.
 - d. The land includes areas for the protection of environmentally sensitive areas to be retained in a natural, undisturbed state or archaeological features to be protected, although generally the protection of environmentally sensitive lands or archaeological features should be in addition to the minimum parkland dedication requirements pursuant to the *Local Government Act*.
 - e. The land includes viewpoints and opportunities for nature appreciation and/or focal features such as a public square or community gathering space in village centres.
 - f. Land that is a single contiguous parcel is preferred where other parkland acquisition criteria are not considered to offer a greater community benefit.
 - g. The subject property contains a locally or regionally significant feature or ecosystem that if preserved or managed would result in a net benefit to the community
 - h. Notwithstanding lands deemed appropriate for environmental protection by a qualified environmental professional, the land in question must be useable land that would be suitable for a multitude of recreational uses such as baseball diamonds, tennis courts, children's tot lots, and basketball courts.
 - i. Preference shall be given to the acquisition of those lands identified in Map No. 3 for future community and regional parks, trails and corridors, and natural areas, and Map No. 2b for well protection areas and recharge areas for community water systems. However, other lands may be considered in accordance with the criteria outlined in this policy.
12. The Regional District will not support encroachment applications into rights of way to beach areas, the foreshore, streams, or watercourses in the Plan Area.
 13. All trails proposed on lands located within the Agricultural Land Reserve shall require approval from the Agricultural Land Commission and should be developed and used in accordance with the Ministry of Agriculture's publication titled "*A Guide to Using and Developing Trails in Farm and Ranch Areas*".
 14. When responding to referrals from the Ministry of Transportation and Infrastructure for road closure applications, the Regional District will:
 - a. consider the value of retaining the right-of-way as public land for recreation and active transportation purposes;
 - b. refer to its parks and trails and active transportation plans and strategies, and
 - c. not support the closure if retaining the right-of-way as public land will benefit parks and trail development or active transportation.
 15. This Plan supports the creation of a parks development cost charge bylaw to support acquisition and development of select Community Park amenities.
 16. The Regional District recognizes that public involvement is essential in the planning, acquisition, and development of the community and regional parks. Consultation with the public, as well as parks and recreation commissions, volunteer groups and service organizations is encouraged and is considered vital for the success of the Parks System.

ADVOCACY POLICIES

17. The Regional District shall encourage management of Crown lands as Parks/Reserve south and west of Bowser along Nile Creek, Thames Creek, Lymn/Chef Creek, Gainsburg Swamp, Annie’s Woods and the unconfined aquifer on Crown Land in District Lot 86 (see Map No. 2).
18. The Regional District shall support the prohibition of motors on Spider Lake to protect the water quality and the existing character of human-powered recreation.
19. The Regional District shall encourage the Province and forest companies to provide opportunities for controlled use of trails and private logging roads during non-operation periods for outdoor recreation except during times of high and extreme fire hazard.
20. The Regional District shall encourage and support volunteer assistance in the development and management of community parks, Streamkeeper projects and trails.
21. Partnerships among residents, landowners, business owners, and government agencies to improve Park Lands are encouraged and supported by this Plan.

4.2 Community and Institutional

INTRODUCTION

Community and institutional uses include facilities such as schools, universities, religious and service organizations, community halls, community care facilities, fire halls, ambulance stations, and marinas and wharfs in the Plan Area.

Institutional uses are permitted in all designations of this Plan, and these uses generally require appropriate institutional zoning prior to the use of land for such purposes.

School District No. 69 has jurisdiction for the Bowser Elementary School, the single public school within the Plan Area (high school students attend school in Qualicum Beach or Courtenay). With current school enrollment and population trends, there is no anticipated need for additional school facilities over the next 10 years.

Community fire protection is provided by three volunteer fire departments in the Plan Area. The Deep Bay Volunteer Fire Department is administered and financed by the Deep Bay Improvement District, and the Bow-Horn Bay and Dashwood are volunteer fire department societies financed by property taxes collected through the Regional District.

While current community and institutional facilities are found throughout the Plan Area, future uses shall be encouraged to locate within the Rural Village Centres. Some of the key existing community and institutional facilities are illustrated on Map No. 3.

COMMUNITY AND INSTITUTIONAL POLICIES

1. Institutional uses will be permitted in all land use designations in this Plan but may require rezoning to institutional use.
2. The Regional District shall encourage the integration of future school sites into Rural Village Centres and integrate their location with the parks, trails and open space network.
3. This Plan supports the continued service of Bowser Elementary School. The Regional District shall work with School District No. 69 on the long-term plans for this school.
4. The Regional District will consider future agreements with the School District to implement the School Site Acquisition Provisions in the *Local Government Act*.
5. The Regional District shall encourage new proposals for institutional facilities to be situated within the Village Centres, except where a location outside of a Village Centre is demonstrated to be more appropriate or essential to its use.
6. Establishment of a cemetery in the Plan Area is supported subject to rezoning and adherence with applicable provincial requirements.

OBJECTIVES

1. **Work** with School District No. 69 in planning for the future needs of the community and coordination of school site and parks and open space planning.
2. **Encourage** community use and support of community facilities.
3. **Direct** the location of new institutional facilities for public assembly, for educational, religion, cultural and service organizations to Village Centres.
4. **Recognize** the existing emergency services provided within the Plan Area.
5. **Support** coordination for providing emergency services for existing and future residents.
6. **Support** the strategic location of fire halls and future ambulance and police stations to serve the growing needs within the Plan Area.

7. The Plan recognizes the location of existing fire halls, and fully supports the valuable volunteer fire fighting and emergency services provided by the Deep Bay, Bow Horn Bay, and Dashwood Volunteer Fire Departments.
8. The Regional District will continue to develop coordination, communication, and information sharing with Improvement Districts and volunteer fire departments to ensure that adequate fire fighting services are able to accommodate the future development of the Rural Village Centres at Dunsmuir, Qualicum Bay, and Bowser and to improve fire protection service to rural areas, to include, but not be limited to, development of emergency evacuation plans and encouragement of community emergency preparedness, in coordination with the appropriate federal and provincial government agencies.
9. The Regional District will coordinate with fire departments in planning for future growth and development and in review of applications to amend this Plan and the zoning bylaw.
10. At the time of updating this Plan in 2017, the Regional District is coordinating an expansion of a Crown lease area at the end of Shayla Road near Spider Lake for the Bow-Horn Bay Volunteer Fire Department to construct a new hall. This Plan supports consideration of expansion of the Bow-Horn Bay Volunteer Fire Department service area to the south-west up to and including the properties around the shores of Horne Lake.

ADVOCACY POLICIES

11. The Regional District encourages public consultation with District 69 School Trustees on any future plans or uses for area schools.
12. The Regional District shall encourage the School District to complement other community facilities by continuing to be make available schools and school grounds for recreation, cultural activities, and educational programs during non-school hours.
13. The Regional District encourages Vancouver Island University to continue community programming and events at its Marine Research Station and to integrate its future growth and development with the surrounding community.
14. The Ministry of Transportation and Infrastructure is encouraged to request that all proposed subdivision plans are reviewed by the relevant fire department.

4.3 Community Water and Sewer Systems

INTRODUCTION

There are three community water systems that serve the developed coastal area. These are Deep Bay Water District, Bowser Water District, and Qualicum Bay Horne Lake Water District. The Plan Area relies on groundwater resources in the vicinity of Bowser and Dunsmuir. These areas have an undefined quantity of water in unconfined Quadra Sands and associated aquifers. The water quantity and quality continues to be sufficient and is expected to remain so if precautions are taken to protect this valuable resource.

Deep Bay Improvement District:

A 2016 *Aquifer and Well Protection Plan for the Deep Bay Improvement District* by Payne Engineering Geology identifies a well protection area for the District's wells. Approximately 80% of the well protection area is within the Coastal Douglas Fir land use order area which is designated for ecosystem protection and therefore effectively also offers some protection for the Deep Bay Improvement District wells. The rest of the well protection area is on private property within the Agricultural Land Reserve.

Bowser Waterworks:

A 2015 *Aquifer and Wellhead Protection Plan for Bowser Waterworks District* by Payne Engineering Geology identifies a wellhead protection area for the District's wells in close proximity to its wells on Crosley Road. The well capture zone extends from the wells south and west through Crown Land that was formerly the Bowser Seed Orchard, and including private properties on Cowland Road. All of the wells and some of the protection area are within the Coastal Douglas Fir land use order area which effectively offers some protection. The site of the former Bowser Seed Orchard is not protected by the Coastal Douglas Fir land use order area and any proposed future use of that property should be considered in relation to potential contamination of the water supply for Bowser Waterworks.

Qualicum Bay Horne Lake Water District:

A 2017 *Well Protection Plan* for Qualicum Bay Horne Lake Waterworks identifies a well protection area for the District's wells that extends upslope to Highway 19. The well capture zone extends further up slope, and both of these areas include rural and agricultural properties, as well as the inland highway. The Well Protection Plan also identifies an area at risk of artesian conditions below its wells, which requires care during development to protect from uncontrolled artesian flow.

OBJECTIVES

1. *Encourage* the efficient location of public utilities to serve the needs of residents.
2. *Liaise* with the local water purveyors to ensure water quantity and quality is sufficient and can be sustained for current and future development.
3. *Identify and protect* groundwater recharge areas.
4. *Advocate* the environmentally safe and economically feasible development of community sewer systems.
5. *Prepare* strategies for provision of community wastewater services within Village Centres, in coordination with the Qualicum First Nation for Dunsmuir and Qualicum Bay.
6. Support provision of community sewer outside of village centres where there is a threat to public health or the environment due to the wastewater management method being used.
7. *Support* provision of community water and sewer outside of village centres where necessary to support other goals of this plan related to alternative forms of rural development

COMMUNITY WATER AND SEWER SYSTEM POLICIES

1. The Regional District recognizes the important role played by Improvement Districts in providing community water and will liaise to ensure adequate quantity and quality of water is available for any future development.
2. Where identified, groundwater recharge areas and well protection areas shall be protected through land use regulation and development permit area.
3. Except for agriculturally-designated lands, the Regional District does not support the drilling of wells for domestic purposes where community water services exist and have adequate capacity to meet reasonable domestic demand.
4. In the absence of a groundwater protection bylaw that otherwise recommends such development, the creation of new parcels, serviced by private wells within community water services areas, is not supported.
5. This Plan supports the comprehensive development of community sewer systems within the Rural Village Centres.
6. This Plan supports provision of community sewer outside of Rural Village Centres where there is a threat to public health or the environment due to the wastewater management method being used.
7. Provision of community water and sewer outside of Rural Village Centres is supported where necessary to achieve other objectives of this plan related to alternative forms of rural development, and where small systems are not proposed to be owned by the Regional District. Implementation of this policy is subject to amendment of the Regional Growth Strategy.
8. This Plan supports locating future community infrastructure where it will have the least impact to environmentally sensitive areas and the environment.
9. This Plan supports establishing a mandatory septic maintenance program in all areas not served by community sewer system in order to protect the environment including surface, marine and ground water from contamination.

4.4 Transportation Network

INTRODUCTION

The effective integration of transportation modes such as automobile, transit, cycling and walking creates well connected communities and results in other significant benefits. Communities that have good active transportation facilities that are well connected with other modes such as public transit, have lower rates of obesity and chronic illness. In addition, transportation networks that provide alternatives to automobile travel help reduce greenhouse gas emissions. The recreational trail system is addressed in section 4.1 of this Plan and is part of the overall transportation network. Movement around the Plan Area by foot or bicycle can include a combination of road shoulders and off-road trails.

Island Highway No. 19A had long been the sole vehicular route connecting north and south Island communities until the completion of the Inland Island Highway No. 19 in the late 1990's. Today, both of these highways accommodate passenger, freight and service transportation up and down the Island. The Plan Area includes two major intersections connecting the Inland Island Highway with Island Highway No. 19A: at Horne Lake Road and Cook Creek Road. The highways and major roads in the Plan Area are shown on Map No. 3.

Emergency access to neighbourhoods with only one road in and out is a concern for residents. New road connections are desired in two key locations where Gainsburg Road is the only access: new access connecting Highway 19A with the western portion of Gainsburg Road, and a connection between Thompson Clark Drive and Ocean Trail.

TRANSPORTATION NETWORK POLICIES

1. The Regional District supports improvements to the efficiency, effectiveness, and safety of Island Highway No. 19A including the safety of those travelling by foot, bicycle or other non-vehicular means on the road shoulders.
2. The Regional District supports the eventual upgrading of Inland Island Highway No. 19 intersections to overhead interchanges at Horne Lake and Cook Creek Roads.
3. The Regional District shall coordinate with the Ministry of Transportation and Infrastructure for developing bicycle and pedestrian routes along Island Highway No. 19A and other roads to implement the Active Transportation Plan, 2017.
4. Known priorities for active transportation facilities in the Active Transportation Plan, 2017 must be considered at the time of rezoning for community amenity contribution pursuant to policies in Section

OBJECTIVES

1. *Accommodate* safe, efficient, and effective passenger, freight, and service transportation throughout the Plan Area.
2. *Enable* safe, non-vehicular mobility through improved walking and cycling trails or routes between neighbourhoods, schools and commercial areas.
3. *Improve* safe bicycle and pedestrian routes on Island Highway No. 19A.
4. *Support* the visual protection of the Inland Island Highway Corridor with buffer areas including setbacks, greenways, and landscaping requirements.
5. *Encourage* appropriately located wayfinding and tourist and attraction signage on Island Highway Nos. 19 and 19A.
6. *Encourage* second road accesses to neighbourhoods with only one way in and out.

6.2 of this Plan. At the time of adoption of this Plan, key priorities for active transportation facilities include:

- a. Pedestrian crossings of Highway 19A in Bowser near Magnolia Court, at Coburn Road, and near Lions Way
 - b. Paved shoulder on all of Highway 19A with a higher priority on the section from Crosley Road to just north of Fisheries Road
 - c. Improvements to safety of walking and cycling on Faye Road
 - d. Trail construction on unopened Jackrabbit Road that connects the end of Faye Road to the Thompson Clark Ocean Trail Community Trail
 - e. Shoulder widening on Gainsburg Road
5. Preserve the natural visual character of the rural portions of Highway Corridors on Highways 19, and 19A.

ADVOCACY POLICIES

6. The Ministry of Transportation and Infrastructure is encouraged to improve bicycle and pedestrian routes on Highway No. 19A in coordination with the Regional District and pursuant to the Active Transportation Plan, 2017.
7. The Ministry of Transportation and Infrastructure is encouraged to coordinate with the Regional District and local business community to ensure that wayfinding and tourist and attraction signage is current and best serves the needs of the local community and travelling public.
8. The Ministry of Transportation and Infrastructure is encouraged to construct or require through subdivision, roads that provide a second access to neighbourhoods with only one way in and out.
9. The Ministry of Transportation and Infrastructure is encouraged to improve the safety of Horne Lake Road between the Highway 19 and Highway 19A which may include realignment if the opportunity exists.

4.5 Public Transportation

INTRODUCTION

As of the 2017 review of this Plan, VIA Rail's passenger train service has not run through the Plan Area for several years and its future is uncertain. The E&N rail corridor remains a valuable community asset that if not used for rail, should be used for as a non-vehicular (active) transportation and recreation corridor.

In 2014, Regional District of Nanaimo Transit Services began operating a bus to and from Deep Bay and connecting to Nanaimo via Qualicum Beach in the morning and afternoon on Tuesdays. The service is planned for expansion to 5 days per week in September, 2017. It is a long standing desire for this community to have public transit connection north into the Comox Valley Regional District, where many residents travel to regularly for work, shopping and appointments as it is often more convenient than travelling to Nanaimo. Transit service in the Comox Valley Regional District currently goes as far south as Fanny Bay, less than 10 km from where transit service ends in Deep Bay. Focussing growth and development in Rural Village Centres will make continued expansion of the frequency of service more viable.

OBJECTIVES

1. *Support* existing transit service in Area 'H' and *encourage* expansion.
2. *Support* the development of commuter transportation opportunities for residents of Area 'H' in addition to the current transit service.
3. *Protect* the E&N railway line as a continuous linear transportation corridor by designating the lands as a transportation corridor for rail travel and for non-vehicular mobility options.

PUBLIC TRANSPORTATION POLICIES

1. The E&N Railway corridor lands shall be designated Transportation Corridor where subdivision is not supported.
2. The Regional District shall support the development of public transportation nodes in Rural Village Centres such as bus shelters in strategic locations linked with active transportation facilities.
3. Should rail transportation services cease to exist, this Plan supports the establishment of walking and cycling trails on the E&N railway corridor.
4. The Regional District shall encourage the development of alternative transportation opportunities such as mini-bus commuter services, carpooling, and park and ride connections to Regional District Transit routes in consultation with Regional District Transit Services.
5. The Regional District supports accessibility in public transportation; an accessible transportation system works to support aging place, and the independence, comfort, self esteem, and security of everyone, including people with disabilities.

ADVOCACY POLICIES

6. BC Transit and the Comox Valley Regional District are encouraged to work with the Regional District of Nanaimo to develop a public transit connection between the Deep Bay area and transit in the Comox Valley Regional District.

4.6 Marine Transportation

INTRODUCTION

The Deep Bay Harbour provides opportunities for recreational and commercial marine transportation. Commercial fishing, shellfish aquaculture, and recreational boat travel are accommodated within the Deep Bay Harbour.

The Government Wharf provides facilities for commercial fishing, shellfish aquaculture and recreational vessels, and the adjacent private marina is home to the Deep Bay Yacht Club which shares a floating clubhouse with the Lighthouse Country Marine Rescue Society. The Deep Bay Harbour Authority manages the federal government wharf on behalf of DFO Small Craft Harbours Program. There is a privately owned boat ramp adjacent to the parking lot for the Harbour.

There are no publically-owned boat launches in the Plan Area, however there is a private boat launch open to the general public to the south of the marina parking lot.

OBJECTIVES

1. *Recognize* the role of the Deep Bay Harbour Authority in managing the federal government wharf at Deep Bay.
2. *Encourage* opportunities for recreational and commercial marine transportation from Deep Bay Harbour.
3. *Support* solutions to marina parking lot overflow for vehicles and trailers.

MARINE TRANSPORTATION POLICIES

1. The Regional District encourages the tourist, recreational, fishing and aquaculture industries to continue their use of Deep Bay Harbour.
2. The Regional District recognizes the importance of existing private boat launch in the Plan Area for recreation, tourism, and emergencies, but does not support development of new private boat launches due to their impact on the foreshore environment
3. This Plan supports development of new public boat launches in locations with minimal environmental impact and sufficient trailer parking, and subject to development permit area guidelines.
4. The Regional District shall develop a plan in coordination with the Deep Bay Harbour Authority and local businesses for accommodating overflow parking for the harbour.
5. The Regional Board shall not consider rezoning the surface of the water in Deep Bay Harbour without consultation with the Deep Bay Harbour Authority and local residents.

ADVOCACY POLICIES

6. The Regional District encourages the Deep Bay Harbour Authority to provide additional off-street parking to reduce reliance on the nearby road shoulders for boat trailer parking during the busy season.

SECTION 5 – THE DEVELOPMENT STRATEGY

5.1 Development Guideline Criteria

5.7 Recreation

5.2 Resource

5.8 Deep Bay

5.3 Rural

5.9 Affordable and Accessible Housing

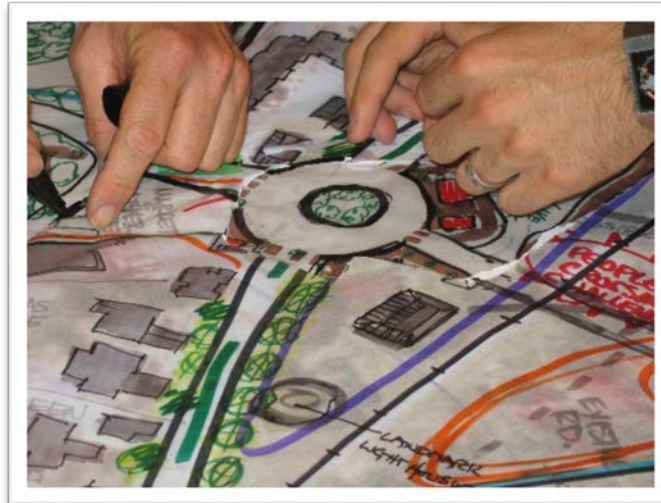
5.4 Rural Residential

5.10 Alternative Forms of Rural Development

5.5 Rural Village Centres

5.11 Temporary Use Permits

5.6 Tourist Commercial



The Development Strategy is a key component of this Plan and sets the parameters for development within the community. The development strategy provides a framework for focusing future growth into Rural Village Centres and protecting rural character. The strategy for this Plan is driven by the Community Values Statement (see Section 1 of this OCP) and the Development Guideline Criteria (paragraph 5.1) and is consistent with the Regional Growth Strategy (RGS). Where revisions during the 2016/17 review of this Plan added policies that require changes to the RGS, the actions or uses identified in the policies shall not be supported unless there is an amendment to the RGS.

The Development Strategy is illustrated through mapped 'Land Use Designations' that match the written objectives and policies to land uses, densities and parcel sizes. These Designations are shown on Map No. 5.

There are three designated Rural Village Centres in this OCP: Dunsmuir, Qualicum Bay, and Bowser. In addition, the area near Deep Bay Harbour is an important focal point for marine, aquaculture, and tourism industries, and neighbourhood services for local residents.

This Plan encourages and supports Home Based Businesses as an economic activity conducted as an accessory use on any parcel consistent with zoning regulations.

5.1 Development Guideline Criteria

In Electoral Area 'H', prior to considering an application to amend this Official Community Plan or the applicable zoning bylaw, an applicant must show that the proposal:

1. Is consistent with the Community Values Statement, the rest of the Official Community Plan and the Regional Growth Strategy;
2. Preserves and protects the rural character of the area and contains urban development to the Rural Village Nodes;
3. Protects and promotes natural, environmental, and geographic features through an environmental impact study.
4. Where outside a community water service area, identifies a source of water with sufficient quantity and quality for the proposed use and mitigation measures for any anticipated impacts on the aquifer or surface water through a hydro-geologic assessment in accordance with the Board Policy on "Groundwater – Application requirements for rezoning of un-serviced lands" as amended from time to time.
5. Preserves, enhances, and dedicates useable parkland that provides linkages to public lands, and integrated trail system and waterfront access where appropriate;
6. Minimizes greenhouse gas emissions resulting from the development through energy efficient site design, and consideration of active transportation where applicable.
7. Proposes a comprehensive approach to management and disposal of sewage and/or septage;
8. Proposes a comprehensive approach to drainage and management of rainwater demonstrating that impervious surfaces are minimized, slowing, detaining and infiltrating rainwater is considered, and that there is no increase to rainwater flow onto adjacent lands;
9. Protects and conserves archaeological sites through adherence to the provincial *Heritage Conservation Act*;
10. Has been presented to the community for review and comment on the overall proposal including any studies prepared to satisfy the above.

Where development is within a community water service area:

11. the Regional District will refer the application to the local water provider for comment.

DEVELOPMENT APPROVAL INFORMATION – CIRCUMSTANCES AND SPECIAL CONDITIONS

12. Applicants for zoning amendment, development permit, or temporary use permit in all designations of this Plan may be required to provide development approval information.
13. This Plan attempts to embrace compatible development while at the same time maintaining the values that are fundamental to the health and prosperity of the community. In order to achieve the goals of this Plan and ensure compatibility with the Community Values Statement and the Development Guideline Criteria, future land use and development decisions must consider the anticipated impacts of proposed development on the environment and community resources; the Plan Area is designated a development approval information area. Development approval information may be required to ensure that development may be adequately serviced and accommodated in a manner that sustains natural resources, environmentally sensitive areas and protects rural character while containing urban development to Rural Village nodes. Development approval information may be required to help the Regional District of Nanaimo determine appropriate uses, density and siting of future development.

5.2 Resource

INTRODUCTION

This land use designation applies to lands that are used and valued for agriculture, land-based components of aquaculture, forestry, natural resource extraction, or environmental conservation. All lands within the Agricultural Land Reserve are in this land use designation. Lands that are classified as Private Managed Forest Lands and large parcel Crown lands (other than those designated as Park Lands) are also within this land use designation.

Where land is in the Agricultural Land Reserve and is proposed for subdivision or a non-farm use, approval must first be obtained from the Agricultural Land Commission.

It is recognized that certain matters considered in this section are beyond the jurisdiction of the Regional District. The objectives and policies relating to these matters are intended to serve as indicators of community preference and assist senior levels of government in planning and decision-making.

RESOURCE POLICIES

1. Lands within this designation shall have a minimum permitted parcel size of 50.0 hectares, except for lands within the Agricultural Land Reserve.
2. Lands within the Agricultural Land Reserve are designated “Resource – Agricultural”, and an 8.0-hectare minimum permitted parcel size is supported .
3. Notwithstanding Resource Policy 2 above, any lands within the Agricultural Land Reserve having a minimum permitted parcel size of less than 8.0 hectares pursuant to the Regional District of Nanaimo Land Use and Subdivision Bylaw No. 500, 1987 at the date of adoption of this Official Community Plan shall retain that minimum parcel size.

ADVOCACY POLICIES

4. Areas with environmentally sensitive or significant ecological resources within the Resource Lands designation are identified on Map No. 3. Protection of these areas shall be encouraged through federal, provincial, Regional District or private initiatives and incentives. The Regional District may consider proposals for increased development on a portion of a property to facilitate conservation of the environmentally sensitive areas elsewhere on the property, where the proposal meets the values, criteria, objectives and policies of this Plan.
5. All development in the Resource designation is encouraged to follow FireSmart recommendations to reduce the susceptibility of buildings and property to fire.

OBJECTIVES

1. *Maintain* the renewable natural resource land base and protect it from activities that may diminish resource value and potential.
2. *Encourage* more comprehensive management of the resource land base.
3. *Protect* the environment.
4. *Encourage* and protect outdoor recreational opportunities.
5. Encourage farm activities on productive agricultural lands.
6. *Protect* agricultural lands for present and future food production.

5.3 Rural

INTRODUCTION

This land use designation applies to large lots, not located within the Agricultural Land Reserve, and generally 2.0 hectares or more in size. These lands are intended to provide for traditional rural pursuits, and serve as a buffer between Resource Lands and the more urbanized areas of Electoral Area 'H'. This designation also applies to lands in the Spider Lake Area, where larger parcel sizes are the typical form of development and where residents in the area promote the retention of large parcel sizes to protect each individual property's privacy and rural quality of life.

Rural lands are characterized by the suitability to accommodate unserviced rural activities. These parcels typically have an adequate water supply and wastewater can be treated and disposed of through on-site ground disposal systems.

RURAL POLICIES

1. Lands within the Rural designation shall have a minimum permitted parcel size of 4.0 hectares.
2. Notwithstanding Rural Policy 1, any lands within the Rural designation having a minimum permitted parcel size of less than 4.0 hectares pursuant to the Regional District of Nanaimo Land Use and Subdivision Bylaw No. 500, 1987 at the date of adoption of this Official Community Plan shall retain that minimum permitted parcel size (these parcels are illustrated on Map No. 5).
3. In addition, notwithstanding 5.3.2, lands within the Rural land use designation may be considered for a rezoning to the 2.0 hectare minimum permitted parcel size where the proposal meets the following criteria:
 - a) One dwelling unit per parcel
 - b) Bare land strata subdivision shall not be permitted
 - c) No frontage relaxation required
 - d) No further road dedication to accommodate parcel frontage or additional parcels (as verified as of the date of adoption of this Plan)
 - e) Provision of a comprehensive plan for subdivision of the area being rezoned with a report from a recognized professional with geotechnical and geohydraulic experience indicating an assessment of the environmental suitability of the subdivision that is accepted by the RDN, Water, Land and Air Protection, and the Environmental Health Officer.
4. New residential development shall be permitted at a maximum density of 1 dwelling unit per 2.0 hectares to a maximum of 2 per parcel. Allowing two dwellings on a lot in rural areas supports affordable housing and aging in place.
5. Secondary suites are supported in the Rural designation and regulated by the applicable zoning bylaw. Secondary suites are not included in the count of dwellings for the purpose of determining permitted dwelling density in this Plan.
6. While this Plan recognizes an existing Industrial parcel within the Plan Area that is currently zoned for Industrial use, this Plan does not support additional heavy industrial zoning within the Rural designation. This Plan does support rezoning for additional light industrial use, or "service

OBJECTIVES

1. *Preserve* the rural character of lands within the Plan Area
2. *Contain* the extent of growth of urban and suburban lands
3. *Encourage* alternative subdivision design to help limit sprawl, reduce fragmentation of ecological systems, and create more sustainable land use patterns
4. *Support* Tourist Commercial and service commercial development that is compatible with the local area and adjacent properties

commercial” use in the Rural designation provided it is a value-added shellfish aquaculture use or small scale and suitable to the location by demonstrating the following:

- a) does not negatively impact ground or surface water or sensitive ecosystems;
 - b) does not unduly affect neighbouring properties through its scale and impacts such as noise, odour and significant increase to traffic;
 - c) is visually screened from neighbouring properties and roads; and
 - d) provides a community need that is not provided elsewhere in the Plan Area or where its location is optimal to the use.
7. This Plan supports rezoning for Tourist Commercial uses in the Rural Designation provided it complies with policies in section 5.6 of this Plan.

5.4 Rural Residential

INTRODUCTION

The Rural Residential designation recognizes the existing pattern of smaller lots primarily along the coastal areas near Highway No. 19A. All lots in the Rural Residential designation are served by one of the three improvement districts: Deep Bay Improvement District, Bowser Waterworks District, and Qualicum Bay Horne Lake Waterworks District.

Most lots in this designation are subdivided to their full potential with some infill subdivision potential remaining. However, the potential of some of the larger parcels may be constrained due to ground and soil conditions. It is essential that further infilling be provided in compliance with Ministry of Health regulations.

RURAL RESIDENTIAL POLICIES

1. The Rural Residential designation maintains the existing single and duplex residential and neighbourhood characteristics of the area.
2. Lands in the Rural Residential designation shall have a minimum permitted parcel size of 2000 m².
3. Residential development on Rural Residential designated lands shall be permitted at a maximum density of 1 dwelling unit per 2000 m² (5 units per hectare) with community water service to a maximum of two dwelling units per lot
4. Secondary suites are supported in the Rural Residential designation and regulated by the zoning bylaw. Secondary suites are not included in the count of dwellings for the purpose of determining permitted dwelling density in this Plan.
5. Existing small scale commercial uses in Rural Residential areas shall be recognized for their benefits including accessibility and social contribution to the character of their neighbourhoods.

OBJECTIVES

1. ***Protect and enhance*** the characteristics of the Rural Residential neighbourhoods.
2. ***Ensure*** that the rural residential areas with natural hazards along the coastal shore of the Plan Area are identified and that development is protected from hazardous conditions.
3. ***Ensure*** that environmentally sensitive areas along marine and riparian coastlines within rural residential areas are protected from impacts associated with development.
4. ***Encourage*** alternative subdivision design to help limit sprawl, reduce fragmentation of ecological systems, and create more sustainable land use patterns

5.5 Rural Village Centres

INTRODUCTION

Dunsmuir, Qualicum Bay and Bowser are designated as Rural Village Centres, which are the mixed-use ‘focal points’ of the Plan Area, and are intended to support a variety of commercial, recreational, community and professional services, as well as residential development. It is anticipated that future residential growth in the Plan Area will be accommodated within the Rural Village Centres, which will include a range of housing types. The objectives and policies below are intended to guide the development of these centres as strong community focal points. The Bowser Village Centre Plan (Schedule B) should be referred to for objectives and policies for that Rural Village Centre.

The Bowser Village Centre Plan is the principal guiding document for all land use decisions within the Bowser Village Centre boundary. The Bowser Village Centre Plan forms a part of this Plan as a schedule to the Electoral Area ‘H’ OCP. Where a particular issue is not covered by the Bowser Village Centre Plan, the Electoral Area ‘H’ OCP will be consulted for direction. Where a conflict exists between the OCP and the Bowser Village Centre Plan, the designations and/or policies of the Bowser Village Centre Plan will take precedence within the designated Bowser Village Centre Plan Area.

For Qualicum Bay and Dunsmuir Rural Village Centres, the Rural Village Centre land use designation encourages further mixed use, residential and commercial zoning of land as part of comprehensive development of the centres. Existing local commercial sites may be redeveloped over time which will benefit the viability, character and form of the Rural Village Centres.

The **Qualicum Bay Village Centre** with its central location serves as the main commercial area for Qualicum Bay. The focus for this village centre is on tourist and resort commercial services.

The **Dunsmuir Village Centre** with its location along Horne Lake Road serves as a “gateway” to the coastal resorts, scenic and recreational opportunities within the Plan Area. The vision for this village centre is the development of a comprehensive mixed-use community.

RURAL VILLAGE CENTRES POLICIES

1. New commercial sites shall only be located within Rural Village Centres with the exception of service commercial and Tourist Commercial uses pursuant to Rural Policies 4 and 5.
2. Lands within the Rural Village Centres are designated as Development Permit Areas for revitalization of an area in which a commercial use is permitted, and to establish objectives for the form and character of commercial and industrial development.

OBJECTIVES

1. *Concentrate* compatible uses within the Rural Village Centres.
2. *Promote* the provision of full community services (sewer and water) to parcels within the Rural Village Centre Designation.
3. *Encourage* development of mixed commercial uses in the Rural Village Centre designation.
4. *Avoid* conflicts between residential and commercial uses.
5. *Ensure* that the type and scale of commercial development follows community preferences.
6. *Encourage* the location of commercial development and services to support Rural Village Centres and serve the needs of local residents and the traveling public.
7. *Accommodate* a range of housing types and sizes, including affordable housing.

3. Bowser Village Centre is the primary commercial and service centre of the Plan Area. All land use within the Bowser Village Centre boundary must be consistent with the Bowser Village Centre Plan.
4. Affordable housing is encouraged to be located within the Rural Village Centre designation through secondary suites where suitable, and through amenity contribution at the time of rezoning.
5. Development within Rural Village Centres must be consistent with the objectives and policies of this section and with Section 5.1 Development Guideline Criteria.
6. In order to achieve a compact form of development in Village Centres, rezoning for low-density residential development generally less than 15 units per hectare will not be supported. Incremental development over time is supported where an initial phase or phases are clustered on a portion of a property to allow for future development on the rest of the property.
7. Rezoning which includes a privately owned wastewater treatment system must be accompanied by a covenant requiring connection to a Regional District sewer service should one be established.
8. A future review of this Plan should consider reducing the area of Qualicum Bay and Dunsmuir Village Centres and re-designating them as Local Service Areas in order to focus the commercial mixed-use centre of the area in Bowser, and encourage local services or tourist commercial uses in the other two Village Centres.

5.6 Tourist Commercial

INTRODUCTION

Beyond the boundaries of the Rural Village Centres, it is recognized that there are commercial uses that cater to the traveling public and are generally located along the Highway No. 19A corridor and near Deep Bay Harbour. These tourism-related commercial uses include a variety of facilities: marinas, cabins, boat launches, small resorts, motels, and recreational vehicle parks. In recent years, many of the tourist accommodation businesses have closed or converted to year-round housing and community members have expressed a need for more tourist accommodation.

TOURIST COMMERCIAL POLICIES

1. This Plan recognizes existing tourist commercial uses in the Plan Area. These uses will be encouraged to continue and the Regional District will consider rezoning applications for expansion of such facilities subject to Development Permit Area guidelines.
2. Lands designated as Tourist Commercial shall be within designated development permit areas.
3. This Plan supports rezoning for new, small-scale, tourist commercial use in the Rural designation provided it:
 - a) is primarily accommodation intended to serve the travelling public and may include associated tourism services
 - b) is not expected to negatively impact ground or surface water or sensitive ecosystems;
 - c) does not unduly affect neighbouring properties through its scale and impacts such as noise and significant increase to traffic; and
 - d) complies with the objectives and policies of this Plan.
4. The Regional District shall not support strata conversion of tourist commercial uses to residential uses where it would reduce opportunities for tourism.
5. Proposals for new or expanded tourist commercial accommodation should consider providing staff housing on site, and the Regional District will consider securing the staff housing through housing agreement.

OBJECTIVES

1. **Recognize** existing tourist commercial uses in the Plan Area.
2. **Encourage** the development of the coastal zone of the Plan Area as a tourist commercial destination in a manner that does not detract from Qualicum Bay Village Centre and the Bowser Village Centre as the focus for tourism services.
3. **Ensure** that the type and scale of new tourist commercial development follows community preference as determined through public consultation.

5.7 Recreation

INTRODUCTION

The Plan Area includes various Recreation Land uses that may be distinguished from Tourist Commercial Land uses by their orientation to recreational-type activities benefiting from rural environmental settings. At the time of writing this Plan there are three areas with this designation: Arrowsmith Golf course, Spider Lake Springs Resort, and the seasonal, off-grid strata community around the shores of Horne Lake. The latter two such Recreation Lands provide regular seasonal use opportunities to a longer-term resort population than would normally be associated with hotels, motels, overnight campgrounds or RV parks.

OBJECTIVES

1. *Recognize* existing recreation resort uses in the Plan Area.
2. *Ensure* that recreation resort uses are developed in a manner that does not have negative impact on the environment.
3. *Consider* conditions under which Horne Lake Strata could be re-designated for residential use.

RECREATION POLICIES

1. Lands designated as Recreation Lands shall be within designated Development Permit Areas in order to assure that the type and scale of future expansions or alterations to the recreational development does not impact on the environment or the character of surrounding neighbourhoods.
2. This Plan supports a study of the impacts and benefits of re-designating the Horne Lake Strata properties (legally described in Strata Plan VIS5160) to residential use. If the considerations listed in this policy are addressed to the satisfaction of the Regional District, this Plan supports the re-designation. During the 2016/17 review of this Plan, many Horne Lake Strata property owners indicated they would like to make their recreational home their primary residence and be permitted to live there year-round. The following should be included in the study, as well as any other relevant considerations, and the study will be completed by the property owner(s) in consultation with the Regional District:
 - a) Analysis of the impacts and benefits to the region of the loss of 400 recreational lots; this change could put pressure on other areas for new recreational development.
 - b) Analysis of the impacts and benefits to the region of adding 400 residential lots outside the Growth Containment Boundary. While these lots are existing and there are some similarities between the impact of recreational and residential use, the study should provide an understanding of the increased expectation of services by residents such as school bussing, road improvements, and solid waste collection. The analysis should also include how the new market of year-round residential dwellings and lots at Horne Lake would affect the market demand inside the Growth Containment Boundary.
 - c) Consultation with the Ministry of Environment and Fisheries and Oceans Canada, and an analysis of the impacts and benefits to the watershed of increasing the intensity of use to full-time with recommended mitigation measures. Horne Lake is within a significant watershed that includes the Big Qualicum River and supports salmon populations, and the existing recreational lots are located within a sensitive riparian area.
 - d) Consultation with Island Health regarding the potential need for community water and wastewater treatment to be established. The existing methods of wastewater disposal and provision of potable water were established for seasonal occupancy; wastewater disposal is through pump and haul, and provision of water is under water license for individual intakes from Horne Lake.

- e) Access, road condition, emergency, utilities
- f) Assessment of the expansion of hydro service to the properties.
- g) Analysis of improvements required for emergency services, including analysis of expansion of the Bow-Horn Bay fire service area to include the Horne Lake Strata.

5.8 Deep Bay

INTRODUCTION

The Deep Bay Harbour is a focal point of the Plan Area with several existing properties designated as Tourist Commercial. It is the only natural harbour in the Plan Area, is important to the aquaculture industry and for pleasure craft, and includes a marina operated by the Deep Bay Harbour Authority and adjacent private marina. It is an important local commercial area, and small-scale growth and development of the area is encouraged to support economic development including marine, aquaculture, tourism, and services for local residents while maintaining the primarily residential character beyond the immediate area of the marina.

Deep Bay is at the southern end of Baynes Sound which is a significant and economically important shellfish aquaculture area, has cultural significance as a major settlement for First Nations people in the past, and is ecologically important, designated as an Important Bird Area.

There is a strong sense of community identity, and the area covered by the Deep Bay Improvement District is often referred to by residents as what they consider to be the boundaries of the community of “Deep Bay”.

As identified at a community workshop in September, 2016, the vision for the Deep Bay community includes many things that are shared with the rest of the Plan Area such as protection of the natural environment and drinking water, and some that are unique to the local neighbourhood. The objectives and policies in this section of the Plan are intended to reflect the community vision unique to the Deep Bay area.

The presence of archaeological sites is a limiting factor for future development, as is sea level rise and climate change impacts particularly on the Deep Bay Spit.

The Vancouver Island University Marine Field Station is a recent addition to Deep Bay and draws students, researchers, and tourists to the area. Services and accommodations that are complimentary to the Marine Station could be developed to support it and to better connect it with the rest of the Deep Bay community.

Two large, undeveloped lots located between the developed portion of Deep Bay and the Marine Station known as Deep Bay Southwest, have been identified for possible additional development. Policies related to the development of these lots are found in this section.

OBJECTIVES

1. *Support* a diversity of businesses related to the marine, aquaculture and tourism industries.
2. *Encourage* growth of marine recreational opportunities.
3. *Encourage* commercial development of the area near the Deep Bay Harbour in a way that compliments and supports marine, aquaculture, and tourism activities, or provides services for local residents, while supporting Bowser Village Centre as the commercial and service centre for the area.
4. *Recognize* and *protect* archaeological sites.
5. *Improve* road connections.
6. *Ensure* compatibility and support for the Vancouver Island University Marine Station.
7. *Maintain* and *enhance* the sense of community, safe walking routes and trails, and natural environment.
8. *Provide* housing options for different ages and income levels.
9. *Ensure* wastewater disposal and rainwater management does not negatively impact the water quality of Baynes Sound.
10. *Recognize* the constraints to redevelopment of small waterfront lots, particularly on Deep Bay Spit.

DEEP BAY POLICIES

1. Redevelopment in the existing Tourist Commercial designation in the Deep Bay area is encouraged where it compliments and supports the marine, aquaculture and tourism industries centred around the harbour, and where sufficient off-street parking is provided.
2. Rezoning proposals for tourist commercial use in the Rural Residential or Rural designations near the Deep Bay Harbour may be supported if the proposal compliments and supports the marine, aquaculture or tourism industries, provides sufficient off street parking, is consistent with Tourist Commercial policies in section 5.6, and is of a scale consistent with the primarily residential character of the area.
3. When new roads are constructed or existing roads are improved, they should be designed to allow for safe walking and cycling on the shoulder or a separated path.
4. A second public boat launch in Deep Bay is supported, subject to development permit area guidelines to ensure that environmental impact is minimized, and subject to sufficient off-street trailer parking being provided.

ADVOCACY POLICIES

5. Fisheries and Oceans Canada is encouraged to ensure derelict vessels are removed before they become an environmental or navigational hazard.
6. The Deep Bay Harbour Authority is encouraged to communicate with local residents and the Regional District regarding plans for expansion or other changes to facilities.
7. The Provincial government is encouraged to communicate with local residents regarding permits for beach cast seaweed harvest, and to consider the impact of the harvest on the enjoyment of waterfront property and on the marine and intertidal ecosystems and on archaeological sites when considering issuing and renewing permits.
8. The Provincial government and the shellfish aquaculture industry are encouraged to monitor water quality of Baynes Sound in order to determine if poorly-functioning onsite wastewater treatment systems are having an impact on the marine environment.

DEEP BAY SOUTHWEST

“Deep Bay Southwest” is a land use designation of this Plan comprised of two lots totaling approximately 75 hectares. Deep Bay Southwest is envisioned as a clustered residential development with tourist commercial and service commercial uses that complement the Deep Bay Harbour, existing tourist commercial uses, residential neighbourhoods, and the Deep Bay Marine Field Station. Development of Deep Bay Southwest must meet the objectives of the Deep Bay Section 5.8 and is pursuant to the following policies 9 to 25 of this section and all other relevant policies in this Plan.

Table 2 Dwelling and tourist accommodation maximums and secondary suite estimate for Deep Bay Southwest

Type of Unit	Fixed maximum	Estimated within maximum of 240	Possible scenario	Total
Dwelling unit through cluster (policy 10)		50		50
Dwelling unit through transfer (policy 11)		190		190
Tourist accommodation unit (policy 15)	40			40
Secondary suite			60 ¹	60
Total	40	240	60	340

RESIDENTIAL POLICIES FOR DEEP BAY SOUTHWEST

9. The objectives and policies of the Rural designation in Section 5.3 apply to Deep Bay Southwest, and the policies in this section 5.8 support further development if specific access, servicing and amenities are provided.
10. In the Deep Bay Southwest designation, clustering residential dwelling unit potential is supported pursuant to Alternative Forms of Rural Development Policies in Section 5.10 through reduction of minimum lot size. Adjacent parcels may be considered as a single parcel for the purposes of design of the development.
11. The Deep Bay Southwest designation is an eligible receiver area for transfer of dwelling unit potential pursuant to Alternative Forms of Rural Development Policies in Section 5.10. Despite the maximum increase in number of dwelling units to receiver parcels in Section 5.10, Deep Bay Southwest may have a total of 240 residential units. For clarity, this does not include secondary suites, which are permitted in addition to this number.
12. The form of residential development must be consistent with the following:
 - a) dwelling units must include a mix of housing choices including single, townhouses to a maximum of a four-plex, and courtyard housing; and
 - b) secondary suites are permitted within single dwelling units.
13. Residential development is designated a development permit area for establishment of objectives for the form and character of intensive residential and multi-family residential development Area in accordance with Section 488.1 of the *Local Government Act*.
14. For subdivision of Deep Bay Southwest under the current zoning regulations, the Approving Officer is requested to require the following:

¹ This possible scenario is for illustrative purposes and is based on 50% of dwellings being single (120) and therefore permitted a secondary suite, and 50% of those permitted being constructed (60).

- a) road access from Gainsburg Road to the development through the portion of Lot A that splits Deep Bay Creek 2 Community Park to ensure that the existing driveway extending beyond Crome Point Road and to the Deep Bay Marine Station is not used as the public access;
- b) road dedication from Highway 19A and construction to a level for emergency access;
- c) upgrades to Gainsburg Road necessary due to increased traffic which may include improvements for safety of bicycle and pedestrian travel;
- d) high level of wastewater treatment to ensure protection of the water quality of Baynes Sound;
- e) connection to the existing Deep Bay Waterworks community water system in accordance with Improvement District bylaws; and
- f) rainwater management designed to ensure protection of the water quality of Baynes Sound.

TOURIST COMMERCIAL POLICIES FOR DEEP BAY SOUTHWEST

15. In Deep Bay Southwest, the following tourist commercial uses are supported pursuant to Tourist Commercial Policy 3 in Section 5.6:
 - a) small-scale, 2 storey lodge-type accommodations with up to 20 rooms and up to 20 small cabins not exceeding 50 m² in gross floor area, which provide temporary accommodation to the travelling public as well as students and researchers and the adjacent Vancouver Island University Deep Bay Marine Field Station; and
 - b) restaurant, small-scale recreation facilities, and other amenities related to tourism services and that are not expected to compete with Bowser Village Centre as the commercial centre of the area.
16. In Deep Bay Southwest, tourist commercial uses are designated a Development Permit Area for establishment of objectives for the form and character of commercial development in accordance with Section 488.1 of the *Local Government Act*.

SERVICE COMMERCIAL POLICIES FOR DEEP BAY SOUTHWEST

17. In Deep Bay Southwest, service commercial uses that complement and enhance the aquaculture industry, aquaculture research, and marine tourism and business are supported pursuant to Rural Policy 4 in Section 5.3 that supports rezoning for service commercial use.

ENVIRONMENTAL DESIGN AND CLIMATE CHANGE POLICIES FOR DEEP BAY SOUTHWEST

18. In Deep Bay Southwest, in addition to meeting Development Guideline Criteria in section 5.1 of this Plan, development proposals must also demonstrate that:
 - a) site design establishes areas to remain free from development and disturbance including the marine coastline, steep slopes, wetlands, ravines and watercourses, archaeological sites, and environmentally sensitive areas including eagle nest and perch trees;
 - b) approximately 40% of the area of each lot in which development is proposed (Lot A or Lot B) is free from development for environmental protection and/or public use in perpetuity;
 - c) on the portion of Lot C that is within the well protection area for the Deep Bay Improvement District wells, no uses that have the potential to contaminate the aquifer should be permitted, subject to approval from the Agricultural Land Commission for any proposed restrictions to agricultural use;

- d) the area described in 18b above is intended to meet the requirements of Alternative Forms of Rural Development policies in Section 5.10 in order to allow for smaller minimum lot sizes and/or transfer of potential dwelling units; and
 - e) site design retains trees and vegetation where possible in and around the housing and tourist commercial development areas.
19. In Deep Bay Southwest, commercial and residential development is designated a development permit area for establishment of objectives to promote the reduction of greenhouse gas emissions, to promote water conservation and to promote energy conservation in accordance with section 488.1 of the *Local Government Act*.

ACCESS AND SERVICING POLICIES FOR DEEP BAY SOUTHWEST

20. Development proposals for Deep Bay Southwest must meet Development Guideline Criteria in Section 5.1. In addition, a high standard of wastewater treatment must be met in order to protect the waters of Baynes Sound from contamination.
21. In Deep Bay Southwest, road layout and design must emphasize pedestrian and bicycle mobility over vehicles in order to promote active transportation, and all roads must include roadside paths or trails for safe walking and cycling.
22. As a condition of any rezoning under Alternative Forms of Rural Development policies in Section 5.10, or to permit tourist commercial or service commercial use under Section 5.3 and Section 5.6:
- a) road access must be constructed from Gainsburg Road to the development through the portion of Lot A that splits Deep Bay Creek 2 Community Park to ensure that the existing driveway extending beyond Crome Point Road and to the Deep Bay Marine Station is not used as the public access;
 - b) a road must be dedicated through the development and directly to Highway 19A and constructed to a level suitable for emergency access from the Deep Bay area and service vehicle access during construction; and
 - c) a road must be dedicated to the Vancouver Island University Deep Bay Marine Station property.
23. As a condition of any rezoning to permit additional residential units that would take the total number in Deep Bay Southwest to greater than 50, the road access directly to Highway 19A must be constructed to Ministry of Transportation and Infrastructure standards as a public road and must include a separated trail for active transportation.

COMMUNITY AMENITY POLICIES FOR DEEP BAY SOUTHWEST

24. The following community amenities have been identified as desirable in the Deep Bay area in general and on the Deep Bay Southwest properties specifically. In addition to Section 7.2, which identifies community amenity contributions, the following must be provided at the time of rezoning of Deep Bay Southwest, with the extent of amenity contributions being related to the additional value conferred on the land.
- a) For rezoning pursuant to policy 10 (clustering):
 - i. construction of a comprehensive trail and park system that is connected to the rest of Deep Bay trail system, to the existing Deep Bay community, the Vancouver Island University Marine Research Station and waterfront viewing and picnic areas. The trail network must be publically owned or with legal public access. The trail network should be designed with

- areas along the trail in appropriate locations of a width suitable to be developed into playgrounds or meeting areas;
- ii. an area for boat trailer parking located as near to the Deep Bay Harbour as possible. At the time of writing this Plan, the portion of Lot A approximately 0.65 ha in area between Gainsburg Road and a portion of Deep Bay Creek 2 Community Park is identified as a suitable location. Other potential locations can be explored at the time of rezoning application;
- b) For rezoning pursuant to policy 15 (tourist commercial), policy 17 (service commercial), or policy 11 (transfer) or combination thereof:
- i. a small scale, publically accessible recreational building as part of the tourist commercial development;
 - ii. provision of affordable housing secured by housing agreement, or contribution to a Regional District affordable housing fund, should one be established;
 - iii. development of the parking area indicated in Policy 24a)ii above including clearing, grading, surfacing, and any other associated improvements to create a trailer parking area; and
 - iv. contribution to construction of a new fire hall for Deep Bay Improvement District taking into account the existing community's contribution through taxation to raise the required funds.
- c) Additionally, for rezoning pursuant to policy 11 (transfer):
- i. a sewage collection, treatment and disposal system for the development, to be owned and operated by the Regional District, capable of expansion to at least 320 additional connections outside of Deep Bay Southwest which represents the number of existing dwellings accessible by road from Gainsburg Road.

REGIONAL GROWTH STRATEGY AMENDMENT FOR DEEP BAY SOUTHWEST

25. Subject to an amendment to the Regional Growth Strategy, Deep Bay Southwest may have up to 240 residential dwelling units without the requirement to transfer the residential dwelling unit potential from eligible donor parcels. The development must be in accordance with policies 9-24 above, the full extent of access, servicing and community amenities identified in these policies must be provided, and in addition:
- a) ten percent of dwelling units must be affordable as secured by housing agreement, and the form of affordability may be rental or affordable home ownership; and
 - b) the sewer collection system must also be constructed to the satisfaction of the Regional District, beyond the boundaries of Deep Bay Southwest to include at least the lots on Crome Point Road, Deep Bay Drive and Burne Road. This is to include all costs and works associated with design and approvals.

FUTURE REVIEW OF DEEP BAY SOUTHWEST POLICIES

26. During a future review of this Plan, the policies for Deep Bay Southwest should be reviewed in consideration of housing demand, growth patterns, and community need.

5.9 Affordable and Accessible Housing

INTRODUCTION

Area ‘H’ has a high retirement population with most of the recent population growth in the 50 – 70 age group. Increasing housing options to enable seniors to stay within the community as they age, and to allow people of all ages and abilities with moderate or low incomes to find adequate housing are important goals for this community.

Housing is more affordable in the Plan Area than the rest of the Regional District and the province, yet 24% of households spend over 30% of their household income on housing, a commonly accepted measure of housing affordability (2011 Census). A 2009 Regional District-wide housing needs study identified that there is an insufficient supply of affordable housing throughout the region. A 2010 Affordable Housing Action Plan made recommendations for OCPs that have been included in objectives and policies in this section.

There is currently one seniors housing development in the Plan Area owned and operated by the Qualicum Bay Lions with 20 units, 10 of which are subsidized. In 2012, two Crown parcels in Bowser Village Centre were leased by the Regional District for several community purposes including a seniors supportive living housing complex. The Bowser Seniors Housing Society is currently developing plans to construct and manage such a facility on these lots.

AFFORDABLE AND ACCESSIBLE HOUSING POLICIES

1. This Plan supports the provision of affordable housing and does not prohibit rental housing or community care facilities under Section 20 of the *Community Care and Assisted Living Act*, in any land use designation in or any future zone created to implement this Plan.
2. Secondary suites are supported in the Rural, Rural Residential and Rural Village Centre land use designations.
3. Multi-unit seniors and affordable housing developments should be located in Rural Village Centres to be close to community amenities and transit.
4. The Regional District should use housing agreements entered into by bylaw, to secure new affordable housing stock.
5. Notwithstanding Agriculture and Aquaculture Policies 3 and 4, the Regional District supports the expansion of the seniors’ subsidized housing development operated by the Qualicum Bay Lions, at the end of Lions Way.

OBJECTIVES

1. ***Support and facilitate*** the provision of affordable, attainable and accessible housing.
2. ***Increase*** the supply of housing to meet the needs of seniors, youth, those with special needs, those with moderate or low incomes, and the homeless.
3. ***Encourage*** universal design of all housing for accessibility to people with disabilities and older people.

6. Acquire affordable housing through provision of community amenity contributions at the time of rezoning, either through the housing itself or contribution to a Regional District affordable housing fund should one be established.

ADVOCACY POLICIES

7. The Regional District is supportive of partnerships between all levels of government and community groups to provide sufficient housing to meet the needs of a diverse community.
8. The Regional District encourages that all new housing, particularly secondary suites and rental housing, are constructed to universal design standards for accessibility to people with disabilities and older people.
9. The Regional District supports the Bowser Seniors Housing Society in their work to establish seniors supporting housing the Bowser Village Centre.
10. The Regional District supports energy retrofits to existing housing stock through education and rebates.

5.10 Alternative Forms of Rural Development

INTRODUCTION

In order to encourage more sustainable forms of rural development outside the Growth Containment Boundary (Rural Village Centres), this section provides opportunities for flexibility in minimum lot size and for transfer of dwelling unit potential where the overall number of potential dwelling units does not increase outside the Rural Village Centres.

Flexibility in minimum lot size and transfer of dwelling unit potential facilitates moving future residential development from sensitive and important areas to other areas more suited to development. These sensitive or important areas can be protected for a number of purposes such as aquifer protection, ecological conservation, agriculture, or public parks, trails and facilities.

ALTERNATIVE FORMS OF RURAL DEVELOPMENT POLICIES

1. Rezoning to permit subdivision with a smaller minimum lot size than otherwise set in this Plan is supported in the Rural Residential and Rural designations provided the proposal does not result in more dwellings than what is permitted by this Plan or the zoning bylaw at the time the application is made, and where it meets the following criteria. Where more than one dwelling unit is permitted on a lot by the current zoning bylaw, each dwelling unit can be counted as a lot where subdivision is designed pursuant to this policy.
 - a) Residential development is clustered on an area of land that has the best capacity for residential development and the least value for agriculture, ecological protection, aquifer protection, or another public good purpose.
 - b) An area of significance (the “protected parcel”) is protected in perpetuity for agricultural, , ecological, aquifer protection, or other public good purposes. No further subdivision of the protected parcel is permitted and this is ensured through rezoning and either covenant, transfer of ownership to a public body, or both.
 - c) The protected parcel must meet one of the following criteria:
 - If protected for agriculture, the parcel is suitable for farming as confirmed by an Agrologist, and included in the ALR, If protected for ecological values, a report from a Registered Professional Biologist must indicate the ecological values that warrant protection, and recommend the size and location of the protected parcel to protect those values.
 - If protected for aquifer protection, the parcel must be within the groundwater recharge area or well protection area of a community water system and a hydrogeological report indicates that moving the residential use to another part of the development is expected to have a positive impact on aquifer protection.

OBJECTIVES

1. *Encourage* creativity in forms of rural development without increasing the overall number of dwelling units permitted outside the Growth Containment Boundary.
2. *Support* the transfer of potential dwelling units in rural areas where residual lands are conserved in perpetuity for agricultural, ecological, aquifer protection purposes or other public good purposes.
3. *Support* retention of large land holdings for agriculture and forestry.

- If protected for other public good purposes, proposals may include donation of land for a community need such as a fire hall, school, playing field, or other community or institutional use, where an organization or government body has agreed to own and manage the parcel for that use.
- d) The minimum lot size of the residential lots is sufficient to provide onsite wastewater disposal in a manner that does not degrade from the environment or water sources. In areas that are not within an existing community water system, the minimum lot size must also be sufficient for onsite provision of water.
 - e) Subject to Regional Growth Strategy amendment, shared wastewater disposal and shared provision of water are supported in the Rural Residential designation of this Plan in order to allow for smaller residential lots and a larger protected parcel.
 - f) In the Rural Residential designation, single and duplex dwelling units are permitted, and in the Rural designation, dwelling units may only be single.
 - g) Adjacent parcels may be considered as a single parcel for the purpose of subdivision design under this section.
2. Rezoning to permit transfer of dwelling unit potential involving lands outside the Growth Containment Boundary is supported by this Plan provided the proposal does not result in more dwellings than what is permitted by this Plan or the zoning bylaw at the time the application is made and where the proposal is consistent with the following. The parcel of land from which the dwelling unit potential is removed is referred to as the “donor parcel”, and the parcel of land to which the dwelling unit potential is transferred is referred to as the “receiver parcel”.
- a) Donor parcels shall be in the Resource – Agricultural, Rural or Rural Residential land use designations.
 - b) Removing or reducing development potential will benefit agriculture, ecological protection, aquifer protection, archaeological protection, or provide another public good purpose.
 - c) Receiver parcels shall be in the Rural and Rural Residential land use designations and only in the area eastward of Highway 19
 - d) The portion of the receiver parcel to be developed shall not include a sensitive ecosystem, hazardous area, archaeological site, or be within a well protection area or well capture zone for a community water system.
 - e) In the Rural Residential designation, the maximum number of potential dwelling units on a receiver parcel is equal to twice the number of potential dwelling units on the receiver parcel before the transfer.
 - f) In the Rural designation, the maximum number of potential dwelling units on a receiver parcel is equal to 1.5 times the number of potential dwelling units on the receiver parcel before the transfer.
 - g) The transfer is achieved by simultaneously amending the zoning on the donor and receiver parcels to reflect the changed subdivision potential or permitted number of units on each.
 - h) The donor parcel or the portion of the donor parcel with no residential development potential must be conserved in perpetuity for agricultural, ecological protection, archaeological site protection, aquifer protection, or other public good purpose.

- i) If all of the potential dwelling units are transferred from the donor parcel or a portion of the donor parcel that is intended to become a separate lot, ownership of that lot must be transferred to a public body.
3. Calculation of the number of potential dwelling units available for reduction of minimum lot size in Policy 1 or transfer from a donor parcel in Policy 2, will be through the following steps:
 - Step 1:** The area of the donor parcel is divided by the minimum average lot size for the zone in which the donor parcel is located (in the absence of a minimum average lot size, the minimum lot size shall be used).

If this calculation results in 4 or more lots, it will be re-calculated reducing the parcel area by 20% before dividing by the minimum average or minimum lot size. This is to account for such requirements as road, sensitive areas, and park dedication that would likely be required if the donor parcel itself were to be subdivided.

If one dwelling unit is permitted per lot in the applicable zone for the donor parcel, then the number of potential dwelling units available for transfer equals the number of potential lots calculated in Step 1.
 - Step 2:** If more than one dwelling unit is permitted per lot in the applicable zone for the donor parcel, then another step is required as follows. To the resulting number of potential dwelling units from Step 1, the additional number of dwelling units permitted on each lot is added to the total number of potential dwelling units available for transfer. For clarity, a secondary suite is not counted as a dwelling unit for the purposes of this section.
 4. The future use of a protected parcel or donor parcel in Policy 1 or 2 must be ensured through zoning that allows a reduced level of development or only a public use, registration of covenant to ensure the land will be conserved for the intended use in perpetuity, and one of the following:
 - a) Dedication to a public body or non-governmental conservation organization
 - b) inclusion in the Agricultural Land Reserve
 - c) Heritage designation as outlined in Section 611 of the Local Government Act
 - d) Protection mechanisms developed in consultation with First Nations where there are sites of significance to First Nations.
 5. Applications where the donor parcel or protected parcel is in the Agricultural Land Reserve will be subject to the approval of the Agricultural Land Commission. If the existing zone regulations on a donor parcel in the Agricultural Land Reserve allows for two dwellings, potential for two dwellings units must remain in order to be consistent with the *Agricultural Land Reserve Use, Subdivision, and Procedure Regulation* that permits up to two dwelling units on a parcel where the second dwelling meets certain conditions.
 6. Applicants for a zoning amendment to reduce minimum lot size or transfer potential dwelling units may be required to provide Development Approval Information for the special conditions outlined in Section 5.1 of this Plan.
 7. Applicants shall hold a community information meeting prior to submitting a rezoning application in order to gauge community support, and to have the opportunity to incorporate changes suggested from the community before making a formal application. The Regional District will be notified of the meeting, and a record of the meeting must be kept and submitted with the application.
 8. Transfer of dwelling potential may involve lands covered by other Official Community Plans of the Regional District of Nanaimo, subject to supportive policies in the relevant plan.

GUIDELINES FOR APPLICATIONS FOR TRANSFER OF DWELLING POTENTIAL

1. Generally, applications should demonstrate the overall unsuitability of the donor parcel for the zoned dwelling potential and the overall suitability of the receiver parcel for an increase in dwelling potential.
2. The Regional District should give consideration to the suitability of the receiver parcel for the proposed level of development. The following criteria, as appropriate, should be used in assessing the suitability of the land for development:
 - a) environmental values are identified prior to site clearing and design.
 - b) development is located away from areas with high environmental values, and natural buffers placed between the development site and sensitive features.
 - c) development is concentrated in areas with lower environmental values.
 - d) development is located away from areas that may be subject to erosion, flooding, wildfires, and wildlife conflicts.
 - e) the impacts of roads are minimized and development is located in proximity to and accessible to existing services, constructed roads and transit, and the development should have the potential to contribute to reducing community dependence of travel by automobile.
 - f) the fragmentation of habitat is minimized.
 - g) potable water quality is maintained and an adequate supply is available to support the permitted level of development.
 - h) air quality is maintained and energy efficient design, greenhouse gas emissions and climate change adaptation are considered.
 - i) energy- and water-efficient development is designed to conserve natural resources.
 - j) that the development would not compromise archaeological, First Nations cultural, historical, heritage sites or significant or outstanding landscape features.
 - k) that the development would be located away from groundwater recharge areas or well protection areas of a community water system.
3. Applications should be accompanied by a site plan that shows how the transferred development potential will be arranged to reduce impacts on the surrounding neighbourhood.

5.11 Temporary Use Permits

INTRODUCTION

To maintain and encourage a vibrant and sustainable economy and provide flexibility in zoning regulations, this plan supports the issuance of temporary use permits within the Plan Area as described below.

The Regional District may issue a permit by resolution that allows commercial or industrial activities to take place under the conditions specified in the permit, including the posting of security to ensure compliance with the terms of the permit. Notice of the intent to consider the issuance of a permit must be given. Under a temporary use permit the specified uses may be carried out for a period of up to three years and the permit may be renewed for up to a further three years. Applicants may be required to provide development approval information pursuant to sections 5.1.10 and 5.1.11 of this Plan.

OBJECTIVES

1. *Support appropriate commercial and industrial development both inside and outside Village Centres on a temporary basis.*
2. *Ensure that the integrity of an existing neighbourhood would not be adversely disrupted should an application for a temporary uses permit be approved.*

TEMPORARY USE PERMIT POLICIES

1. The Regional District will consider issuance of temporary use permits on any parcel to temporarily allow a use not permitted by the relevant zoning bylaw. The following general conditions will guide the consideration of such applications. The Regional District may waive any of the following should they be deemed to not be relevant, and may give consideration to additional conditions relevant to the specific proposal.
 - a) The applicant demonstrates how any anticipated impact on the surrounding area will be mitigated (for example: noise, light, hours of operation, dust, odour, vibration, aesthetic impact, etc.).
 - b) The applicant provides a projection of anticipated impact on local road networks, and proposes mitigating measures if necessary.
 - c) The applicant provides an assessment of the impact of the proposed use on the natural environment, including groundwater, wildlife, and environmentally sensitive areas.
 - d) The applicant provides a rationale for the suitability of the location and the inability to conduct the use in another area where the use is already permitted.
 - e) The Regional District may specify conditions in a permit including, but not limited to, environmental protection measures, odour abatement, hours of operation, buffering, and groundwater protection and may require the posting of a bond or other applicable security to ensure compliance with the conditions of the permit.
 - f) Submission of a satisfactory decommissioning and reclamation plan, which may require a security deposit to be held by the RDN until completion of the proposed works.
 - g) The proposal addresses concerns related to visual integrity and buffering of the Inland Island Highway if applicable.
 - h) Where the land is in the ALR, approval from the Provincial Agricultural Land Commission is required.

2. Notwithstanding any other policy in this plan, should a temporary use continue to prove satisfactory upon completion of the terms of the renewed permit, a rezoning to permit the continued use of the subject property for the use authorized by the temporary use permit may be supported without an amendment to this plan. Note that an amendment to the RGS may be required.
3. The RDN may require security and/or an undertaking to secure the conditions of the permit in accordance with the *Local Government Act*.



SECTION 6 – FIRST NATIONS AND RECONCILIATION

6.1 Partnerships and Economic Opportunities

6.2 Heritage Site Protection

6.1 Partnerships and Economic Opportunities

INTRODUCTION

For at least 8,000 years, the area covered by this Plan has been home to Aboriginal people and is part of their traditional territory. Traditional territory describes the ancestral and contemporary connections of Indigenous peoples to a geographical area. Territories may be defined by kinship ties, occupation, seasonal travel routes, trade networks, management of resources, and cultural and linguistic connections to place.

There are several First Nations who assert Aboriginal rights in this area, and who the Regional District engages with on land use planning initiatives. Aboriginal rights are practices, customs or traditions integral to a distinctive culture of a First Nation and they may be historically connected to a particular area of land. Examples may include hunting, fishing, plant gathering and use of wood for domestic purposes. More than one First Nation may have rights in the same area and the types of rights may vary across communities. An important sub category of Aboriginal rights is Aboriginal title. Aboriginal title refers to Aboriginal rights to land based on long-standing land use and occupancy by contemporary Indigenous peoples and their ancestors as the original peoples in Canada.

The Qualicum First Nation has a federally-designated Reserve at the mouth of the Big Qualicum River where their home community is located today. The Plan Area does not include Federal lands such as this Reserve, but it surrounds these lands. For the purposes of community planning and this OCP, the Qualicum First Nation community is recognized as part of the fabric of the Plan Area. The Qualicum First Nation operates a large campground on their Reserve lands which is a significant portion of the tourist accommodation in the area.

In 2016, the Qualicum First Nation and the Regional District signed a cooperation protocol. The Qualicum First Nation is seeking economic development opportunities in the area.

OBJECTIVES

1. *Recognize* that First Nations assert Aboriginal title and rights within the Plan Area.
2. *Encourage* Qualicum First Nation's economic development initiatives.
3. *Seek* partnerships with Qualicum First Nation related to Regional District servicing.

POLICIES

1. The Regional District will engage with First Nations on land use planning initiatives and amendments to this Plan.
2. The Regional District will continue to provide street numbering service to the Qualicum First Nation.
3. The Regional District will work with Qualicum First Nation to explore the coordination of community services. These areas may include recreation programming, infrastructure services such as water and liquid waste, and public transit.
4. The Regional District encourages economic development initiatives of the Qualicum First Nation to advance the process of reconciliation at the local level.
5. In accordance with Board commitment to reconciliation, the Regional District supports economic development initiatives of the Qualicum First Nation on lands that are added or intended to be added to Reserve, without amendment to this Plan.

6.2 Heritage Site Protection

INTRODUCTION

First Nations heritage sites include archaeological sites as well as other places of cultural importance that do not necessarily have any physical marker. Archaeological sites consist of the physical remains of past human activity and are essential to understanding and appreciating the cultural history of the region.

Archaeological sites are protected under the *Heritage Conservation Act*, and it is illegal to disturb them without a permit. The Regional District contributes to protection of archaeological site by informing property owners who make land use application or enquiry if their proposed development is on or near an identified archaeological site, or if it is within an area of high potential to encounter an unrecorded archaeological site.

In 2017 the Regional District undertook an Archaeological Overview Assessment for the Plan Area. This Assessment will be used to inform a property owner if a proposed development is in an area of high archaeological potential. In this area, high archaeological potential is mainly found close to water bodies including the sea, lakes, and rivers as well as between Horne Lake and Port Alberni which is a historic travel route.

POLICIES

1. All development applications will be reviewed for the presence of recorded archaeological sites, and for having high potential to contain unrecorded archaeological sites. Applicants will be notified if the proposed development is in conflict with a recorded archaeological site or in an area with significant potential to contain an unrecorded, protected archaeological site. Notification may include direction to contact the BC Archaeology Branch for more information, or direction to engage a professional consulting archaeologist to determine if an archaeological impact assessment is necessary to manage development related impacts.
2. In order to protect and preserve archaeological sites or a First Nations heritage site when planning for development, this Plan supports measures available to property owners and the Board including applications to change or vary zoning, setbacks or parking requirements.
3. When considering applications to amend this Plan or the zoning bylaw for land with a known archaeological site, other First Nations heritage site, or area of high archaeological potential, the Regional District may require development approval information to assess the impacts of the proposal. This Plan does not support proposed development where there are unavoidable conflicts with significant archaeological sites, unless measures are required to manage the impacts.
4. Where possible, applicants should modify or revise development proposals to avoid archaeological site impacts as the best means of preserving archaeological resources. Alteration of an archaeological site requires a Provincial Heritage Alteration Permit prior to land altering activities.

OBJECTIVES

1. ***Encourage* protection of archaeological sites and other sites of First Nations significance.**
2. ***Improve* public awareness of the importance of protecting archaeological sites.**

5. The Regional District should, in cooperation with the Qualicum First Nation and relevant agencies, develop improved methods of determining and assessing impacts on potential archaeological sites, or other First Nations heritage sites, when it is considering development applications.

SECTION 7 – IMPLEMENTATION

7.1 Implementation Actions

7.2 Community Amenity Contributions



The Electoral Area 'H' Official Community Plan has been prepared in accordance with the provisions of the Local Government Act. The objectives and policies of this Plan are reflected in the land use designations as illustrated on Map No. 2.

The implementation of this Plan must remain consistent with the Regional District of Nanaimo initiatives including the Regional Growth Strategy, water, liquid waste and solid waste management plans and other regional strategic initiatives. Implementation will also require continued coordination with Regional District member municipalities, surrounding electoral areas, First Nations, local water districts, and senior levels of government.

This Plan will be implemented through a variety of measures, including through development, new bylaws, amended or new legislation, and the direct involvement of Area 'H' citizens. Certain measures are to be implemented immediately; others may require years to complete. Some implementation measures are intended to be ongoing, such as providing increased opportunities for citizen involvement in planning in Area 'H'. The involvement of senior levels of government is required for some initiatives, others will only be implemented through the involvement of the business community and citizens in Area 'H'.

7.1 Implementation Actions

The following chart outlines key implementation actions and the responsible party (or parties) for each action. Senior government refers to provincial or federal agencies with jurisdiction in the Plan Area. RDN refers to all departments within the Regional District of Nanaimo. Community refers to the citizens of Electoral Area ‘H’. The timing of implementation actions set out as follows:

- Immediate (to be initiated and/or completed in 2018)
- Short Term (to be completed within 5 years, prior to the next scheduled review of this Plan)
- Long Term (to be completed over the next 20 to 25 years, as part of the implementation of the Regional Growth Strategy)
- Ongoing (to be initiated in the short term with no planned date of completion).

Action Item	Timing	Responsibility Of:		
		Senior Gov.	RDN	Community
Update and improve sensitive ecosystem mapping	Ongoing	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Implement Community Wildfire Protection Plans	Short Term	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Undertake a study on the impacts of sea level rise and prepare options for mitigation and adaptation	Immediate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Promote and incentivize Green Shores shoreline development and amend Floodplain Bylaw	Short Term		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Provide community education about FireSmart	Ongoing	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Support stream restoration	Ongoing		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Prepare climate change adaptation plan	Short Term		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Adopt a regional parks development cost charge bylaw	Short Term		<input checked="" type="checkbox"/>	
Develop existing and acquire new parks and trails	Ongoing		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Explore expansion of Bow-Horn Bay Fire Department Service Area to include Horne Lake	Immediate		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Implement top priorities of Active Transportation Plan	Immediate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Improve signage for businesses on Inland Island Highway	Immediate	<input checked="" type="checkbox"/>		
Connect Regional District of Nanaimo Transit to Comox Valley Regional District Transit from Deep Bay area	Short Term			
Increase off street boat trailer parking in Deep Bay	Short Term	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Improve knowledge and protection of aquifers	Ongoing	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Ensure site of Bowser Seed Orchard protected for groundwater recharge	Short Term	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Review the location, size and boundaries of Rural Village centres and consider changes.	Short Term		<input checked="" type="checkbox"/>	
Create plans for all Rural Village Centres	Long Term		<input checked="" type="checkbox"/>	
Create affordable and accessible housing	Ongoing	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Provide education on wildfire protection	Short Term		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

7.2 Community Amenity Contributions

INTRODUCTION

To facilitate the acquisition and development of amenities of value to the residents of Electoral Area 'H'; this section provides a framework for negotiating amenities in consideration of changes to the zoning bylaw for increased development potential. The basic premise of development amenities is that the increased value, often conveyed with the approval of a new zoning designation, should be shared between the community and the developer. Negotiating public amenities as a part of an application to develop land can be a "win-win" arrangement, in which both the community benefits from acquiring these amenities while the developer benefits from the increased value associated with having those amenities on or nearby the site.

OBJECTIVES

1. **Acquire and develop public amenities of value to Plan Area residents in conjunction with development.**

COMMUNITY AMENITY CONTRIBUTIONS POLICIES

1. In recognition of the increased value usually conferred on land in the course of rezoning, and the need for new development to contribute to the amenities and services from which they will also benefit, development proposals that include rezoning should generally be requested to include some public amenity as a part of the completed project.
2. In determining the appropriate amenities, the provisions of this section as well as any other applicable sections of this OCP or policies and plans of the Regional District will provide guidance.
3. Amenities should be customized for each rezoning proposal with consideration of various factors such as the following:
 - a. Developer and community input
 - b. Location of project
 - c. Increase in density
 - d. Projected burden on community infrastructure and facilities
 - e. Financial viability
4. The following list of potential amenities should be considered, not in any order of priority:
 - a. Affordable housing
 - b. Transit stop infrastructure such as pull-outs and shelters
 - c. Trails and paths, particularly those that are identified in existing Regional District plans
 - d. Emergency response facilities and equipment
 - e. Entrance / Gateway signage, infrastructure and beautification
 - f. Rest stop at Horne Lake Road and Highway 19A
 - g. Tourist information signage, area, or facility
 - h. Parks, conservation lands, outdoor gathering spaces and play areas (in the case of subdivision, in excess of 5% required under the *Local Government Act*)
 - i. Cross walks
 - j. Green building features including energy efficient and net-zero-ready construction
 - k. Design amenities

I. Electric vehicle charging station

SECTION 8 – DEVELOPMENT PERMIT AREAS

General Policies and Exemptions

DPA 1 – Freshwater and Fish Habitat Protection

DPA 2 – Eagle and Heron Nesting Trees

DPA 3 - Aquifers

DPA 4 – Marine Coast

DPA 5 – Steep Slope Hazard

DPA 6 – Farmland Protection

DPA 7 – Rural Commercial

DPA 8 – Qualicum Bay and Dunsmuir Village Centres

DPA 9 – Deep Bay Southwest

In addition to the objectives and policies stated in the Plan, the Regional District has, pursuant to Section 488 and 489 of the *Local Government Act* designated certain lands as Development Permit Areas.

In general terms, the purpose of a development permit area is to regulate certain aspects of development that are not directly addressed in the zoning bylaw or building bylaw, and where the Regional District considers that special conditions exist in accordance with one or more of the following categories:

- a. Protection of the natural environment, its ecosystems and biological diversity;
- b. Protection of development from hazardous conditions;
- c. Protection of farming;
- d. Revitalization of an area in which commercial use is permitted;
- e. Establishment of objectives for the form and character of commercial, industrial, multi-family or intensive residential development; and
- f. To promote conservation of water and energy and the reduction of greenhouse gas (GHG) emissions.

General Policies and Exemptions

INTRODUCTION

The following general policies and exemptions apply to all development permit areas. In addition, specific guidelines and exemptions that apply to each development permit area follows.

GENERAL POLICIES

1. Designated development permit areas are shown on Map Nos. 6, 7 and 8.
2. Where land is designated within a development permit area, a landowner is required to obtain a development permit prior to either subdivision of the land, the construction of, addition to or alteration of a building or structure on the land, or the alteration of the land within a development permit area, except where exemptions apply.
3. Where land is within more than one development permit area, only one development permit application is required, and the application will be subject to meeting the guidelines of all applicable development permit areas.
4. To minimize development within development permit areas, the Board may consider variances to or support exemptions from the land use and subdivision bylaw in accordance with Regional District Board Policy No. B1.5 “Development Variance Permit, Development Permit with Variance & Floodplain Exemptions Application Evaluation”, as amended from time to time.

GENERAL EXEMPTIONS

The following activities are exempt from any requirement for a development permit:

1. Development or alteration of land to occur outside the designated development permit area, as determined by a BC Land Surveyor or by the Regional District.
2. The activity is part of a farm operation as defined by the *Farm Practices Protection (Right to Farm) Act*, is a permitted farm use as defined in Section 2(2) of the *Agricultural Land Reserve Use, Subdivision, and Procedures Regulations*, and the lands are assessed as “farm” under the *BC Assessment Act*. The farm operation of land clearing is only exempt from the requirement of a development permit if conducted in accordance with a current Environmental Farm Plan (less than 5 years old); otherwise, land clearing as part of a farm operation is not exempt. Note that other provincial legislation such as the *Waste Management Act* and the *Water Sustainability Act* may apply to farm operation activities.
3. Interior alterations or renovations to existing buildings or structures within the existing building footprint.
4. Emergency procedures to prevent, control, or reduce erosion, or other immediate threats to life and property including:
 - a. Emergency flood or protection works;
 - b. Clearing of an obstruction from bridge, culvert, or drainage flow; repairs to bridges and safety fences;
 - c. Any emergency works to be undertaken in accordance with the Provincial *Water Sustainability Act* and *Wildlife Act*, and the Federal *Fisheries Act*.

Notwithstanding the above, emergency actions for flood protection and clearing of obstructions by anyone other than the Regional District or Ministry must be reported to the Regional District and applicable Ministry immediately to secure exemption under this provision. Note that once the emergency has passed, a development permit may be required for remediation or permanent protection works.

5. Removal of trees deemed hazardous by a certified arborist or Registered Professional Forester that pose an immediate threat to buildings or life safety. Removal of hazardous trees that also contain an eagle or heron nest is exempt only if a permit under the *Wildlife Act* has been obtained.
6. The small-scale, manual removal of invasive plants or noxious weeds or planting of non-invasive, native vegetation on a small scale conducted in accordance with 'Develop with Care: Environmental Guidelines for Urban and Rural Land Development in British Columbia, 2014' published by the B.C. Ministry of Environment, or any subsequent editions.
7. Except for where the *Riparian Areas Regulation* applies, the removal of invasive plants or noxious weeds or planting of non-invasive, native vegetation at a large scale involving machinery, for the purpose of enhancing the habitat values and/or soil stability, provided:
 - a. the works are conducted in accordance with a re-vegetation plan prepared by a qualified professional (e.g., biologist, QEP or landscape architect);
 - b. the planting is carried out in accordance with the guidelines provided in "Develop With Care: Environmental Guidelines for Urban and Rural Land Development in British Columbia, 2014", published by Ministry or any subsequent editions;
 - c. the Regional District is notified of works commencing; and
 - d. sediment control measures are established to prevent discharge into a stream, as required.
8. Works conducted and/or approved by the Regional District, Department of Fisheries and Oceans and/or Ministry of Environment with respect to trail construction, stream enhancement, fish and wildlife habitat restoration and in-stream works as defined by Section 11 of the Water Sustainability Act.
9. All forest management activities on lands subject to the *Forest Act* or *Private Managed Forest Land Act* and classified as "Forest Lands" on the property assessment.
10. Works conducted by the Regional District or its agents where appropriate measures have been undertaken to satisfy the applicable development permit area Guidelines as determined by the Regional District.
11. Subdivision where no land alteration is to occur and involving only line adjustment or lot consolidation.

DPA 1 – Freshwater and Fish Habitat Protection

DESIGNATION

The Freshwater and Fish Habitat Protection Development Permit Area is shown on Map No. 6, and applies to all mapped and unmapped streams subject to the *Riparian Areas Regulation* (RAR) of the *Riparian Areas Protection Act*, and all other mapped and unmapped lakes, wetlands, ponds and watercourses. Specifically, the Development Permit Area is defined as follows:

Where the RAR applies:

All mapped and unmapped “streams” and “riparian assessment areas: as defined in the RAR as follows:

- a) for a stream, a 30 metre strip on both sides of the stream measured from the high water mark;
- b) for a ravine less than 60 metres wide, a strip on both sides of the stream measured from the high water mark to a point that is 30 metres beyond the top of the ravine bank; and
- c) for a ravine 60 metres wide or greater, a strip on both sides of the stream measured from the high water mark to a point that is 10 metres beyond the top of the ravine bank.

Where the RAR does not apply:

- a) For Lakes, Wetlands, and Ponds – the development permit area shall be 15 metres as measured from the high water mark.
- b) For all other Watercourses – the development permit area shall be 15 metres as measured from the high water mark or top of the bank, whichever is greater.

This development permit area also applies in estuarine areas (areas of tidal influence) of all watercourses and streams. For clarity, in these areas the Marine Coast Development Permit Area also applies.

AUTHORITY

The Freshwater and Fish Habitat Protection Development Permit Area is designated a development permit area for the protection of the natural environment, its ecosystems and biological diversity, and protection of development from hazardous conditions pursuant to Section 488(1)(a) and (b) of the *Local Government Act*.

Terms used in this development permit area that are defined in the provincial *Riparian Areas Regulation* (RAR), of the *Riparian Areas Protection Act*, are intended to be interpreted in accordance with the definition given in the Regulation, as it may be amended from time to time. This Regulation and Act may be obtained from the provincial Ministry of Forests, Lands and Natural Resource Operations or from the BC Laws website.

JUSTIFICATION

Freshwater and riparian ecosystems perform a number of valuable services to humans, plants and animals alike. They support a diversity of plants and animals, provide important refuges and migration routes for birds and wildlife, and support fish life processes. Vegetation in riparian areas moderates the volume and rate of water flowing through the watershed contributing to effective rainwater management and stabilizing stream banks by holding soil in place. Plant root systems enhance the soil’s ability to absorb water by making it more porous. This allows water to be stored and released slowly into the watercourse, reducing erosion and flooding. Soils also filter impurities and sediment from runoff water, improving water quality in the stream channel.

Riparian vegetation provides food and shelter for fish. Shade from trees within the riparian area regulates water temperatures within the stream, which is critical for salmon, trout and other fish species that need cool water to survive. Logs and other woody debris fall into streams from the riparian area influencing stream channel morphology, dissipating the stream's natural erosive energy and providing habitat for a diverse range of species. Erosion of banks and slopes can also pose a hazard to development, and maintaining and enhancing natural features and vegetation can reduce this hazard.

Land use practices including land clearing, road building, construction of buildings and structures, and location of wastewater disposal systems in or near riparian areas can jeopardize these habitats and water quality. Protection of riparian vegetation and watercourses is therefore necessary to protect the natural environment, ecosystems and biological diversity of the Plan Area. Land use practices can also change the hydraulic flow of a stream and create or exacerbate a flooding hazard.

Furthermore, the Province of British Columbia's *Riparian Areas Protection Act*, requires that local governments establish regulations to protect riparian areas, and not allow development to proceed until the requirements of the *Riparian Areas Regulation* are met.

OBJECTIVES

1. To protect freshwater ecosystems to maintain their natural habitat and environmental quality.
2. To restore freshwater ecosystems to improve their natural habitat and environmental and hazard mitigation quality if they have been previously degraded.
3. To protect riparian areas from development so that the areas can provide natural features, functions and conditions that support fish life processes.
4. To protect development from flood and slope hazard.

APPLICABILITY

A development permit is required for the following activities wherever they occur within this Development Permit Area, unless specifically exempted:

1. removal, alteration, disruption, or destruction of vegetation;
2. disturbance of soils; including grubbing, scraping and the removal of top soils;
3. construction or erection of buildings and structures;
4. creation of non-structural impervious or semi-impervious surfaces;
5. flood protection works;
6. construction of roads, trails, docks, wharves, and bridges; and
7. subdivision of land.

The following specific activities require a development permit where the Riparian Areas regulation applies:

8. provision and maintenance of sewer and water services;
9. development of drainage systems; and
10. development of utility corridors.

EXEMPTIONS

The following activities are exempt from any requirement for a development permit:

1. Exemptions listed in Section 8.3 Development Permit Area – General Exemptions.

Exemptions Applicable to all Watercourses:

2. Where Provincial and Federal approvals have been obtained for Stream Enhancement and Fish and Wildlife Habitat restoration, notification to the Regional District has been given and the works are carried out in compliance with Provincial and Federal legislation.
3. All park or parkland ancillary uses not containing commercial, residential, or industrial activities.
4. Changes in and about a stream approved under Section 11 of the Water Sustainability Act, provided there are no associated upland works outside of Section 11 approval.

Exemptions Applicable to Streams under the Riparian Areas Regulation only:

5. For streams subject to the RAR, in the case where a simple assessment is submitted which assign a Streamside Protection and Enhancement Area (SPEA), a development proposed outside of the SPEA where:
 - a. the assessment report has been completed by a Qualified Environmental Professional (QEP) in accordance with the Riparian Areas Regulation Assessment Methods; and
 - b. notification of the assessment report has been received by the provincial ministry responsible and the Regional District.
6. Subdivision where:
 - a. a QEP has determined there are no streams subject to the RAR, or their associated riparian assessment areas, on the subject property, or
 - b. no new parcel lines or amendments to existing parcel lines are being proposed within the Riparian Assessment Area, the minimum lot size is met exclusive of the SPEA, and no works are proposed within the Riparian Assessment Area.

Exemptions Applicable to this development permit area where the RAR does not apply:

7. Where the *Riparian Areas Regulation* does not apply, a property owner may construct a single trail within this development permit area in accordance with the principals and standards of “Access Near Aquatic Areas” of the Stewardship Series published by the provincial and federal governments, and subject to the following conditions:
 - a. the trail provides the most direct route of feasible passage through the development permit area;
 - b. sensitive habitat will not be negatively impacted by the presence of the trail and where there is limited excavation and removal of native soils;
 - c. the ground is stable, i.e. erodible stream banks or other erosion prone areas shall be avoided;
 - d. no motorized vehicles are permitted on the trail;
 - e. the trail is not to exceed a maximum width of 1.5 metres;
 - f. no trees, which are greater than 5 metres in height and 10 centimetres in diameter, are to be removed; instead limbing and pruning of trees shall be done, where necessary, to facilitate the construction of the single trail;
 - g. the trail’s surface shall only be composed of pervious materials.

2. Where the *Riparian Areas Regulation* does not apply, minor additions to existing buildings or structures to a maximum of 25% of the ground floor area, provided that the addition is located on the side or part of the building or structure most distant from the waterbody or stream.
3. Where the *Riparian Areas Regulation* does not apply, second storey addition, excluding cantilevered construction, to a legally sited structure, provided the second storey addition is within the existing footprint of the existing structure.
4. The construction of a small accessory building or structure such as a pump house, gazebo, garden shed or play house if all the following apply:
 - a) the building is located within an existing landscaped area;
 - b) no native trees with a diameter at breast height of 20 cm or greater are removed;
 - c) there is no permanent foundation;
 - d) the building is located a minimum of 10 metres from the high water mark or, where the bank has a slope greater than 3:1, 10 metres from the top of the bank; and
 - e) the total area of the small accessory building is less than 10 metres square.

GUIDELINES

Development permits shall be issued in accordance with the following:

1. An assessment must be prepared by a Registered Professional Biologist (a Qualified Environmental Professional for streams applicable the RAR) with the objectives of identifying sensitive biophysical features on or near the property and providing recommendations and conditions for development to avoid or mitigate impacts to these features. The assessment should list which of the guidelines in this development permit area are applicable and how the proposed development is consistent with them and should indicate on a site plan, areas to remain free from development. See Guideline 12 for additional requirements of this report for streams applicable to the RAR.
2. If development or alteration of land is proposed within the development permit area, it shall be located where it will cause the least impact on the stream or waterbody. It should be demonstrated that locating development entirely outside of the development permit area has been considered, and a description of why that is not being proposed should be provided.
3. Where the applicant's biologist or other qualified professional recommends revegetation and/or enhancement works, the Regional District may require the applicant to submit a landscaping plan and a security deposit equal to the total estimated costs of all materials and labour as determined by a Landscape Architect or other qualified professional to the satisfaction of the Regional District.
4. For the Streamside Protection and Enhancement Area (SPEA) or where the applicant's biologist or other qualified professional recommends other specific areas that must remain free from development:
 - a. the Regional District may require a Section 219 covenant to be prepared at the applicant's expense, to the satisfaction of the Regional District, to ensure that the identified areas remain free from development; and
 - b. prior to construction commencing, the installation of temporary fencing or flagged stakes marking the protection area is required to avoid encroachment within the areas to be protected through to the completion of the development.

5. The applicant's biologist or QEP may be required to provide confirmation to the Regional District that the property has been developed in accordance with the QEPs recommendations.

Guidelines Related to Rainwater Management and Protection of Development from Hazardous Conditions

6. Treated effluent and diverted rainwater collection and discharge systems on commercial, industrial, multi-residential, intensive residential and other developments where there is potential for silt and petroleum-based contaminants to enter a watercourse directly or infiltrate into the ground will require the provision for grease, oil, and sedimentation removal facilities and the on-going maintenance of these facilities.
7. Directing drainage of rainwater from development sites into the Stream Protection Enhancement Area (SPEA) and other watercourses and water bodies shall be avoided. Instead, rainwater is to be managed on-site with an emphasis on infiltration approaches to management. If impacts cannot be avoided through on-site infiltration, a sediment and erosion control plan may be required, and grading plan may be required where fill is placed near the freshwater feature.
8. In low-lying areas subject to flooding, development should not increase the flood risk on the subject property or on adjacent or nearby properties.
9. Where there is a slope greater than 30% over a minimum horizontal distance of 10 m, an assessment report prepared by a Professional Engineer with experience in geotechnical engineering may be required to assist in determining what conditions or requirements shall be included in the development permit so that proposed development is protected from the hazard and no increase in hazard is posed to existing development. The geotechnical report will form part of the Development Permit terms and conditions, and may include registration of a Section 219 Covenant, prepared at the applicant's expense and to the satisfaction of the Regional District.

Additional Guidelines Applicable to Streams Subject to the Riparian Area Regulations (RAR)

10. No development shall take place within any SPEA except where:
 - a. a QEP has determined that no serious harm is likely to occur or that it can be mitigated by following prescribed measures; or
 - b. the owner has obtained an authorization under subsection 35(2) the *Fisheries Act*.
11. The Regional District shall require the applicant to retain a qualified environmental professional (QEP), at the expense of the applicant, for the purpose of preparing an assessment report, pursuant to Section 4(2) of the *Riparian Areas Regulation (RAR)* and the RAR Assessment Methodology Guidebook, and the assessment report must be electronically submitted to the provincial ministry responsible, via the Riparian Area Regulations Notification System, and a copy must be provided to the Regional District.
12. In addition to implementing the measures in the assessment report, to ensure the integrity of the SPEA the Regional District and landowner may consider the following:
 - c. dedicate back to the Crown or Regional District all or part of the SPEA,
 - d. gift to a nature preservation organization all or part of the SPEA, or
 - e. register a restrictive covenant or conservation covenant on title securing the measures prescribed in the assessment report.
13. For the purpose of subdivision design, proposed lot configuration should consider the protection of the SPEA. The proposed lot configuration should demonstrate that enough developable land is

available on each lot to establish a development envelope that includes a reasonable yard area outside of the SPEA.

14. In the case of a proposed subdivision within the development permit area, minimum parcel size should be met exclusive of the SPEA.
15. Permanent fencing and/or other means of clearly delineating the SPEA boundary such as signage must be installed to the satisfaction of the Regional District prior to land alteration and in the case of subdivision prior to the Regional District notifying the Approving Officer that the conditions of the development permit have been met. Fencing must be designed to allow for the free and uninterrupted movement of organisms between riparian and upland ecosystems and must be maintained in good order.

DPA 2 – Eagle and Heron Nesting Trees

DESIGNATION

The Eagle and Heron Nesting Trees Development Permit Area is shown on Map No. 6, The development permit area is defined as follows:

- a) For **Bald Eagle Nesting Trees** – the development permit area applies to all mapped and unmapped trees containing bald eagle nests and is a 60 metre radius from the nesting tree; the “nesting tree area”.
- b) For **Great Blue Heron Nesting Trees** – the development permit area applies to all mapped and unmapped trees containing great blue heron nests, and shall be a 60 metre radius from the nesting tree; the “nesting tree area”.

The location and characteristics of the eagle and heron nesting trees identified on Map No. 6 of this plan are intended to provide an approximate location only. Ground-truthing may be required by Regional District staff, a Registered Professional Biologist or British Columbia Land Surveyor to accurately determine the geographical location and characteristics of the features identified.

AUTHORITY

The Eagle and Heron Nesting Trees Development Permit Area is designated a development permit area for protection of the natural environment, its ecosystems and biological diversity, pursuant to Section 488(1)(a) of the *Local Government Act*.

JUSTIFICATION

Nesting birds such as the Great Blue Heron and Bald Eagle are sensitive to impact from development and disturbance by human activity and require special treatment in order to protect their ecological value, now and for the future.

Pacific Great Blue Herons are a Species of Special Concern in Canada and are Blue-listed in British Columbia. There are only about 500 nests on Vancouver Island and the Gulf Islands. Bald Eagles are territorial and generally require 1000 meters between nesting sites. Both species nest near lakes, rivers and shorelines throughout BC where they are close their food source. The loss of available nesting habitat near their food source, as well as disturbance from human presence, reduces the birds' ability to thrive and successfully raise their young. While Section 34 of the *Wildlife Act* provides for the protection of Bald Eagles and Pacific Great Blue Herons and several other at risk bird species, this development permit protects the nesting habitat essential to ensuring breeding populations are maintained.

OBJECTIVES

1. To implement Regional Growth Strategy Policy 2.14 to protect sensitive eagle and heron nests from the impacts of development.
2. To reflect the Community Value in this Official Community Plan of “support for development regulations to protect environmentally sensitive areas, natural hazard lands, the marine/freshwater foreshores, and aquifer recharge areas”.

APPLICABILITY

A development permit is required for the following activities wherever they occur within this development permit area, unless specifically exempted:

1. removal, alteration, disruption or destruction of natural features, including mature and native vegetation;
2. disturbance of soils, including grubbing, scraping and the removal of top soils;
3. construction or erection of buildings and structures;
4. creation of non-structural impervious or semi-pervious surfaces; and
5. subdivision of land as defined in the *Land Title Act* or *Strata Property Act*.

EXEMPTIONS

The following activities are exempt from any requirement for a development permit:

1. Exemptions listed in Section 8.3 Development Permit Area – General Exemptions.
2. The landowner has offered and entered into a restrictive covenant to maintain an acceptable no disturbance buffer as determined by a registered professional biologist.
3. A registered professional biologist with relevant experience has confirmed in writing that no Bald Eagle, or no Great Blue Heron has established a nest and is present during the breeding and nesting season. In general terms, this is from February to June for Great Blue Herons; and January to September for Bald Eagles
4. Removal, trimming or alteration of vegetation other than the nest tree; onsite sewage disposal system installations and well drilling within the nest tree development permit area is permitted without an environmentally sensitive areas development permit where:
 - a) the activity is conducted entirely outside of the nesting season which is from February to June for Pacific Great Herons and January to September for Bald Eagles, or
 - b) a registered professional biologist with relevant experience has confirmed in writing that the activity will not negatively impact the nest tree and/or nesting tree area.

GUIDELINES

Development permits shall be issued in accordance with the following:

1. Development shall be located where it will cause the least impact to the environmentally sensitive areas. It should be demonstrated that locating development entirely outside of the development permit area has been considered, and a description of why that is not being proposed should be provided.
2. Where the applicant's biologist or other qualified professional recommends specific areas that must remain free from development and/or identifies a natural feature for protection:
 - a. the Regional District may require a Section 219 covenant to be prepared at the applicant's expense, to the satisfaction of the Regional District, to ensure that the identified areas remain free from development; and
 - b. prior to construction commencing, the installation of temporary fencing or flagged stakes marking the protection area is required to avoid encroachment within any area to be protected through to the completion of the development.
3. The Regional District, as a condition of the issuance of a development permit, shall, where feasible require compliance with any or all conditions and recommendations in the assessment report prepared by the registered biologist or other qualified professional.

4. The Regional District will require the applicant to provide a biophysical assessment prepared by a registered professional biologist with relevant experience to assess the potential impact of the proposed development on the function of the nest tree and alteration within the 60 metre development permit area (or that portion of the development permit area on the subject property). The report should include, but is not limited, to the following:
 - a. define the study area and the proposed activities in relation to the nesting tree area, including map(s) identify the location of nesting trees, 60 metre nesting tree area and proposed or existing buildings and structures;
 - b. identify the breeding season;
 - c. assess the impacts of the proposed activities in relation to the resident birds (i.e., Bald Eagle or Great Blue Heron) and prescribe appropriate measures to preserve, protect, restore or enhance the function of the nesting tree area and any alteration of the 60 metre development permit area (or that portion of the development permit area on the subject property);
 - d. provide recommendations on how to mitigate negative impacts during and after construction, if permitted under the *Wildlife Act*, to protect the long term integrity of the nesting habitat.
 - e. In developing recommendations and best practices for the protection of the nesting tree and nesting tree area, the biologist should review and reference '*Guidelines for Ecosystem and Species Protection*' and/or '*Guidelines for Raptor Conservation during Urban and Rural Land Development in BC*' found in '*Develop with Care: Environmental Guidelines for Urban and Rural Land Development in British Columbia*', published by the B.C. Ministry of Environment, or any subsequent editions.
5. Where a biophysical assessment report is required, the recommendations will form part of the Development Permit terms and conditions, and may include registration of a Section 219 Covenant, prepared at the applicant's expense and to the satisfaction of the Regional District.
6. The applicant's biologist may be required to provide confirmation to the Regional District that the property has been developed in accordance with their recommendations.

DPA 3 – Aquifers

DESIGNATION

The Aquifers Development Permit Area is shown on Map No. 6 and applies to the land above all known aquifers.

AUTHORITY

The Aquifers Development Permit Area is designated a development permit area for protection of the natural environment, its ecosystems and biological diversity, pursuant to Section 488(1)(a) of the *Local Government Act*.

JUSTIFICATION

Aquifers are sensitive to impact from development and disturbance by human activity and require special treatment in order to protect their ecological value, and community value as a drinking water source now and for the future.

Aquifers and surface water are connected and interact with each other as typically, surface waters recharge aquifers in months with precipitation and snow melt. The groundwater system contributes to baseflow in rivers and streams, maintaining habitat for fish, wildlife and plants and is the sole domestic water supply for many residents. Maintaining both water quality and quantity requires careful management for the long-term sustainability of ecosystems and drinking water values. Within the Big Qualicum Water Region, the sand and gravel aquifers are productive, though vulnerable to surface contamination. Significant surface water features in the water region include the Big Qualicum River, Rosewall Creek, Thames Creek, Nile Creek and Horne Lake and Spider Lake.

Care must be taken in construction methods, excavation, surface drainage and the storage, handling and manufacture and use of products on parcels of land within this DPA to avoid contamination of the underlying aquifer and to protect and promote its sustainable use as a drinking water source. Penetration of the aquitard that confines the aquifer could cause an uncontrolled release of large volumes of groundwater under artesian pressure.

OBJECTIVES

1. To implement Regional Growth Strategy Policy 2.14 to protect groundwater aquifers and environmentally sensitive areas from contamination and reduced supply caused by land use and development activities.
2. To reflect Community Value in this Official Community Plan of “support for development regulations to protect environmentally sensitive areas, natural hazard lands, the marine/freshwater foreshores, and aquifer recharge areas”.
3. To protect the integrity of the low-permeable till layer (the aquitard) in the area identified as at risk of artesian conditions.

APPLICABILITY

A development permit is required for the following activities wherever they occur within this development permit area, unless specifically exempted:

1. removal, alteration, disruption or destruction of natural features, including mature and native vegetation;

2. disturbance of soils, including grubbing, scraping and the removal of top soils;
3. construction or erection of buildings and structures;
4. creation of non-structural impervious or semi-pervious surfaces;
5. subdivision of land as defined in the *Land Title Act* or *Strata Property Act*; and
6. excavation or sub-surface disturbance in the sub-area defined as “risk of artesian conditions”.

EXEMPTIONS

The following activities are exempt from any requirement for a development permit:

1. Exemptions listed in Section 8.3 Development Permit Area – General Exemptions.
2. Construction, renovation, repair or addition to a single dwelling unit, duplex dwelling unit, secondary suite, accessory building, or structure, except for excavation of a depth greater than 1.5 m in the area of “risk of artesian conditions”.
3. Onsite wastewater disposal system installation meeting the requirements of the *Sewerage System Regulation* of the *Public Health Act*.
4. Subdivision of land where a maximum of three parcels are proposed, including the remainder, where the subject property has a “low” vulnerability as identified on Map No. 6 - Environmentally Sensitive Development Permit Areas.
5. Subdivision of land where the application is limited to lot line adjustment and no additional parcels are created.
6. Subdivision of land where each lot has an approved connection to a community water system.

GUIDELINES

Development permits shall be issued in accordance with the following:

1. A report must be prepared by a Professional Engineer or Geoscientist with experience in hydrogeology. The report should follow the Regional District “Guidelines for Preparation of Hydrogeological Reports” as amended from time to time, and should also include, but is not limited, to the following:
 - a. definition of the study area and the relationship of the proposed development to the protected aquifer, including map(s) indicating community water well locations;
 - b. recharge area and capture zone analysis for existing and proposed new wells;
 - c. an assessment of the ability of the aquifer to accommodate additional groundwater demand proposed by the development, which shall include the anticipated water demand of the proposed uses based on the development potential of the subject property based on the current zoning;
 - d. identification of potential impacts on adjacent properties and land uses; and
 - e. recommendations on what measures are required to ensure the quality and quantity of water in the aquifer is protected.
2. Where a proposed development will include any of the purposes or activities listed in Schedule 2 of the Contaminated Sites Regulation, (B.C. Reg. 375/96), a report prepared by a Professional Engineer or Geoscientist with experience in hydrogeology shall be required to confirm the protection of the aquifer in relation to the intended uses. The report should include, but is not limited, to the following:

- a. define the study area and the relationship of the proposed development to the protected aquifer, including map(s) indicating well locations, proposed or existing above ground or underground fuel storage tanks, abandoned or operational water wells, and underground utilities, such as water, sanitary, and storm water drainage or natural gas lines;
 - b. assess the potential for contamination and the expected results should a spill occur;
 - c. identify appropriate site-specific groundwater protection measures;
 - d. address site design, and best management practices for site drainage, sewage disposal and hazardous material use, handling, storage, disposal and spill response; and
 - e. provide recommendations, a conclusion and a reference site layout plan.
3. Where a proposed development is within the sub-area “risk of artesian conditions”:
 - a. the professional report shall determine the depth of the overlying till aquitard, and provide recommendations for its protection during excavation, well drilling, and construction; and
 - b. wells must be drilled by a registered well driller who is qualified to control artesian flow.
 4. Where a proposed development is within the well protection area or well capture zone of a community water system as shown for information on Map 2b, the professional report must refer to the relevant well protection plan and provide recommendations for the development to ensure mitigation of any potential risk to the community water source.
 5. Recommendations within the professional report will form part of the development permit terms and conditions, and may include registration of a Section 219 covenant, prepared at the applicant's expense and to the satisfaction of the Regional District.
 6. Developments that are found to pose detrimental impact(s) on either the quality or quantity of groundwater which cannot be adequately mitigated shall not be supported by the Regional District.

DPA 4 – Marine Coast

DESIGNATION

The Marine Coast Development Permit Area is shown on Map No. 6 and applies to all lands 30 metres seaward of the present natural boundary, and 15 metres upland from the present natural boundary. In estuarine areas, it applies upstream, both on land and water, to the extent of tidal influence. For clarity, in estuarine areas the Freshwater and Fish Habitat Development Permit Area also applies.

AUTHORITY

The Marine Coast Development Permit Area is designated a development permit area for protection of the natural environment, its ecosystems and biological diversity and for the protection of development from hazardous conditions, pursuant to Section 488(1)(a) and (b) of the *Local Government Act*.

JUSTIFICATION

The marine coast of the Plan Area is primarily composed of high and low bank sand and gravel shorelines, with estuarine coastline found in Deep Bay. Except for the protected harbour of Deep Bay, the shoreline is exposed to significant wave energy from prevailing winter storms from the southeast. The combination of a sand and gravel shoreline and high wave energy means the shoreline is actively changing; some areas are eroding while others are accreting. The intertidal and nearshore biological communities of sand and gravel shores are dominated by burrowing invertebrates such as worms and clams that live in the sediment, and attract large concentrations of birds. Eelgrass, an important habitat, often grows in sand/mud substrates and is sensitive to disruption of sand and gravel shores.

The Plan Area's shorelines have high ecological value and need to be carefully managed to avoid potential negative impacts of development. They are particularly sensitive to human activities that disrupt sediment processes, such as seawalls, or upland development that is poorly sited, including vegetation clearing for yard areas. Upland development over the years has significantly altered the native coastal vegetation so that in many areas there is little habitat and natural erosion protection value left. Backshore vegetation (dune grass, salt adapted plants and shrubs) forms a distinct habitat zone and is important in stabilizing the upland sediments and preventing erosion.

OBJECTIVES

1. To work towards the “protection of the environment” goal of the Regional Growth Strategy, in particular by following the policy to “minimize impacts of development in coastal zones by ensuring use of low impact development”.
2. To pursue the Community Value in this Official Community Plan of “support for development of regulations to protect environmentally sensitive areas, natural hazard lands, the marine/freshwater foreshore, and aquifer recharge areas”.
3. To plan and regulate new development in a manner that preserves, protects and restores the long-term physical integrity and ecological values of shorelines and associated foreshore and upland areas.
4. To balance development opportunities with the ecological conservation and restoration of the shoreline environment.
5. To maintain the public's safe use and access to these important recreation areas in a way that does not compromise the ecological integrity of the shoreline.

APPLICABILITY

A development permit is required for the following activities wherever they occur within this development permit area, unless specifically exempted:

1. removal, alteration, disruption or destruction of vegetation, including trees, plants and shrubs;
2. disturbance of soils, including grubbing, scraping and the removal of top soils;
3. construction or erection of buildings and structures;
4. creation of non-structural impervious or semi-pervious surfaces; and
5. subdivision of land as defined in the *Land Title Act* or *Strata Property Act*.

EXEMPTIONS

The following activities are exempt from any requirement for a development permit:

5. Exemptions listed in Section 8.3 Development Permit Areas – General Exemptions.
6. The placement of impermanent structures such as benches, tables and garden ornaments.
7. Repair, maintenance, or alteration of existing legal buildings, structures or utilities except for shoreline protection structures, provided the footprint of the building is not expanded (a building permit may still be required). For clarity, repair, maintenance, alteration or reconstruction of shoreline protection works such as rip rap and stacked rocks, requires a development permit whether or not they meet the definition of “structure” in other bylaws of the Regional District.
8. Minor additions to existing buildings or structures to a maximum of 25% of the ground floor area, provided that the addition is located on the side or part of the building or structure most distant from the foreshore.
9. A second storey addition, excluding cantilevered construction, to a legally sited structure, provided the second storey addition is within the existing footprint of the existing structure.
10. Repair and maintenance of existing roads, driveways, paths and trails, provided there is no expansion of the width or length of the road, driveway, path or trail, and no creation of additional impervious surfacing, including paving, asphaltting or similar surfacing.
11. Construction of a fence so long as no native trees with a diameter at breast height of 20 cm or greater are removed and the disturbance of native vegetation is restricted to 0.5 metres on either side of the fence.
12. Gardening and yard maintenance activities within an existing landscaped area, such as lawn mowing, tree and shrub pruning, vegetation planting and minor soil disturbance that do not alter the general contours of the land.
13. The construction of a small accessory building or structure such as a pump house, gazebo, garden shed or play house if all the following apply;
 - f) The building is located within an existing landscaped area;
 - g) No native trees with a diameter at breast height of 20 cm or greater are removed;
 - h) There is no permanent foundation
 - i) The building is located a minimum of 10 metres from the natural boundary of sea or, where the bank has a slope greater than 3:1, 10 metres from the top of the bank; and
 - j) The total area of the small accessory building is less than 10 square metres.

14. The installation of mooring buoys.
15. Aquaculture operations.

GUIDELINES

General Guidelines

1. Development within the development permit area should be limited and not negatively impact the ecological health of the immediate area, disrupt coastal sediment transport processes, or impede public access along the shore.
2. An assessment must be prepared by a Registered Professional Biologist with the objectives of identifying sensitive biophysical features on or near the property and providing recommendations and conditions for development to avoid or mitigate impacts to these features. The assessment should list which of the guidelines in this development permit area are applicable and how the proposed development is consistent with them and should indicate on a site plan, areas for yard and driveway and areas to remain free from development.
3. Existing native vegetation should be retained wherever possible to minimize disruption to habitat and to protect against erosion:
 - a. Dune grass is particularly sensitive to foot traffic and often keeping foot traffic away through fencing or signage can result in regeneration in short time periods. Replanting of dune grass and associated plants where it has been previously disturbed may be a condition of a development permit.
 - b. Coniferous trees provide important perches for eagles, and older trees may be used by eagles for nests. It is important that some trees are retained or replanted within and close to the development permit area when properties are developed, even if the trees are young.
 - c. Trees and shrubs to be retained should be clearly marked prior to development, and temporary fencing installed at the drip line to protect them during clearing, grading, storage of fill or building materials, and other development activities.
 - d. Temporary fencing at a prescribed distance from the natural boundary or top of bank should be required to protect the shoreline vegetation.
4. New or additions to upland buildings and structures should be located and designed to avoid the need for shore protection works throughout the life of the building or structure. Only if all options to locate and design without the need for shore protection measures are exhausted should such works be considered.
5. Shore protection measures shall not be allowed for the sole purpose of reducing the setback pursuant to the Floodplain Bylaw.
6. Where shoreline protection works are proposed they shall be designed by a Professional Engineer and:
 - a. be limited to that necessary to prevent damage to existing structures or established uses on adjacent upland;
 - b. be the 'softest' possible shore protection measure that will still provide satisfactory protection;

- c. not be expected to cause erosion or other physical damage to adjacent or down-current properties;
 - d. address compatibility with any adjacent shore protection works; and
 - e. in compliance with the Regional District's Marine Retaining Wall Policy B1-09, as amended or replaced from time to time.
7. Where protection from erosion is proposed as either new works or replacement, every effort will be made to design shoreline protection in accordance with the *Green Shores* programs of the Stewardship Centre of BC. These programs provide resources for, and examples of, shoreline erosion protection involving creation or maintenance of low-angle slopes allowing for dissipation of wave energy, retaining native plants and habitat, and providing a natural appearance. Some *Green Shores* approaches rely on use of the beach below the natural boundary, which requires permission from the Province.
8. Where erosion protection works are proposed below the natural boundary, they should not obstruct public access along the foreshore or beach.
9. Heavy equipment shall not be permitted on the beach unless existing conditions do not permit upland access and, if required, mitigation methods acceptable to the RDN shall be identified as part of the application. Procedures shall be in compliance with the Regional District's Marine Retaining Wall Policy B1-09, as amended or replaced from time to time. For commercial and multi-family developments, the *Green Shores for Coastal Developments* program of the Stewardship Centre of BC should be reviewed and referenced and every effort made to design the development in accordance with its recommendations and best practices.
10. Entirely 'hard' structural shore protection measures such as concrete walls, lock block, or stacked rock (rip rap), may be considered as a last resort only when a geotechnical and biophysical analysis demonstrates that:
 - a. the erosion is not being caused by upland conditions, such as the loss of vegetation and drainage associated with upland development;
 - b. All possible on-site drainage solutions away from the shoreline edge have been exhausted;
 - c. Green Shores non-structural or structural measures are not feasible or not sufficient to address the stabilization issues;
 - d. The shore protection measure is designed so that neighbouring properties are not expected to experience additional erosion; and
 - e. All shore protection structures are installed upland of the present natural boundary of the sea.
11. Where the installation of a hydrothermal and geoexchange unit is proposed, the Regional District will require the applicant to provide a report by a Registered Professional Biologist with experience in marine ecology, to assess the potential impact of the proposed installation on the marine environment, public users of the foreshore, the anchoring of vessels, and First Nation shellfish harvesting, and provide recommendations to restore or enhance those areas impacted by the proposed development.
12. Where the applicant's biologist or other qualified professional recommends revegetation and/or enhancement works within the development permit area, the Regional District may require the

applicant to submit a landscaping and security deposit equal to the total estimated costs of all materials and labour as determined by a Landscape Architect or other qualified professional.

13. The applicant's biologist or engineer may be required to provide confirmation to the Regional District that the property has been developed in accordance with their recommendations.

Guidelines Applicable to Subdivisions and New Development

14. Subdivisions shall be designed so that the new lots will not require shore protection measures in order for useable, safe building sites to be created when considering sea level rise, over a 100 year time horizon.
15. New development on steep slopes or bluffs shall be set back sufficiently from the top of the bluff to ensure that shore protection measures will not be necessary during the life of the structure, as demonstrated by a geotechnical analysis.
16. New driveways, parking lots, and wastewater disposal systems should not be located in the development permit area. If such a location cannot be avoided, the encroachment into the development permit area must be minimized, and the design and construction of the road, parking lot or wastewater disposal system be supervised by a qualified professional to ensure that the objectives and guidelines of the development permit area are met. These works may be required to be completed prior to final approval of the subdivision.

Guidelines Applicable to Vegetation Management, Restoration and Enhancement

17. If the area has been previously cleared of native vegetation or is cleared during the process of development, replanting should be required in accordance with these guidelines and according to the recommendations of a Registered Professional Biologist. Where it is not practical to replace all vegetation that is or has been removed, replanting should be focused on the areas of highest ecological value such as foreshore dune grass ecosystems, trees suitable for eagle perching, or other areas identified in the biophysical assessment. Areas of undisturbed bedrock exposed to the surface of natural sparsely vegetated areas should not require planting.
18. Vegetation species used in replanting, restoration or enhancement should be salt and wind tolerant, and selected to suit the soil, light and groundwater conditions of the site, should be native to the area, and be selected for erosion control and/or wildlife habitat values as needed. A minor amount of suitably adapted, non-invasive, non-native vegetation may also be considered acceptable subject to supportive recommendations in a biophysical report.
19. All replanting should be maintained by the property owner for a minimum of 2 years from the date of completion of the planting. This may require removal of invasive, non-native weeds (e.g., Himalayan blackberry, Scotch broom, English ivy) and irrigation. Unhealthy, dying or dead stock should be replaced at the owner's expense within that time in the next regular planting season.

Guidelines Applicable to Beach Nourishment and Upland Fill

20. Fill on land above of the natural boundary greater than 10 cubic metres in volume should be considered only when necessary to assist in the enhancement of the natural shoreline's stability and ecological function. Such fills should be located, designed, and constructed to protect shoreline ecological functions and ecosystem-wide processes, including channel migration, and the Regional District may require a sediment and erosion plan.
21. Fill below (seaward of) the natural boundary should be considered only when necessary to assist in the enhancement of the natural shoreline's stability and ecological function, typically as part of a beach nourishment design. This would also require permission from the Province.

Guidelines Applicable to Commercial and Industrial Development

22. New boating facilities that provide moorage shall not be constructed unless access is available to adequate and convenient facilities for pump-out of holding tanks.
23. New boat maintenance and repair facilities shall be designed, located and operated in a way that ensures there will be no discharge of toxic materials from boats (fuels, oils, maintenance by-products, etc.)
24. In order to minimize the impact on aquatic life, lighting of commercial and industrial developments built over the water surface should be kept to the minimum necessary for safety and visibility. Light fixtures on such sites should focus light on the area to be illuminated and avoid spillage of light into other areas. Fixtures should not result in glare when viewed from areas that overlook the sea. Low-glare fixtures with a high-cutoff angle should be used. Full-spectrum fixtures are preferred. Neon lighting should not be used outside buildings.
25. Signs on commercial and industrial developments built over the water surface should not move or be audible and should not incorporate lighting that moves or flashes or gives the impression of doing so.

Guidelines Applicable to Boat Launch Facilities or Ramps

26. Boat launch ramps are the least desirable of all water access structures and may only be located on stable, non-erosional banks where a minimum amount of substrate disturbance or stabilization is necessary. Ramps should be kept flush with the slope of the foreshore to minimize interruption of natural geo-hydraulic processes. The ramp width should be minimized, and paved strips versus a full concrete pad is preferable. Development Permit applications must demonstrate all applicable provincial and federal guidelines have been followed and approvals are in place.

DPA 5 – Coastal Steep Slope Hazard

DESIGNATION

The Coastal Steep Slope Hazard Development Permit Area is shown on Map No. 8 and applies to those lands within the development permit area with a slope angle of 30 percent or greater for a minimum horizontal distance of 10 metres along the marine coast.

AUTHORITY

The Coastal Steep Slope Development Permit Area is designated a development permit area for the protection of development from hazardous conditions, pursuant to Section 488(1) (b) of the *Local Government Act*.

JUSTIFICATION

Steep slopes are generally found along the marine and riverine coast as well as the Horne Lake Road and the Mount Mark slide area. The threat of landslides is particularly concerning in areas where homes have been constructed near the edges or below unstable slopes.

The development permit area boundaries were derived from 2 metre contour and digital elevation mapping obtained by the Province of BC in 2017. The Regional District isolated areas where this mapping shows a slope of 30% or greater along the marine coast, to improve the boundaries of the the previous Hazard Lands Development Permit Area. The “Mount Mark Slide” area and other, isolated areas of 30% slope are shown on Map No. 8 for reference but do not form part of this development permit area. Riverine slope hazard is addressed in Development Permit Area 1 and the Horne Lake area slope hazard has been addressed through the subdivision of the Horne Lake Strata in the early 2000’s.

OBJECTIVES

1. To minimize the risk to people and property from slope hazard;
2. To develop safely and minimize the impacts on or near steeply sloped lands, including the potential run out area below steep slopes;
3. To reduce slope hazards and landslide risk to people and property by carefully managing development and construction practices on or near steeply sloped lands;
4. To avoid alteration of steeply sloped lands that may cause increased instability of the land or adjacent areas;
5. To encourage ongoing maintenance and monitoring of steep slopes.

APPLICABILITY

A development permit is required for the following activities wherever they occur within a development permit area, unless specifically exempted:

1. alteration of land, placement of fill, disturbance of soils, including grubbing, scraping and the removal of top soils;
2. construction or erection of buildings and structures;
3. creation of non-structural impervious or semi-pervious surfaces;
4. subdivision of land as defined in the *Land Title Act* or *Strata Property Act*.

EXEMPTIONS

The following activities are exempt from any requirement for a development permit:

1. Exemptions listed in Section 8.3 Development Permit Areas – General Exemptions.
2. Where a building permit is required for the proposed development, the Regional District building inspector has either required an assessment report by a Professional Engineer with experience in geotechnical engineering or determined that one is not required, and no other land alterations, buildings or structures, is proposed.
3. Subdivision where land alteration such as installation of driveways or services, is not required as part of the subdivision.
4. Subdivision where no new parcel lines or amendments to existing parcel lines are proposed within the development permit area.
5. Where there is no steep slope hazard, confirmation of which may require a letter from a Professional Engineer with experience in geotechnical engineering.

GUIDELINES

1. An assessment report prepared by a Professional Engineer with experience in geotechnical engineering shall be required to assist in determining what conditions or requirements shall be included in the development permit so that proposed development is protected from the hazard and no increase in hazard is posed to existing development.
2. No unnecessary disturbance of the steep slope shall be permitted. Site development shall preserve natural vegetation on steep slopes and retain the natural terrain, topography of the site, and minimize cutting into the slopes.
3. Prior to construction commencing, the installation of temporary fencing or flagged stakes marking any areas to be avoided due to hazardous conditions, is required.
4. The geotechnical report will form part of the Development Permit terms and conditions, and may include registration of a Section 219 Covenant, prepared at the applicant's expense and to the satisfaction of the Regional District.

DPA 6 – Farmland Protection

DESIGNATION

The Farmland Protection Development Permit Area is shown on Map No. 7 and applies to all properties adjacent to lands designated within the Provincial Agricultural Land Reserve (ALR).

AUTHORITY

The Farmland Protection Development Permit Area is designated a development permit area for the protection of farming, pursuant to Section 488(1)(c) of the *Local Government Act*.

JUSTIFICATION

This development permit area concerns lands adjoining or adjacent to land within the ALR. The Regional District acknowledges that development of land adjoining or in close proximity to farmlands may compromise the agricultural use of ALR lands. As such, these lands require special treatment in order to protect the long-term agricultural potential of these areas.

OBJECTIVES

1. To pursue the Community Value in this Official Community Plan of “protection of resource lands for sustainable resource use”.
2. To protect the agricultural land resource of the Plan Area for present and future production of food and other agricultural products.

APPLICABILITY

A development permit is required for the following activities wherever they occur within the Development Permit Area, unless specifically exempted:

1. Subdivision of land as defined in the *Land Title Act* or bare land strata under the *Strata Property Act*.

EXEMPTIONS

The following activities are exempt from any requirement for a development permit:

1. Exemptions listed in Section 8.3 Development Permit Areas – General Exemptions.
2. Lands within the ALR
3. Lot line adjustment or where subdivision does not result in an increase in the number of potential dwelling units.
4. Subdivision of land for public utility, nature reserve, or park use.

GUIDELINES

1. Subdivision design must minimize the impacts that may occur between farm and non-farm uses on adjacent ALR lands including but not limited to the following:
 - a. Site design to allow the clustering of lots, buildings or structures away from ALR lands.
 - b. Avoid road endings or stubs which point directly into the ALR, and half roads along the ALR boundary, except where required for access by farm vehicles.

- c. Where a parkland dedication is required, the dedication should be located next to the ALR boundary and include the required vegetated buffer outlined in Development Permit Area Guideline No.3 below.
2. For land to be subdivided that is adjacent to or adjoining an ALR boundary, a 15 metre wide vegetated buffer should be retained, or established and maintained. All buffer areas shall generally be designed and landscaped using materials set out in *Guide to Edge Planning: Appendix B*, published by the BC Ministry of Agriculture, or any subsequent editions.
3. Within the vegetated buffer area mature trees shall be preserved and where possible integrated with the new landscaping. The planting of trees is strongly encouraged.
4. Plant layout, spacing and support shall generally be in accordance with *Guide to Edge Planning: Appendix B*, published by the BC Ministry of Agriculture, or any subsequent editions. The planting material should include non-invasive, low maintenance, native vegetation which can thrive with little or no fertilizer.
5. No new buildings and structures, except for fencing, shall be situated within the 15 metre vegetated buffer area.
6. A Section 219 covenant as per the *Land Title Act* for the vegetation buffer area may be required which restricts the removal of vegetation and the construction of any buildings or structures other than fencing within the buffer area.
7. Where the introduction of vegetation is required within the Development Permit Area, the Regional District may require the applicant to submit a landscaping and security deposit equal to the total estimated costs of all materials and labour as determined by a landscape architect or other qualified person to the satisfaction of the Regional District.

DPA 7 – Rural Commercial

DESIGNATION

The Rural Commercial Development Permit Area is shown on Map No. 7, and applies to those lands designated Resort Commercial and Tourist Commercial, which are outside of Village Centres, and also applies to lands rezoned for Tourist Commercial and Service Commercial uses in the Rural designation.

AUTHORITY

The Rural Commercial Development Permit Area is designated a development permit area to establish objectives for the form and character of commercial and industrial development, for protection of the natural environment, its ecosystems and biodiversity, for establishment of objectives to promote energy conservation, water conservation and reduction of greenhouse gas emissions pursuant to Section 488(1)(a)(f)(h)(i) and (j) of the *Local Government Act*.

JUSTIFICATION

Outside of the Village Centres, commercial uses generally cater to the traveling public and are generally located within a short distance of the Highway No. 19A corridor. The variety and intensity of uses associated with tourism-related commercial uses and service commercial uses may compromise the aesthetic appeal of the rural landscape, cause conflict with adjacent residential uses and impact environmental values.

OBJECTIVES

1. To ensure that new or additional commercial and service commercial uses outside of Rural Village Centers are developed in a manner that is consistent with and enhances the rural character of the area and minimizes negative impacts on the natural environment and nearby residential uses.

APPLICABILITY

A development permit is required for the following activities wherever they occur within the development permit area, unless specifically exempted:

1. Construction, erection, renovation or addition of buildings or structures on the land, including signage over 1.0 meter in height.
2. Alteration of land, removal of vegetation, disturbance of soils, including grubbing, scraping and removal of top soil.

EXEMPTIONS

The following activities are exempt from any requirement for a development permit:

1. Exemptions listed in Section 8.3 Development Permit Areas – General Exemptions.
2. Construction, renovation, or addition to single dwelling unit, duplex dwelling unit, or accessory residential buildings.
3. Alterations or additions to a building which does not require a building permit. This exemption excludes new signage.
4. Construction of a building or structure with a total floor area of 10 square meters or less which is not visible from a public roadway.

5. Addition to an existing building or structure that is screened from view from a public roadway or other public space by the existing building or structure.
6. Subdivision of land as defined in the *Land Title Act* or *Strata Property Act*.
7. Maintenance of existing landscaping, existing roads, parking areas, paths and trails.
8. Construction of unpaved driveways and walkways not exceeding 4 meters in width.

GUIDELINES

1. The character of the development will generally:
 - a. be designed to utilize the existing topography and vegetation in a manner that is visually unobtrusive and blends into the surrounding landscape,
 - b. be designed to mimic the natural water balance by maximizing infiltration of uncontaminated rainwater,
 - c. integrated with and enhance the character of existing development to avoid mass and character that would be overwhelming to adjacent non-commercial properties, and
 - d. include gathering places such as seating areas, patios, garden entry areas that are visible and accessible and encourage pedestrian uses, where possible.
2. Incorporating natural materials to create a “west coast” style into the design is encouraged.
3. Where buildings present an aspect to the highway or to highly visible areas, continuous blank wall surfaces (longer than 5 meters) shall be avoided. Consider using building articulation, visually-interesting rooflines (e.g., variations in cornice lines and roof slopes); architectural elements (e.g., balconies, bay windows, cupolas, dormers), and other detailing that creates rhythm along the lines of the building.
4. Safe pedestrian and cycling routes that connect the property with the waterfront, open spaces and active transportation networks shall be identified and where applicable, constructed in accordance with the Regional District’s *Community Parks and Trails Strategy*, *Regional Parks and Trails Plan*, or *Active Transportation Plan*, and any subsequent editions.
5. Walls, fences, shrubs, grade changes or other site features should not obscure the vision of vehicle drivers with respect to pedestrians or bicycle routes.
6. Off-street parking and off-street loading areas shall be located to the rear of buildings wherever possible, shall be complimentary to the development, and shall be screened with landscaping. Small clustered parking areas are preferable to large paved areas.
7. Off-street parking and off-street loading areas, located adjacent to residential or rural land uses, shall be adequately screened from the residential uses.
8. All outdoor refuse and storage areas shall be screened with a combination of landscape plants and fencing, and wherever possible, located to the rear of the buildings or in unobtrusive locations. For waterfront properties, consideration should also be given to screening these areas from the beach front.
9. For land to be developed where it abuts a residential zoned property(s), a landscaped buffer shall be retained or planted to provide a visual screen.

10. Porous and permeable surfaces should be used where practical and techniques such as rain gardens and vegetative swales to assist in the treatment of rainwater runoff from a site are encouraged in accordance with *Develop with Care: Environmental Guidelines for Urban and Rural Land Development in British Columbia*, published by the B.C. Ministry of Environment, or any subsequent editions. The Regional District may require a rainwater management plan prepared by a professional engineer or other qualified professional.
11. Mature trees shall be preserved and, where possible, integrated with new landscaping. The planting of trees is strongly encouraged.
12. Proposed new plantings should consist of indigenous vegetation or other non-invasive vegetation suitable for local environmental conditions.
13. Where the introduction of vegetation is required within the development permit area, the Regional District may require the applicant to submit a landscape plan and security deposit equal to the total estimated costs of all materials and labour as determined by a landscape architect or other qualified professional to the satisfaction of the Regional District.
14. Exterior lighting shall be low intensity, pedestrian-orientated with an emphasis on public safety and the prevention of glare onto adjacent properties, roads or sky. The use of solar power lightening is encouraged.
15. All new or replacement exterior lighting in commercial areas shall use Full-Cut Off/Flat Lens (FCO/FL) lighting fixtures on exterior to light roads, parking, loading and pedestrian areas.
16. Signage should be visually unobtrusive and grouped whenever possible. Particular emphasis should be given to signage that is complementary to the scenic qualities of the area and requires a minimal amount of lighting to be effective. Animated, flashing, oscillating or moving signs and roof top signs shall be avoided to retain a rural appearance and not be distracting to drivers.

DPA 8 – Qualicum Bay and Dunsmuir Village Centres

DESIGNATION

The Qualicum Bay and Dunsmuir Village Centres Development Permit Area is shown on Map No. 7, and applies to Qualicum Bay and Dunsmuir Village Centres.

AUTHORITY

The Qualicum Bay and Dunsmuir Village Centers Development Permit Area is designated a development permit area for revitalization of an area in which a commercial use is permitted, to establish objectives for the form or character of intensive residential development and commercial, industrial or multi-family development, for protection of the natural environment, its ecosystems and biodiversity, for establishment of objectives to promote energy conservation, water conservation and reduction of greenhouse gas emissions pursuant to Section 488(1)(a)(d)(e)(f)(h)(i) and (j) of the *Local Government Act*.

JUSTIFICATION

The Regional Growth Strategy recognizes three areas as the Village Centres for Electoral Area ‘H’. (The Bowser Village Centre is subject of its own Plan and DPA, so is not included here.) Village Centres are included within a development permit area due to the existing commercial activities and in recognition of the opportunity to integrate multi-family residential and tourist oriented commercial, institutional, service commercial development or mixed-use development into one or more of these locations.

In establishing these centres, it is important to ensure compatibility of development with adjacent land uses, to recognize the importance of visual appearance and design of development, and to ensure that future development within the villages has a positive impact on the long-term needs of the community. The Village DPA guidelines focus on village commercial, institutional, and residential themes while maintaining the rural and residential characteristics of the surrounding communities.

The **Qualicum Bay Village Centre** with its central location serves as the main commercial area for Qualicum Bay. The focus for this village centre is on tourist and resort commercial services.

The **Dunsmuir Village Centre** with its location along Horne Lake Road serves as a “gateway” to the coastal resorts, scenic and recreational opportunities within the Plan Area. The vision for this village centre is the development of a comprehensive mixed-use community.

OBJECTIVES

1. To pursue the Community Values in this Official Community Plan to “support for a diversified economy, focusing on small scale commercial, human service sectors, and tourism within the Rural Village Centres.
2. To provide a safe and cohesive village area that enhances the relationship between the built and natural environment through building design and landscaping.

APPLICABILITY

A development permit is required for the following activities wherever they occur within the development permit area, unless specifically exempted:

1. Construction, erection, renovation or addition of buildings or structures on the land, including signage over 1.0 meters in height.
2. Alteration of land, removal of vegetation, disturbance of soils, including grubbing, scraping and removal of top soil.

EXEMPTIONS

The following activities are exempt from any requirement for a development permit:

1. Exemptions listed in Section 8.3 Development Permit Areas – General Exemptions.
2. Construction, renovation, or addition to single dwelling unit, duplex dwelling unit, or accessory residential buildings.
3. Alterations or additions to a building which does not require a building permit. This exemption excludes new signage.
4. Addition to an existing building or structure that is not visible from a public roadway or other public spaces.
5. Subdivision of land except for intensive residential which for the purpose of this exemption, means any residential development with an average minimum parcel size less than 2000 m² or density greater than 5 dwellings per ha whether fee simple or strata.
6. Maintenance of existing landscaping, existing roads, parking areas, paths and trails.
7. Construction of unpaved driveways and walkways not exceeding 4 meters in width.

GUIDELINES

1. For Qualicum Bay Village Centre, tourist and business frontage for the Village shall be encouraged to be oriented toward the central portion of District Lot 20, Newcastle District and shall provide linkage and integration with the existing commercial lands along the Island Highway No. 19A and institutional uses including the Lighthouse Community Hall, seniors housing and park land.
2. For Dunsmuir Village Centre, the tourist and business frontage for the Village shall be encouraged to be oriented toward Horne Lake Road and existing commercial areas along the Island Highway No. 19A. New development shall provide pedestrian and vehicle linkages with the existing residential areas and currently vacant lands adjacent to Horne Lake Road.
3. The character of commercial development will generally:
 - a. be integrated with and enhance the character of the existing development,
 - b. be designed with a mix of commercial building styles, and constructed as small scale, low-rise structures that are clustered together,
 - c. be oriented toward adjacent streets where possible, and
 - d. be designed to have separate buildings or buildings that appear as small, individual buildings rather than a single large building.
5. The character of multi-family development will generally:
 - a. be in keeping with the village character and surrounding residential or rural areas,
 - b. provide a range of housing types,
 - c. be clustered in small groups,
 - d. provide pedestrian linkages to areas beyond the development,
 - e. be ground oriented wherever possible; and
 - f. incorporate landscaping to separate residential clusters.

6. Incorporating natural materials to create a “west coast” style into the design is encouraged.
7. Safe pedestrian and cycling routes that connect the property with the waterfront, open spaces and active transportation networks shall be identified and where applicable, constructed in accordance with the Regional District’s Community Parks and Trails Strategy, Regional Parks and Trails Plan, or Active Transportation Plan, and any subsequent editions.
8. Walls, fences, shrubs, grade changes or other site features should not obscure the vision of vehicle drivers with respect to pedestrians or bicycle routes.
9. Development shall not be separated or ‘gated’ with walled or fenced enclaves.
10. Off-street parking and off-street loading areas shall be located to the rear of buildings wherever possible, shall be complimentary to the development, and shall be screened with landscaping. Small clustered parking areas are preferable to large paved areas.
11. Off-street parking and off-street loading areas, located adjacent to residential or rural land uses, shall be adequately screened from the residential uses.
12. All outdoor refuse and storage areas shall be screened with a combination of landscape plants and fencing, and wherever possible, located to the rear of the buildings or in unobtrusive locations. For waterfront properties, consideration should also be given to screening these areas from the beach front.
13. Sites and buildings must be designed to use best practices for integrated rainwater management and water conservation techniques, including appropriate source controls such as porous and permeable surfaces, bioswales, absorbent landscaping, infiltration facilities, re-use systems and other techniques. Water quality should be maintained by ensuring that no deleterious substances enter ground or surface water. Rainwater should be managed onsite wherever possible, and management approaches should be aligned with *Develop with Care: Environmental Guidelines for Urban and Rural Land Development in British Columbia*, published by the B.C. Ministry of Environment, or any subsequent editions. The Regional District may require a rainwater management plan prepared by a professional engineer or other qualified professional.
14. Applicants are encouraged to refer to the most recent edition of the British Columbia Landscape Standards published by the BC Society of Landscape Architects when creating their plan. Landscaping should be used in site design to achieve the following list of objectives:
 - a) retain existing healthy, mature trees to provide shading and enhance the streetscape;
 - b) new plantings should consist of indigenous vegetation or other non-invasive vegetation suitable for local environmental conditions;
 - c) utilize a variety of native plants that are drought tolerant suitable to local growing conditions;
 - d) enhance the pedestrian experience (e.g., aesthetics, weather conditions, safe movement throughout site and visual separation from and between uses) and compliment the development and surrounding area;
 - e) add texture and three dimensional components to the site (e.g., ground level planting, raised beds, shrubs, tree canopy) and avoid creating areas that are predominately bark mulch, gravel or other similar materials;
 - f) minimize water consumption through conservation techniques such as micro-irrigation and xeriscaping;

- g) respect required sightlines from roadways and enhance public views;
 - h) help screen parking areas, electrical and mechanical features, and refuse and recycling facilities; and
 - i) contribute to a sense of personal safety and security.
15. Where the introduction of vegetation is required within the development permit area, the Regional District may require the applicant to submit a landscape plan and security deposit equal to the total estimated costs of all materials and labour as determined by a landscape architect or other qualified person to the satisfaction of the Regional District.
 16. Exterior lighting shall be low intensity, pedestrian-oriented with an emphasis on public safety and the prevention of glare onto adjacent properties, roads or sky. The use of solar power lighting is encouraged.
 17. All new or replacement exterior lighting in commercial areas shall use Full-Cut Off/Flat Lens (FCO/FL) lighting fixtures on exterior to light roads, parking, loading and pedestrian areas.
 18. Signs should be visually unobtrusive, grouped wherever possible and primarily pedestrian-oriented, designed at a pedestrian scale. Handcrafted signs of a professional quality, designed to be effective with minimal lighting and integrated into the overall design of the building and landscape are preferred.
 19. For land to be developed where a commercial property abuts residential zoned property(s), a landscaped buffer area should be provided between the commercial property and the residential property(s) to provide a visual screen.
 20. For land to be developed that is adjacent to or adjoining an Agricultural Land Reserve boundary a buffer area containing vegetation or fencing or a combination of both shall be retained, or established and maintained. All buffer areas shall generally be designed and landscaped using materials set out in Guide to Edge Planning: Appendix B, published by the BC Ministry of Agriculture, or any subsequent editions.

DPA 9 – Deep Bay Southwest

DESIGNATION

The Deep Bay Southwest Development Permit Area is shown on Map No. 7, and applies to the Deep Bay Southwest land use designation.

AUTHORITY

The Deep Bay Southwest Development Permit Area is designated a development permit area to establish objectives for the form or character of intensive residential development and commercial, industrial or multi-family development; for protection of the natural environment, its ecosystems and biodiversity; and for establishment of objectives to promote energy conservation, water conservation and reduction of greenhouse gas emissions pursuant to Section 488(1)(a)(e)(f)(h)(i) and (j) of the *Local Government Act*.

JUSTIFICATION

Deep Bay Southwest is envisioned as a clustered residential development with tourist commercial and service commercial uses that complement the Deep Bay Harbour, existing tourist commercial uses, residential neighbourhoods, and the Deep Bay Marine Station.

In the development of Deep Bay Southwest, it is important to ensure compatibility with adjacent land uses, to recognize the importance of visual appearance and design. Pedestrian connections, active transportation, accessible design, and housing for different ages and income levels are all important. The development should be progressive in its design and construction resulting in a high standard of water conservation, energy conservation, low greenhouse gas emissions, and conservation and restoration of sensitive ecosystems and mature trees and vegetation.

OBJECTIVES

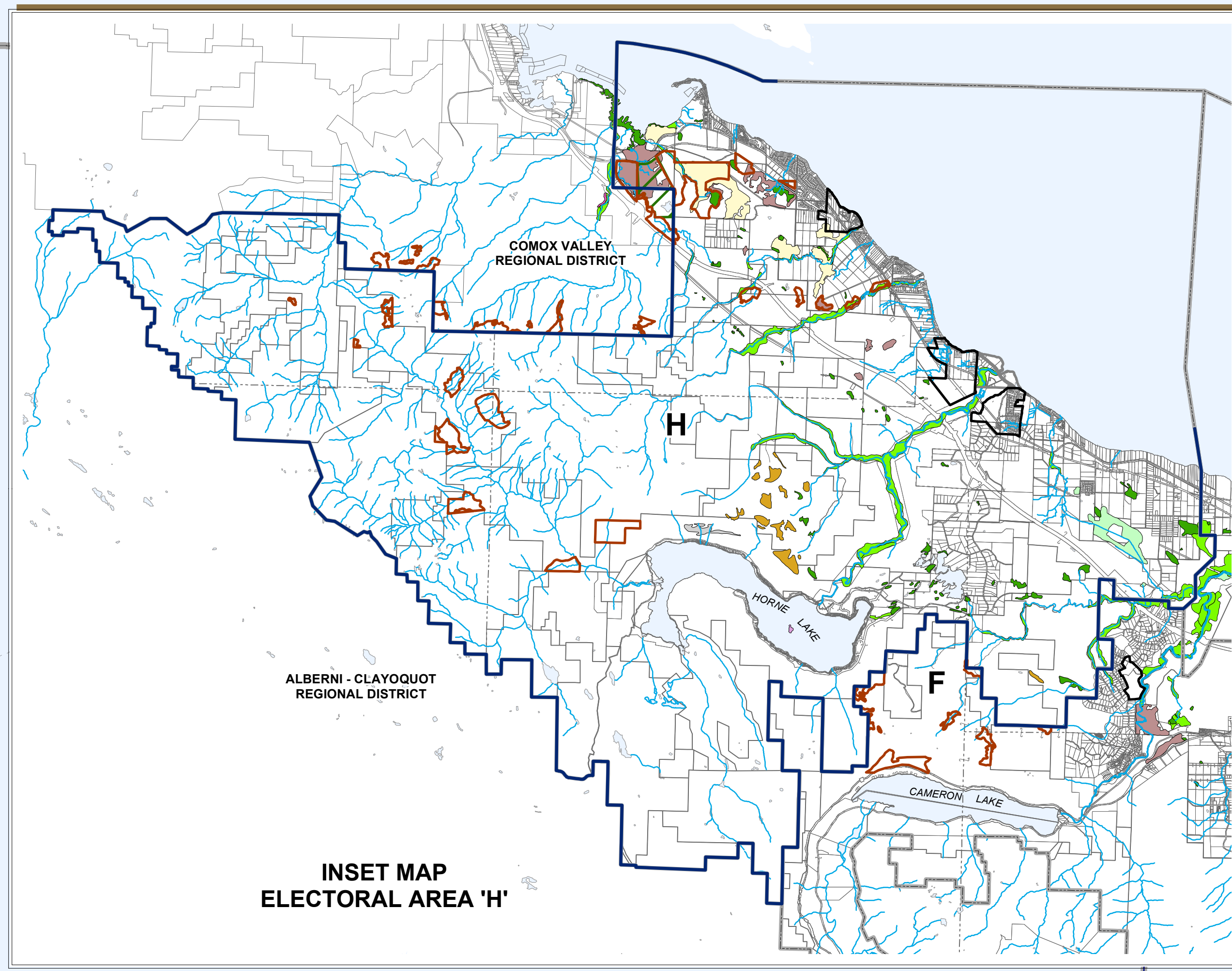
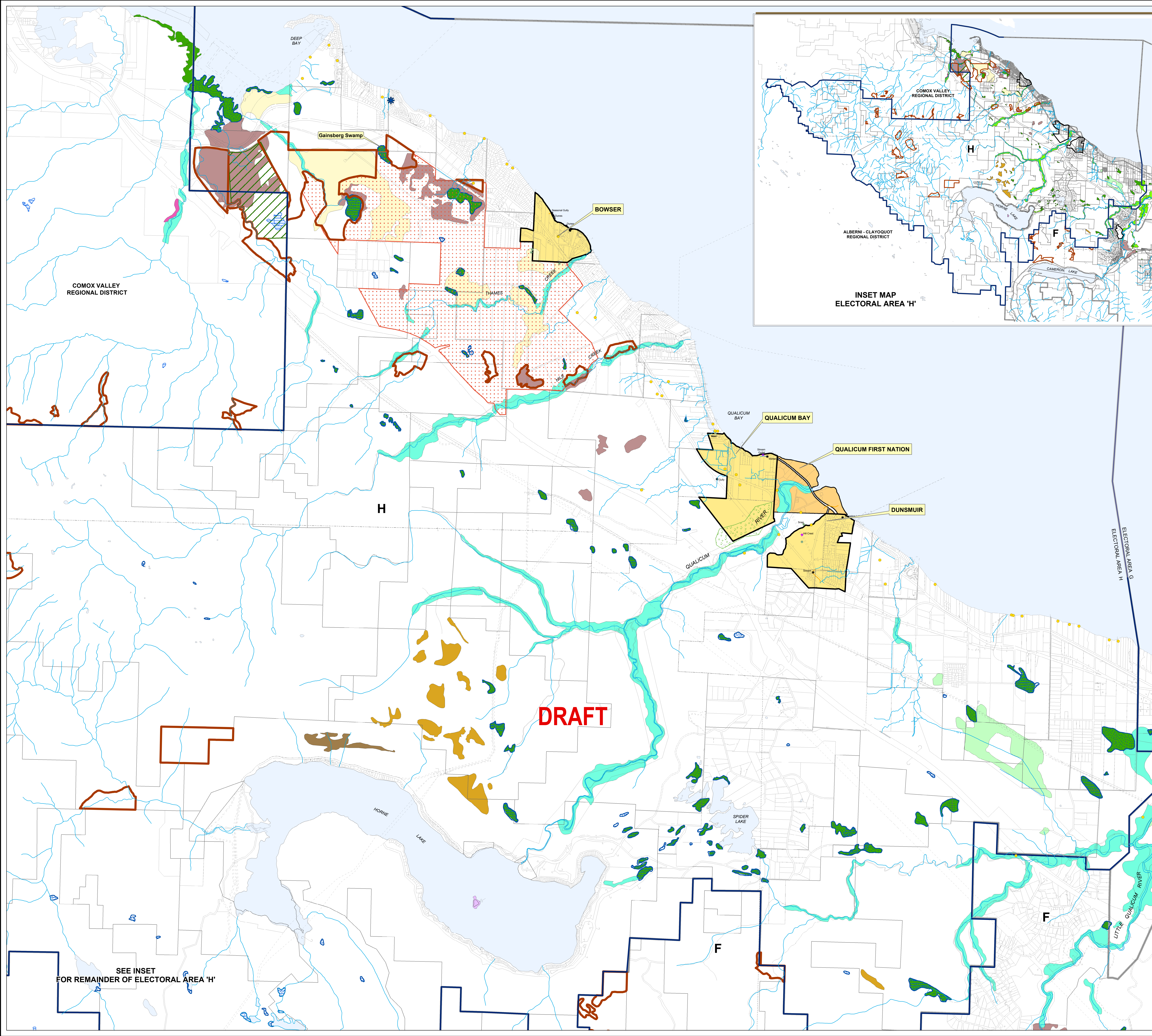
1. To create residential neighbourhoods and commercial areas that emphasize pedestrian and bicycle mobility over vehicles.
2. To achieve a form and character that includes a variety of housing types in a clustered pattern preserving greenspace, sensitive ecosystems and trails on the remainder.
3. To connect with the existing nearby residential and commercial areas in form and character and through bicycle, pedestrian and road connection(s).
4. To conserve energy and water and minimize greenhouse gas emissions.

Note: the applicability, exemptions and guidelines for this development permit area will be adopted in the zoning bylaw through a future rezoning process for Deep Bay Southwest.



ELECTORAL AREA H OFFICIAL COMMUNITY PLAN **DRAFT**

MAP NO. 2 ENVIRONMENTAL FEATURES AND PROTECTED AREAS



- Eagle Tree
Source: Wildlife Tree Service 2016
- Great Blue Heron Colonies
Source: Province of BC 2016
- Watercourses
- Electoral Area H Official Community Plan Area Boundary
- Wetlands, Ducks Unlimited
- Wetlands, Fresh Water Atlas
- Old Growth Management Areas
- Bowser Ecological Reserve
- Coastal Douglas Fir Land Use Order (Crown Land)
- Electoral Area Boundary
- Village Centres
- Qualicum First Nation

- ### Significant Environmental Features of Village Areas
- Miscellaneous
 - New ESA/SEI
 - Veteran Tree
 - Stream (Estimated)
 - Dunes
 - Lodgepole Pine Forest
 - Wetland

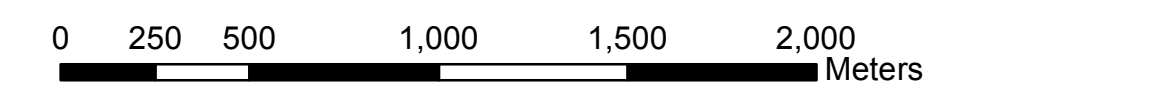
SOURCE: M.Mather & T. Giesbrecht, 2002. Biophysical analysis of village nodes in Electoral Area H.

- ### Sensitive Ecosystem Inventory
- Coastal Bluff**
Vegetated rocky islet, rocky shoreline/grassland, rocky shoreline/moss, coastal cliff.
 - Terrestrial Herbaceous**
Natural grasslands or bryophyte-dominated vegetation, including rock outcrop/grassland and rock outcrop/moss types >20% shrub cover.
 - Older Forest**
Forest ecosystem with dominant age class > 100 years; coniferous, mixed with broadleaf component > 15%.
 - Riparian**
All stages of floodplain vegetation including riparian vegetation associated with gullies.
 - Sparsely Vegetated**
Ecosystems with sparse vegetation; cliff, sand dune, spit.
 - Wetland**
Ecosystem with wet soil and moisture-dependent plants; bog, fen, marsh, swamp, shallow water, wet meadow.
 - Woodland**
Open woodlands (stands of Garry oak, and mixed stands of Garry oak/Arbutus, Garry oak/Douglas-fir, Arbutus/Douglas-fir).

- ### Areas With General Biodiversity Values
- Seasonally flooded agricultural field**
 - Second Growth Forest**
Forested ecosystem with dominant age class 60 - 100 years; coniferous, mixed with broadleaf component > 15%.

Source: Sensitive Ecosystems of East Vancouver Island & Gulf Islands. Environment Canada and the BC Ministry of Environment, Lands and Parks. March, 2004

Chairperson _____ Corporate Officer _____



BYLAW NO. xxxx 2017

October 3, 2017

SEE INSET
FOR REMAINDER OF ELECTORAL AREA 'H'

DRAFT



ELECTORAL AREA H OFFICIAL COMMUNITY PLAN **DRAFT**

MAP NO. 2b GROUNDWATER FEATURES

- Electoral H Official Community Plan Boundary
 - Electoral Area Boundary
 - Village Centres
 - Qualicum First Nation
 - Watercourses
 - Contour Interval 20m
 - Waterbodies
 - Watershed Boundary
 - Aquifer
- Classification
- Development Subclass
 - II - Moderate Demand (demand is moderate relative to productivity)
 - III - Light Demand (demand is light relative to productivity)
 - Vulnerability Subclass (vulnerability to contamination from surface source)
 - A - High
 - B - Moderate
 - C - Low

Aquifer 416 Groundwater Recharge Area
 Source: Aquifer and Well Protection Plan for the Deep Bay Improvement District, Payne Engineering Geology, 2016

Deep Bay Waterworks Improvement District

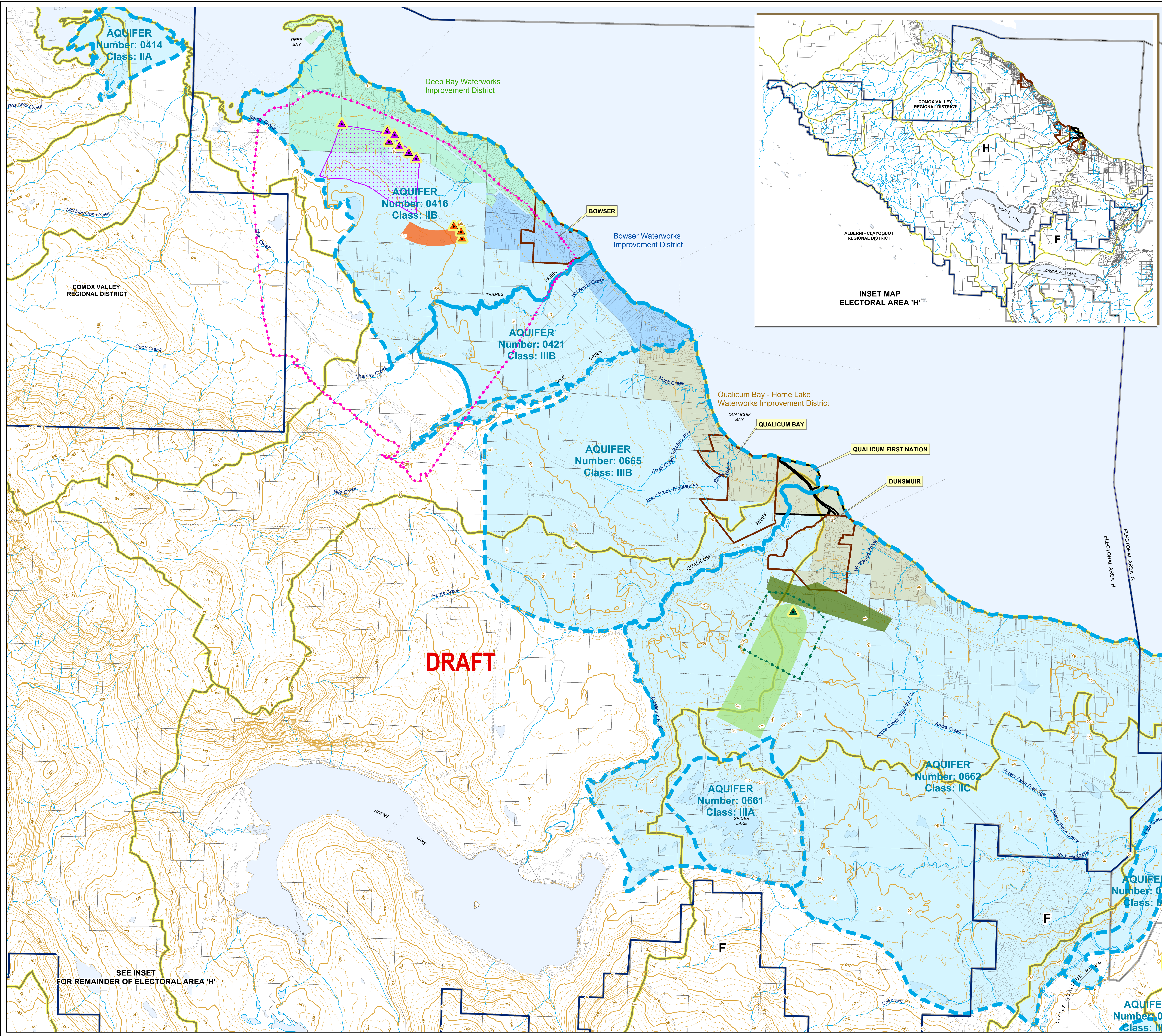
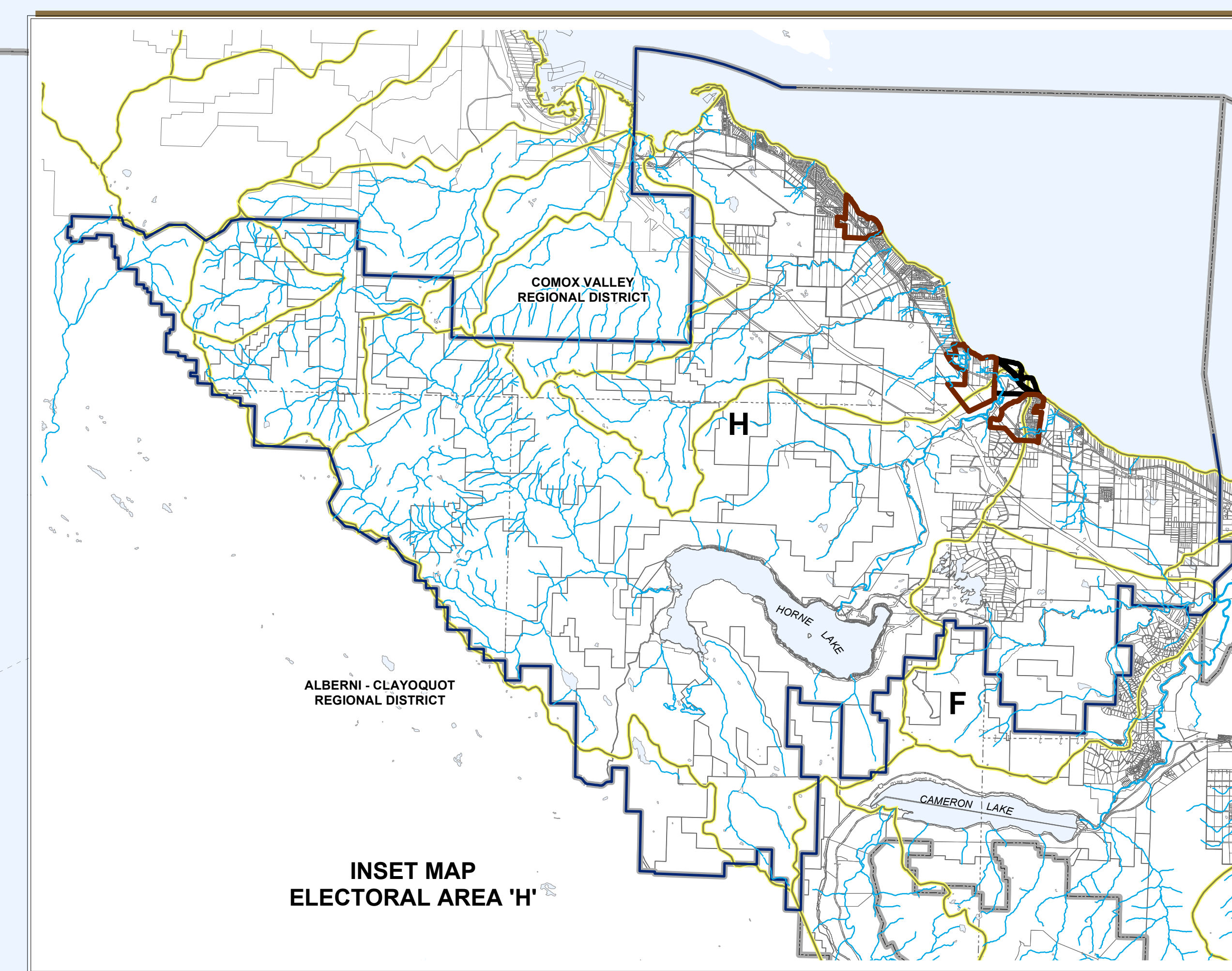
- Well
 - Well Protection Area
- Source: Aquifer and Well Protection Plan for the Deep Bay Improvement District, Payne Engineering Geology, 2016

Bowser Waterworks Improvement District

- Well
 - Well Capture Zone
- Source: Aquifer and Wellhead Protection Plan for Bowser Waterworks District, Payne Engineering Geology, 2015

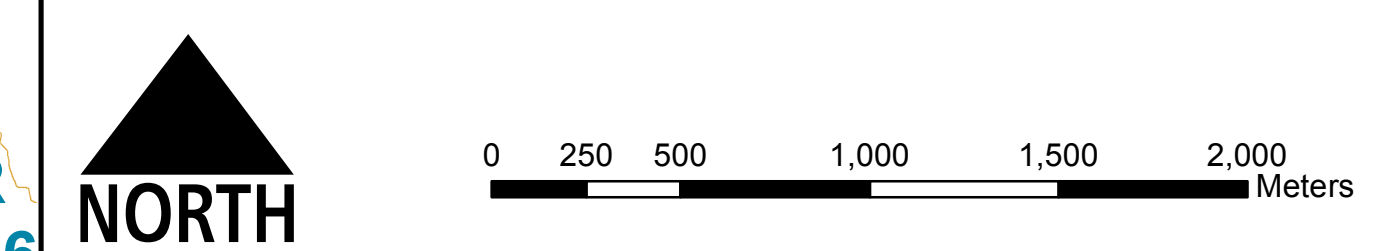
Qualicum Bay - Horne Lake Waterworks Improvement District

- Well
 - Well Capture Zone
 - Risk of Artesian Conditions
 - Well Protection Area
- Source: Qualicum Bay Horne Lake Well Protection Plan, Waterline Resources Inc, 2016

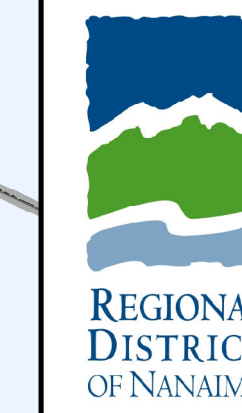


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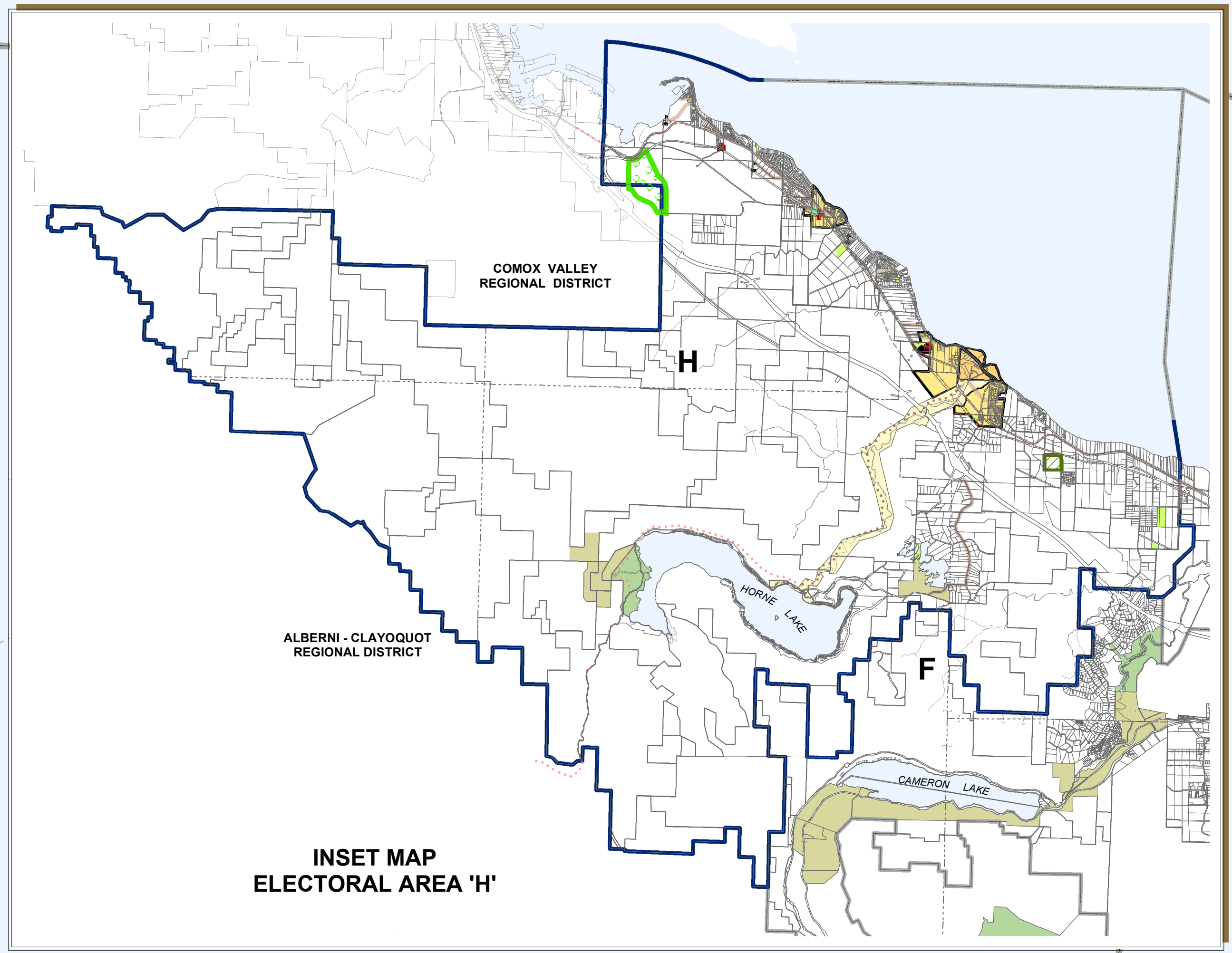
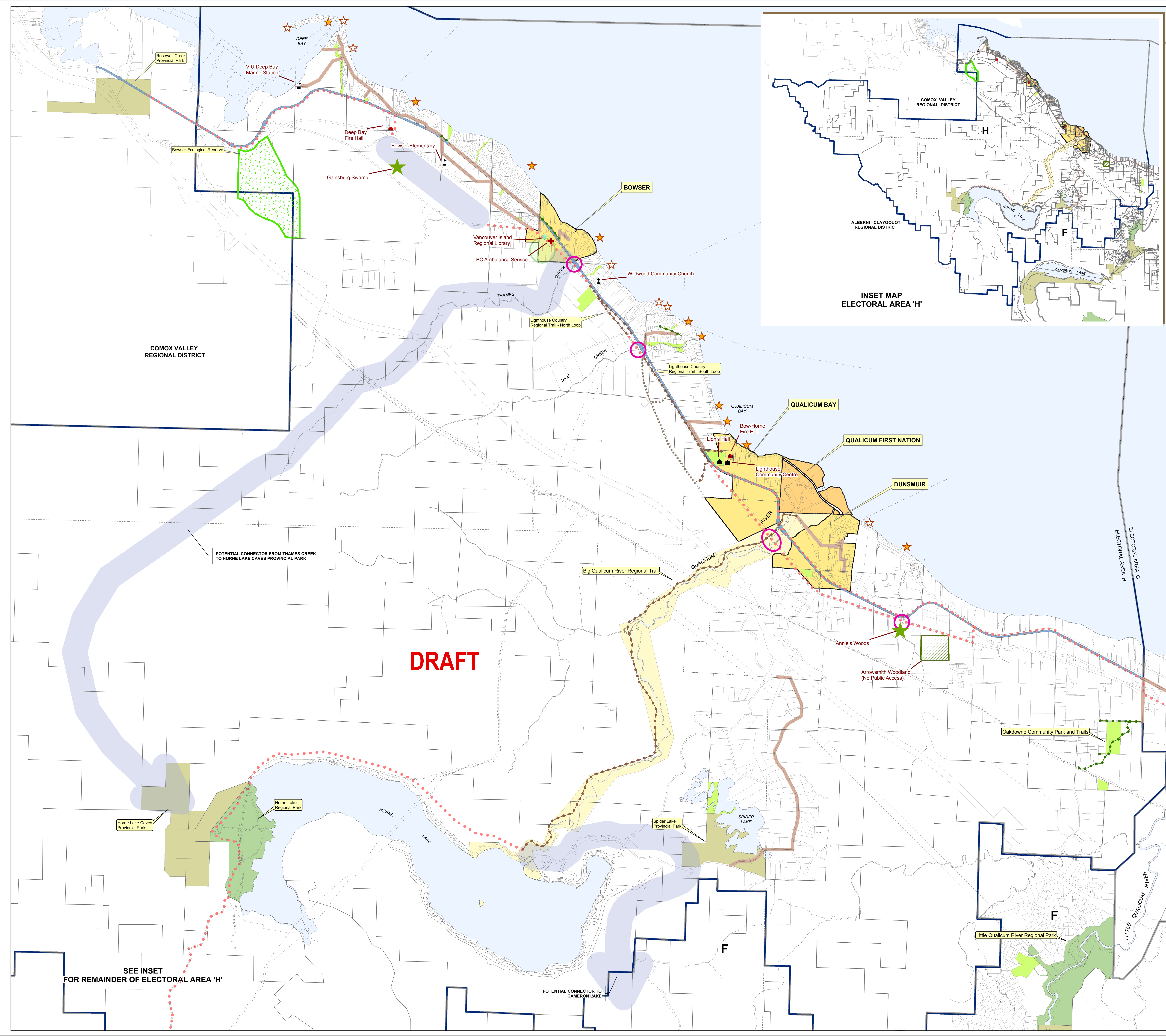


October 3, 2017



ELECTORAL AREA H OFFICIAL COMMUNITY PLAN **DRAFT**

MAP NO. 3 COMMUNITY RESOURCES



- Electoral Area H Official Community Plan Area Boundary
- Electoral Area Boundary
- Village Centres
- Qualicum First Nation
- Water Access**
- RDN Improved Site
- Future Priority

- Provincial Park
- Regional Park
- Community Park
- Federal Lands
- Provincial Protected Area
- Nature Trust Conservation Lands
- Potential Community Park
- Sensitive Ecosystems Identified for Protection

- Existing Regional Trail
- Existing Community Trail
- Woodlot Road
- Proposed Regional Trail
- Proposed Community Trail
- Railway Corridor
- Proposed Trail Bridge
- Conceptual Regional Trail Corridor

- Ambulance Station
- Church
- Community Hall
- Fire Hall
- Library
- School

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NORTH

0 250 500 1,000 1,500 2,000 Meters

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October 3, 2017

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SEE INSET FOR REMAINDER OF ELECTORAL AREA 'H'



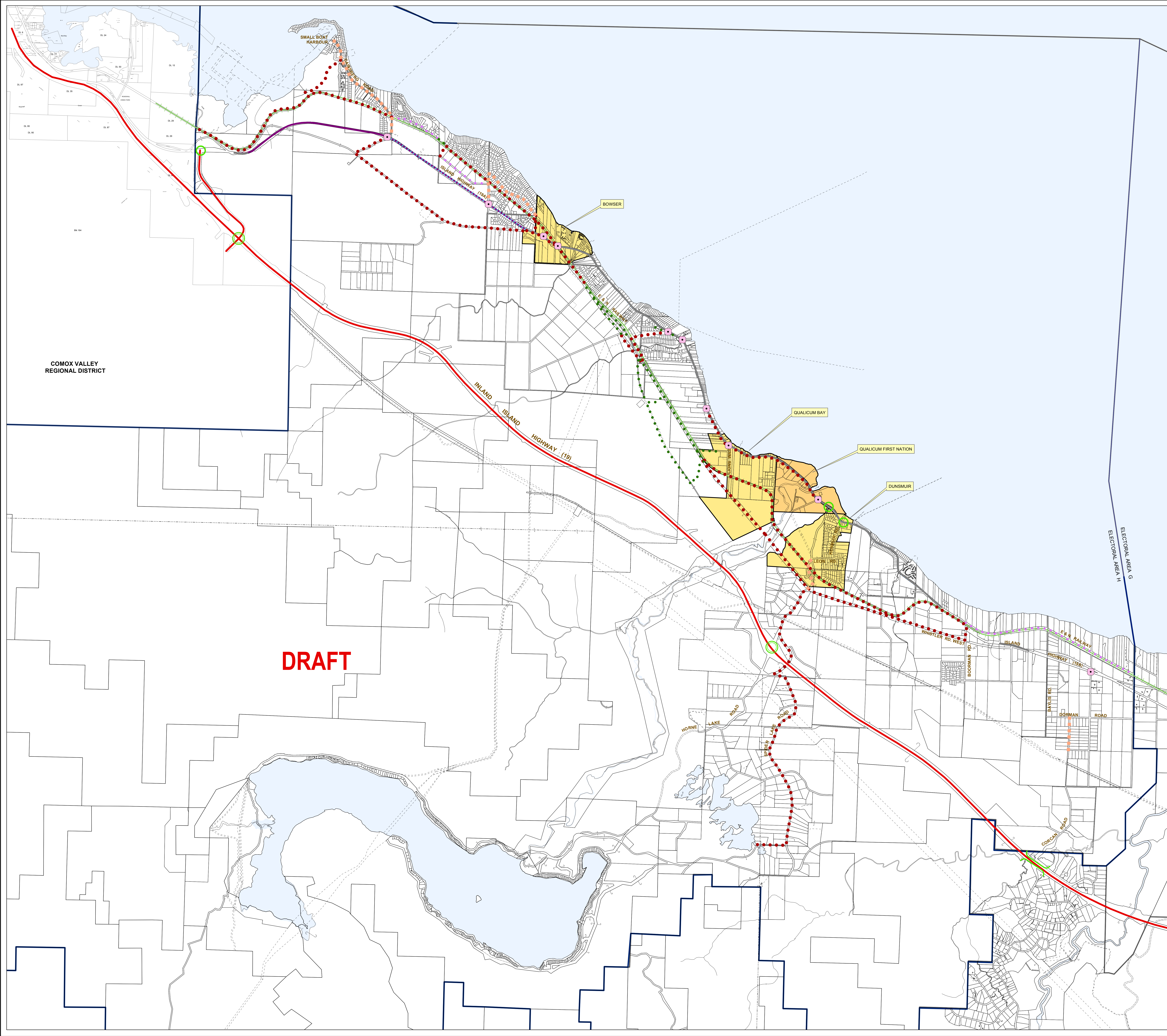
ELECTORAL AREA 'H'
OFFICIAL COMMUNITY
PLAN
DRAFT

MAP NO. 4
TRANSPORTATION

- Electoral Area H Official Community Plan Area Boundary
- Electoral Area Boundary
- Village Centres
- Qualicum First Nation
- Inland Island Highway (19)
- Major Road
- Railway
- Existing Community Trail
- Overpass
- Proposed Interchange (Existing Inland Island Highway Intersection)
- Major Highway Intersection

Active Transportation Plan Data

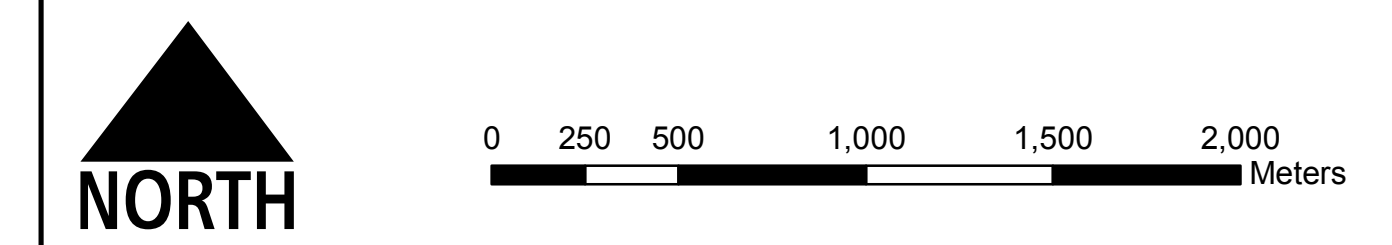
- Improved Pedestrian Crossing
- Add/Improve Multi-Use Trail
- Traffic Calming
- Add/Improve Road Shoulder
- Speed Reduction
- Road Diet
- Add/Improve Local Street Greenway



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ELECTORAL AREA 'H' OFFICIAL COMMUNITY PLAN **DRAFT**

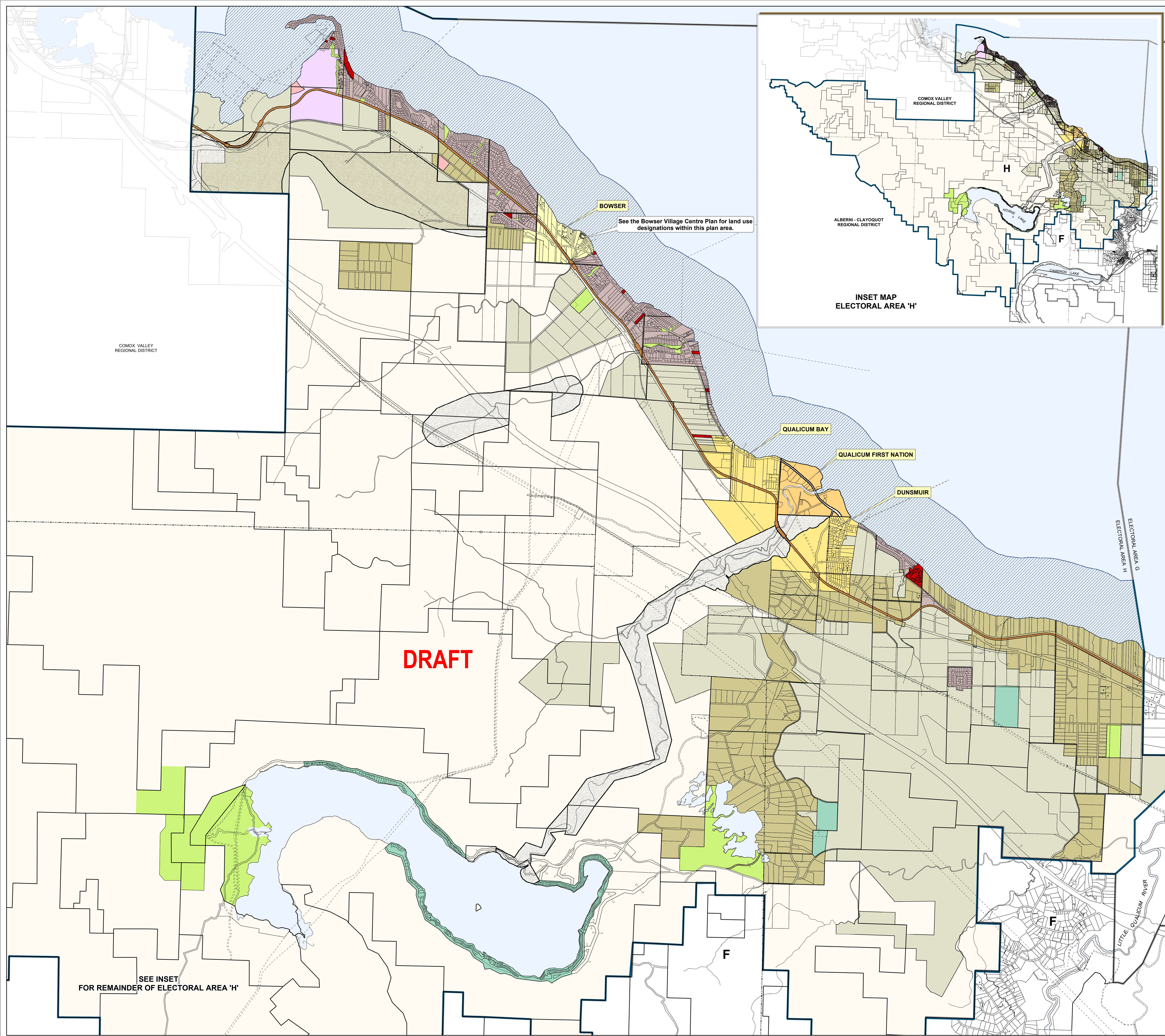
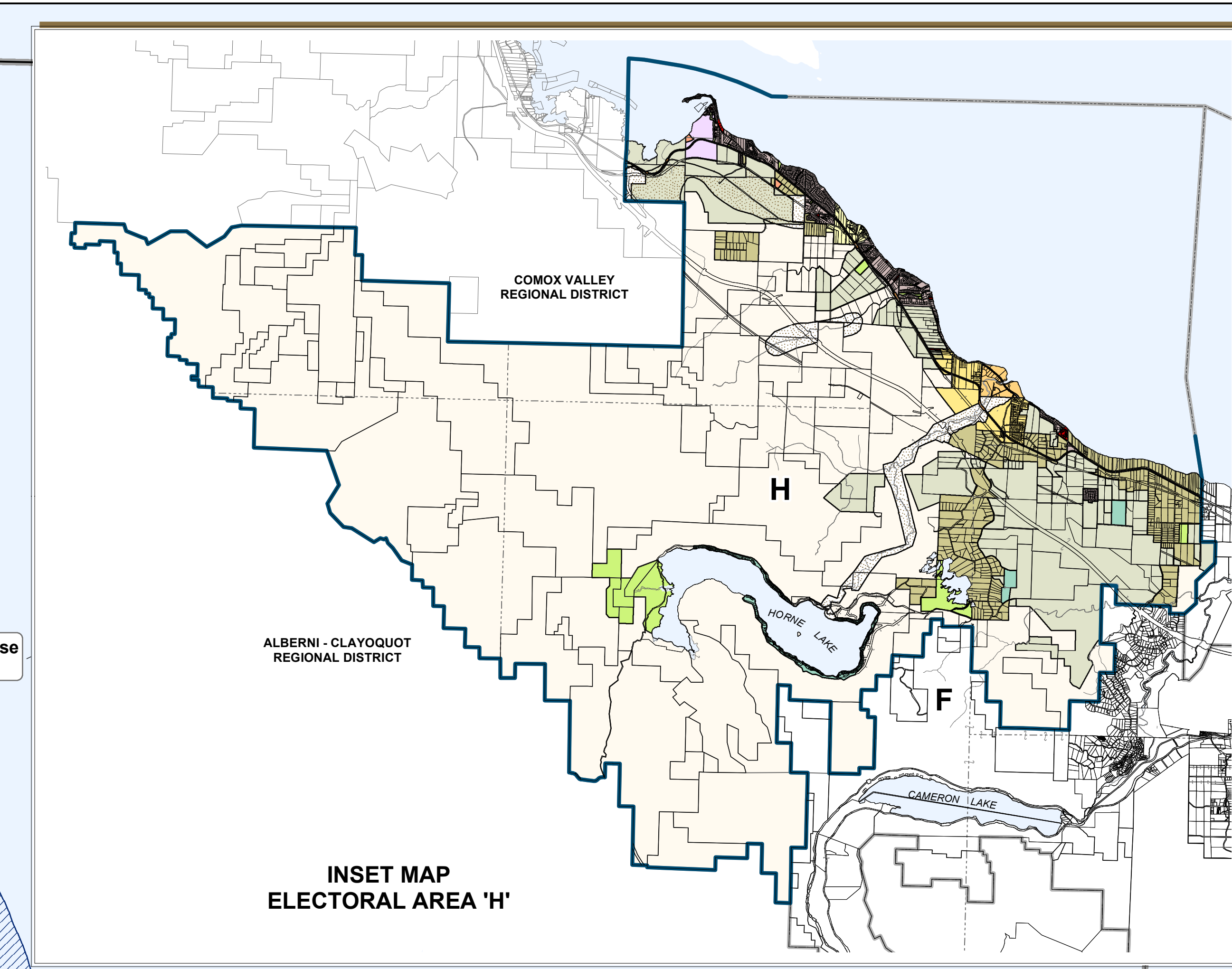
MAP NO. 5
LAND USE DESIGNATIONS

- Electoral Area H Official Community Plan Area Boundary
- Electoral Area Boundary
- Qualicum First Nation

Land Use Designations

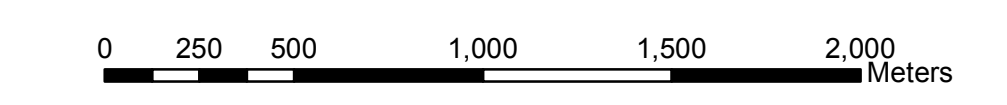
- Rural Village Centre
- Deep Bay Southwest
- Resource
- Resource - Agricultural
- Rural
- Rural Residential
- Tourist Commercial
- Recreation Resort
- Institutional
- Transportation Corridor
- Park
- Park Lands (Unconfined Aquifer within Crown Land)
- Bowser Village Centre Plan Area
- 1000 Metre Marine Designation

Schedule 'C' to accompany "Regional District of Nanaimo Electoral Area 'H' Official Community Plan Amendment Bylaw No. 1335.03, 2010"



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ELECTORAL AREA H OFFICIAL COMMUNITY PLAN **DRAFT**

MAP NO. 6 ENVIRONMENTALLY SENSITIVE DEVELOPMENT PERMIT AREAS

- Electoral Area H Official Community Plan Area Boundary
- Electoral Area Boundary
- Village Centres
- Qualicum First Nation

Development Permit Area No. 1 Freshwater and Fish Habitat Protection

- All Mapped and Unmapped Streams that are Subject to the "Riparian Areas Regulation" within the shaded area shown on inset Map
- Qualicum River, Thames Creek and Nile Creek
- Watercourses
- Waterbodies
- Wetlands (Compiled from multiple sources)

Development Permit Area No. 2 Eagle and Heron Nesting Trees

- Blue Heron Nesting Site
- Bald Eagle Nesting Tree
Source: Wildlife Tree Service 2016

Development Permit Area No. 3 Aquifers

- Aquifer

Classification

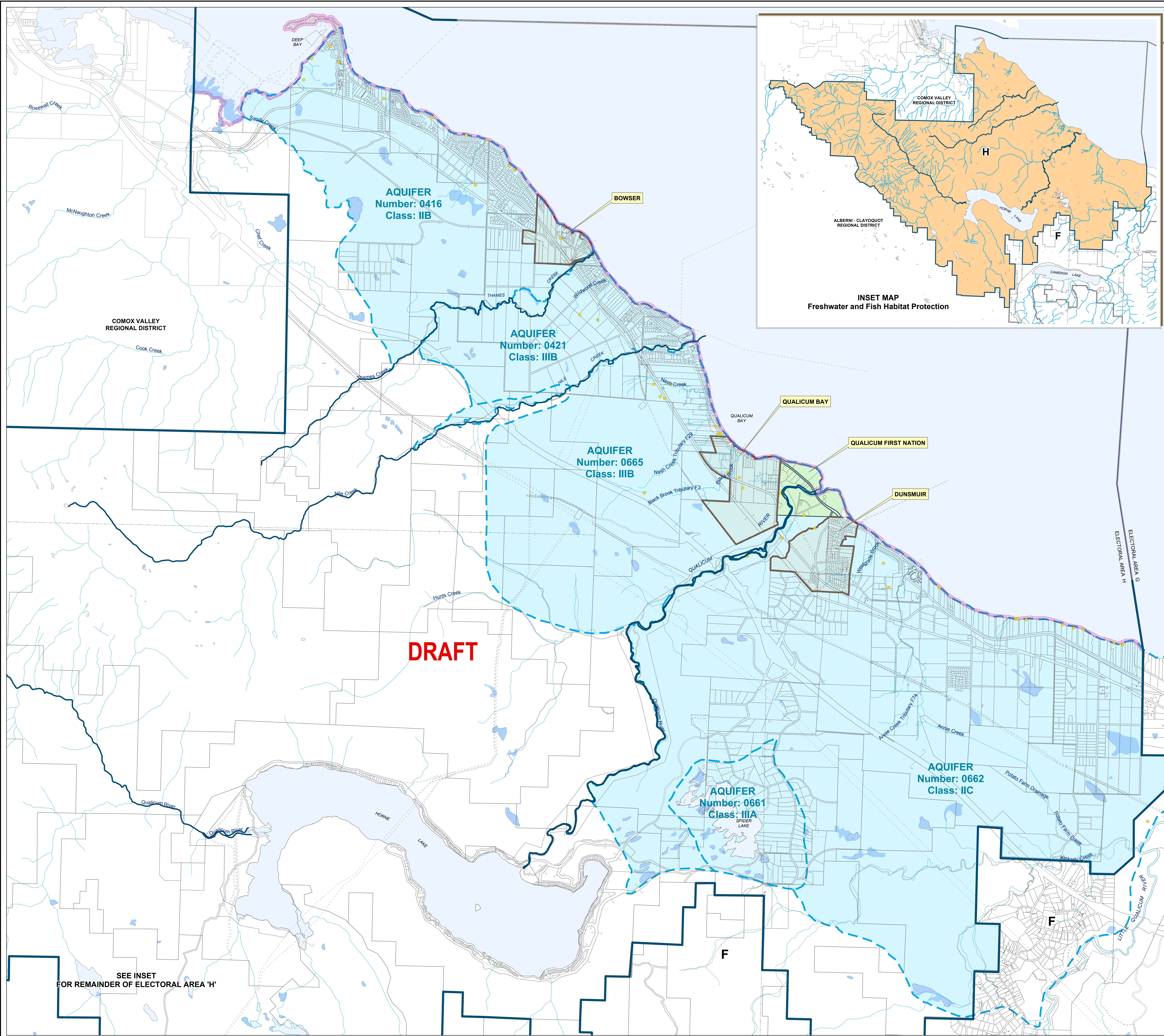
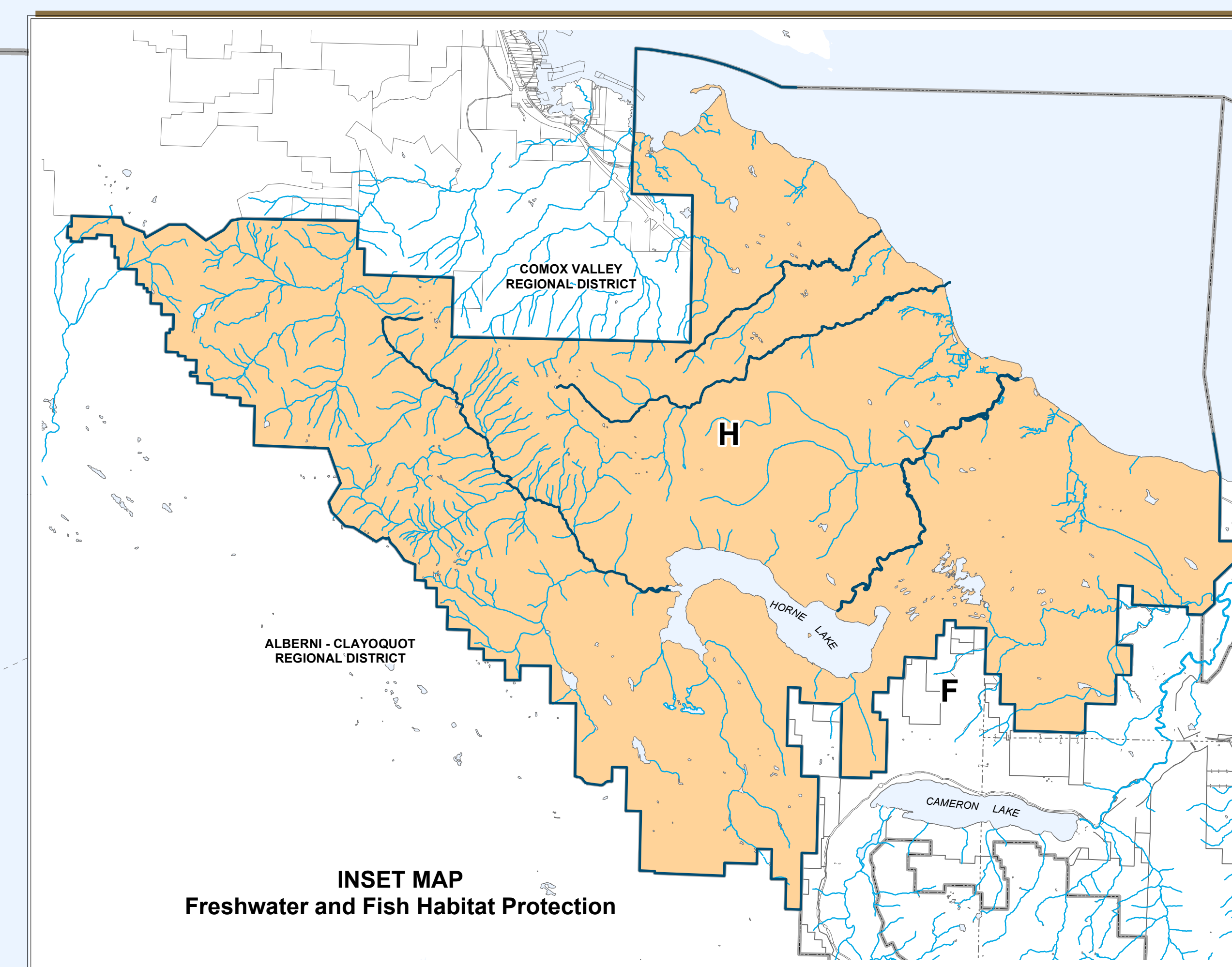
- Development Subclass
- II - Moderate Demand
(demand is moderate relative to productivity)
- III - Light Demand
(demand is light relative to productivity)

Vulnerability Subclass (vulnerability to contamination from surface source)

- A - High
- B - Moderate
- C - Low

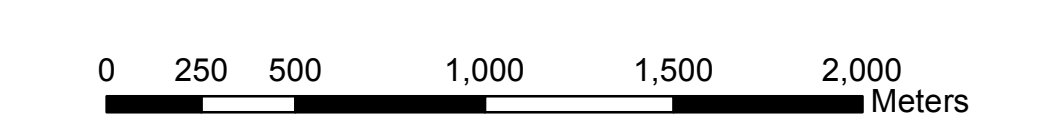
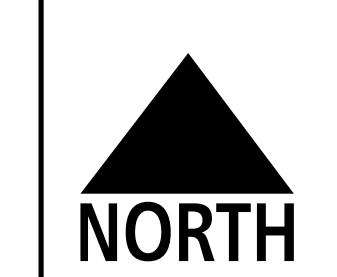
Development Permit Area No. 4 Marine Coast

- Development Permit Area No. 4 - Marine Coast



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**ELECTORAL AREA H
OFFICIAL COMMUNITY
PLAN** **DRAFT**

**MAP NO. 7
FORM AND CHARACTER AND FARMLAND
PROTECTION DEVELOPMENT PERMIT AREAS**

- Electoral Area H Official Community Plan Area Boundary
- Electoral Area Boundary
- Qualicum First Nation

Development Permit Area No. 6

- Farmland Protection
As shown on Inset Map

Development Permit Area No. 7

- Rural Commercial

Development Permit Area No. 8

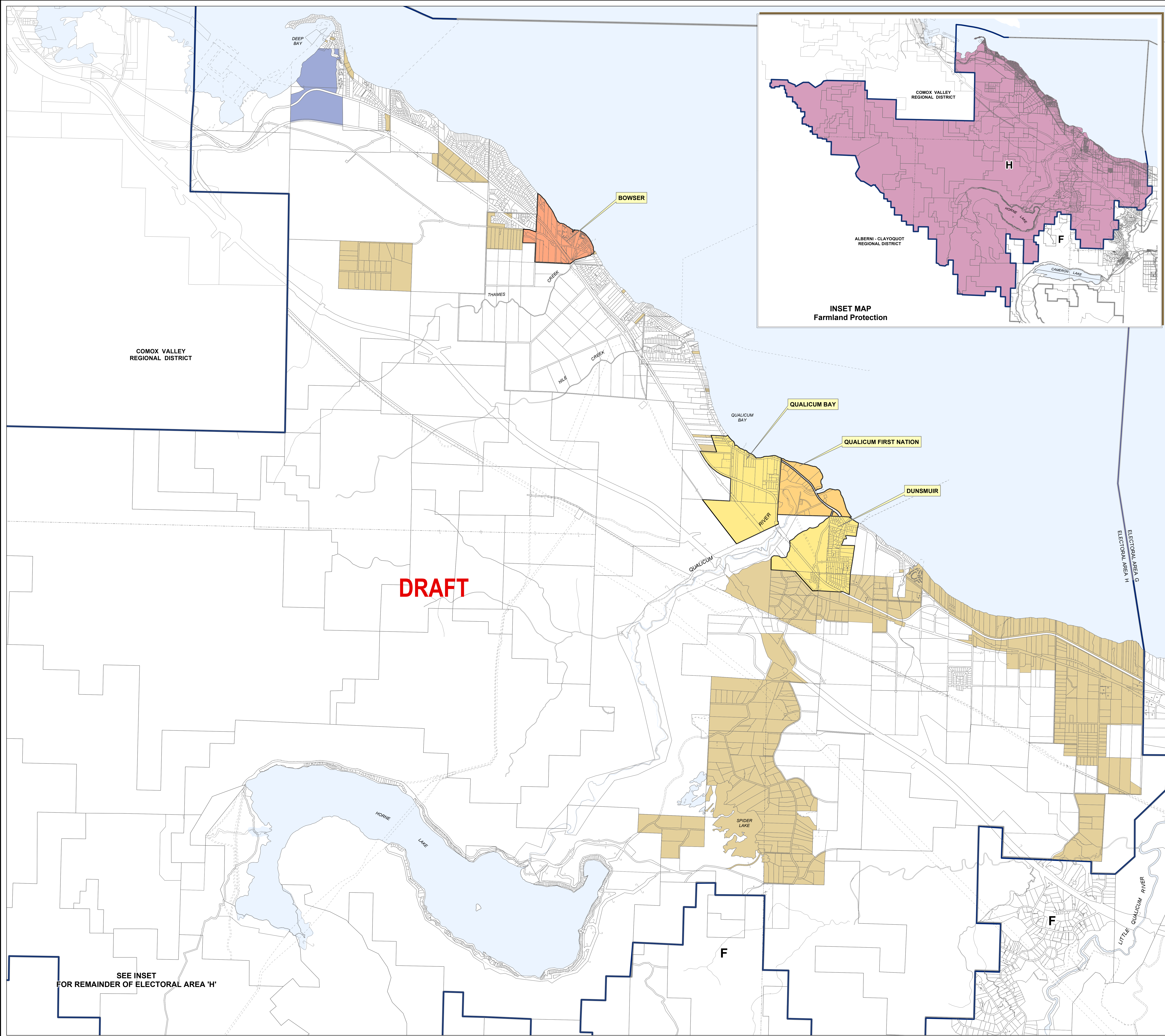
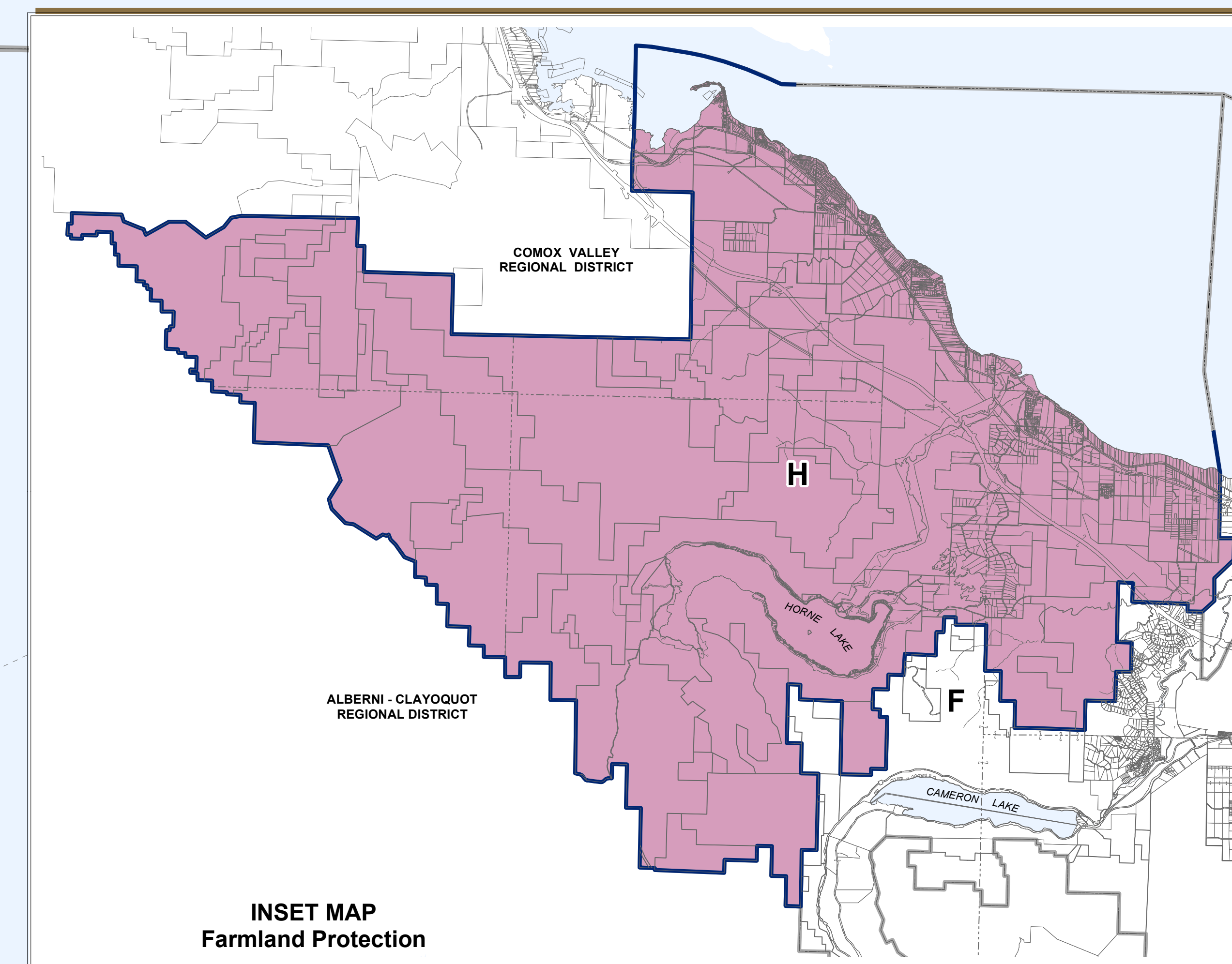
- Dunsmuir and Qualicum Bay

Development Permit Area No. 9

- Deep Bay Southwest

**Bowser Village Centre Development Permit Area
(See Bowser Village Plan)**

- Bowser



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0 250 500 1,000 1,500 2,000
Meters

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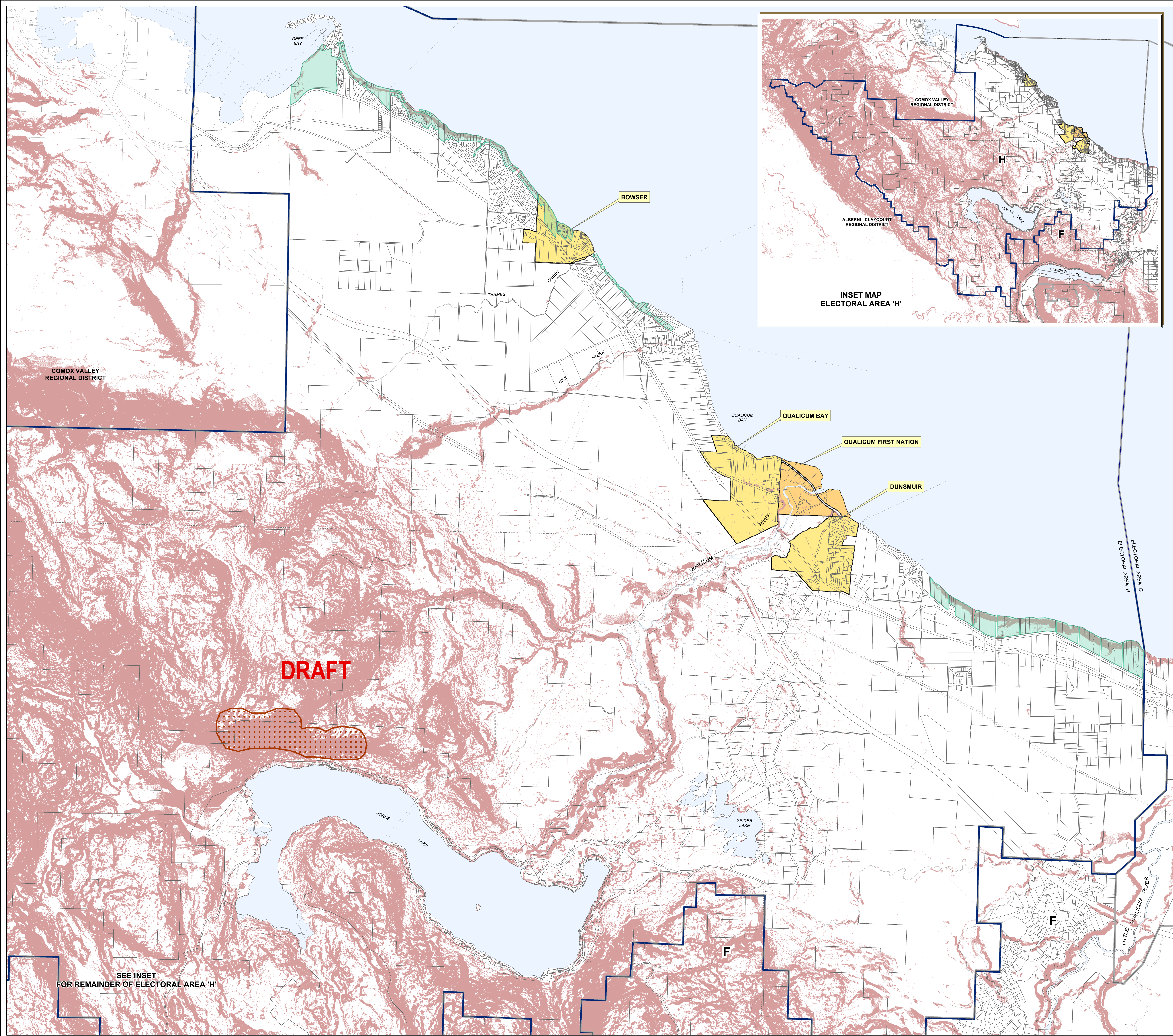
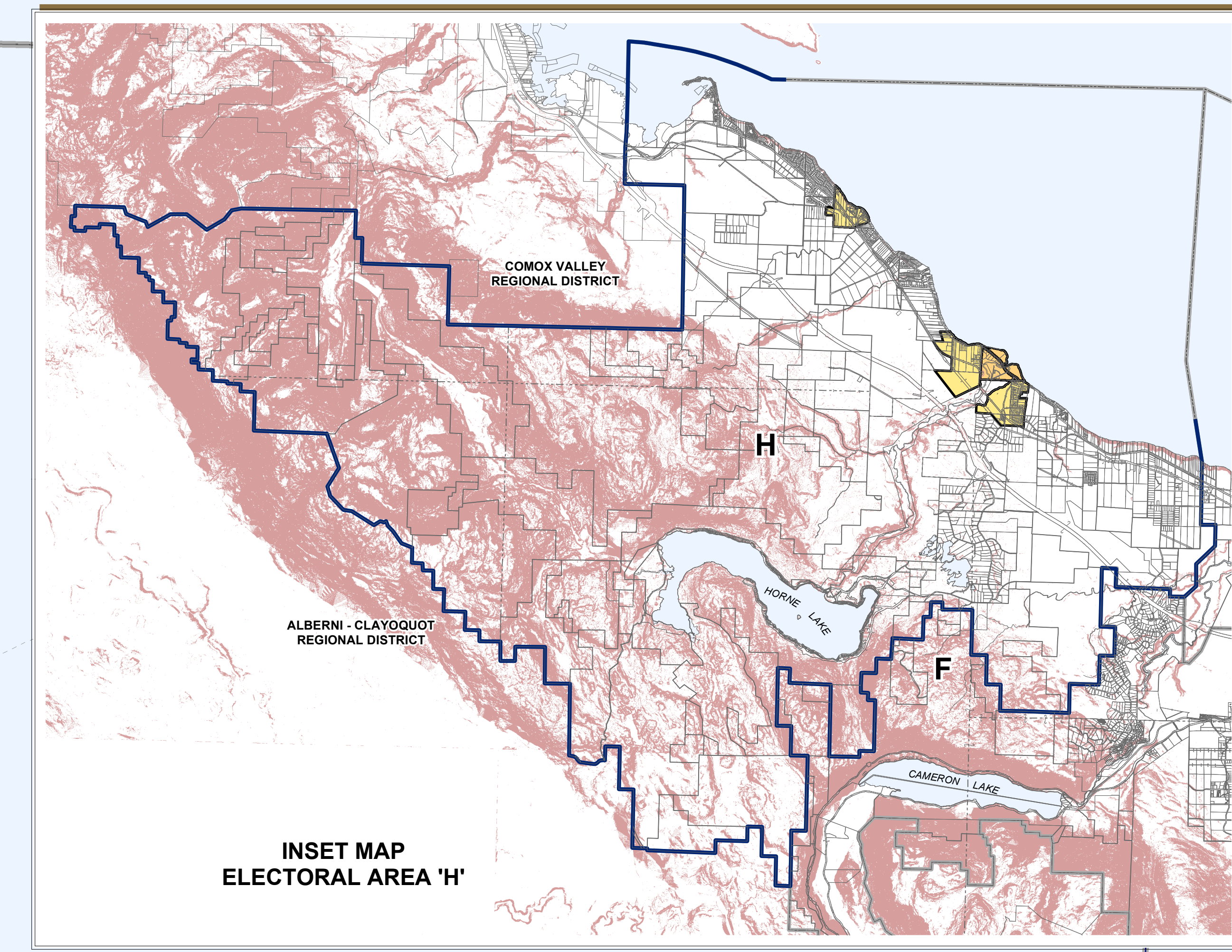
ELECTORAL AREA H OFFICIAL COMMUNITY PLAN **DRAFT**

MAP NO. 8 STEEP SLOPES DEVELOPMENT PERMIT AREA

- Electoral H Official Community Plan Area Boundary
- Electoral Area Boundary
- Village Centres
- Qualicum First Nation
- Land With 30 Percent Slope or Greater
- Mt. Mark Slide Area

Development Permit Area No. 5 Steep Slopes

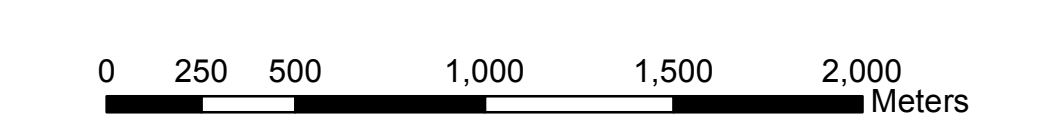
- Development Permit Area



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October 3, 2017

Development Permit Area 5



BOWSER VILLAGE CENTER

DEVELOPMENT PERMIT AREA

Section 5

Table of Contents

1. Introduction
2. Exemptions
3. Design Concepts
4. Guidelines

Development Permit Area 5

1. DESIGNATION

The Bowser Village Center Development Permit Area is shown on Map No.6 and applies to the Bowser Village Centre.

2. AUTHORITY

The Bowser Village Center Development Permit Area is designated a development permit area for the following purposes, pursuant to Section 488(1)(a)(e)(f)(h)(i)(j) of the *Local Government Act*:

- (a) protection of the natural environment, its ecosystems and biological diversity;
- (e) establishment of objectives for the form and character of intensive residential development;
- (f) establishment of objectives for the form and character of commercial, industrial or multi-family residential development;
- (h) establishment of objectives to promote energy conservation;
- (i) establishment of objectives to promote water conservation; and
- (j) establishment of objectives to promote the reduction of greenhouse gas emissions.

3. JUSTIFICATION

The Bowser Village Centre Development Permit Area has been designated in recognition of the community's desire to see Bowser Village Centre evolve into a 'compact', 'mixed-use' village where people can live, work, play and learn in a safe, healthy and attractive environment.

Historically, for the past 90 - 100 years, the Bowser Village Center has been the location for businesses providing products and services to the wider community. The community has expressed its desire to see Bowser Village Centre maintain its role as focal point supporting a variety of commercial, recreational, community and professional services, and to gradually become a more vibrant mixed use core with residential uses close to shops, services and other amenities. Further to this, the community vision is to become a more sustainable community in terms of environmental and groundwater protection and to incorporate features and construction standards that promote more efficient use of energy and water resources. In addition, the Bowser Village Center is intended to reduce greenhouse gas emissions through the more efficient building design and active transportation uses.



The Bowser Hotel with Charlie "Cappy" and Florence Winfield, 1920 circa.
Photo by: Janice Young.

Development Permit Area 5

4. OBJECTIVES

1. Create a more compact village center that supports a diverse, healthy population by allowing a mix of land uses that encourages a range of housing affordability and types, services, employment and recreational arrangements.
2. Provide a safe and cohesive pedestrian-oriented environment with strong connections within Bowser Village Center and between adjacent neighbourhoods.
3. Enhance and integrate the relationship between the built and natural environment through building design and landscaping.
4. Ensure that ground and surface water resources are protected from potential negative impacts associated with development.
5. Promote energy efficiency, water conservation and the reduction of greenhouse gas emissions through innovative building design, site planning and management.
6. Create a 'sense of place' through effective design that reflects and enhances the valued rural character of the area.
7. Provide a clearly defined attractive entrances to the community.

5. APPLICABILITY

A development permit is required for the following activities wherever they occur within the development permit area, unless specifically exempted:

1. alteration of land, placement of fill, disturbance of soils, including grubbing, scraping and the removal of top soils;
2. construction of new buildings and structures;
3. creation of non-structural impervious or semi-pervious surfaces; and
4. subdivision of land as defined in the Land Title Act or Strata Property Act.

6. EXEMPTIONS

The following activities are exempt from any requirement for a development permit:

1. Construction, renovation, or addition to a single dwelling unit, detached secondary suite or duplex dwelling unit.
2. Addition to an existing building or structure that is not visible from a public road way or other public spaces.
3. The replacement or repair of an existing sign providing the sign is not enlarged or moved and is replaced with the same type of sign (i.e., fascia, freestanding, etc).
4. Subdivision of land as defined in the *Land Title Act* or *Strata Property Act*, except for intensive residential¹.

¹ For the purpose of this DPA, intensive residential shall mean any residential development with an average minimum parcel size less than 2000 m² or density greater than 5 dwelling units per hectare, whether fee simple or strat.

Development Permit Area 5

5. Maintenance and minor modifications to existing landscaping, existing roads, parking areas, paths and trails.
6. Construction of unpaved driveways and walkways not exceeding 4 meters in width.

7. DESIGN CONCEPTS

The following design concepts were identified by local residents at the Bowser Village Charette (Design Workshop) held June 8-9, 2009:

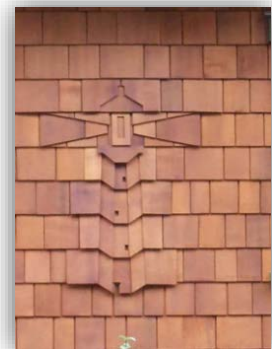
1. Increase visual appeal, starting from the points of entry into the Bowser Village; these points of entry are the intersection of Crosley Road and Highway 19A and the intersection of McColl Road and Highway 19A.
2. Create a pedestrian friendly environment through design, height and siting of buildings (3 storey heights, buildings close to street, accessible sidewalks, parking to the rear of buildings out of sight of roads and highway).
3. Use natural systems as 'green infrastructure' with a network of streets and parks performing natural drainage functions and providing a pedestrian friendly environment.
4. Increase greenways and separate pedestrians from vehicles by green borders, boulevards and swales; slow down traffic, and improve safety.
5. Group similar commercial activities together so that residents can park once and then walk to several destinations.
6. Encourage live-work buildings, where owners might live above their businesses
7. Increase density of residences and of commercial space in order to gain green-space around the buildings.



8. GUIDELINES

Context and Regional Expression

1. Incorporate form and images that relate to the natural and cultural landscape of Bowser by integrating one or more of the following themes:
 - a. Lighthouse Country
 - b. First Nations History
 - c. Post 1900's historical themes such as logging, fishing and shellfish aquaculture
 - d. Connect to water such as Thames Creek, Strait of Georgia, surface water and aquifers



Example of desired design detail.

Development Permit Area 5

- e. West coast influenced design incorporating BC wood products
2. Through building design and placement, address sunlight penetration, natural ventilation, and protection from different weather elements to improve the pedestrian experience in commercial areas (e.g., covered walkways, awnings, canopies, overhangs, pergolas and shade trees).
3. Protect and enhance public views of landmarks, buildings, open spaces, natural features and the ocean through careful building siting, height and form.

Human Scale

1. Design from human scale and visual interest in all building elevations. This can be achieved by placing an emphasis on street facing building entrances, windows and landscaping relative to walls and building structure.
2. Mixed use and commercial buildings shall be located in close proximity to the sidewalks and pedestrian spaces.
3. Where mixed use or commercial buildings are proposed, avoid large spaces between buildings.
4. The use of drive-through shall not be a part of building or site design.
5. Design, siting and construction of sidewalks or paths in the road right-of-way shall be consistent with the Active Transportation Plan for Electoral Area H, 2017 or provide rationale for taking a different approach as presented in that Plan. Note that approval from the Ministry of Transportation and Infrastructure is required for works in the road right-of-way.



Example of mixed-used building, orientated to the street with covered walkway.

Building Massing, Height and Form

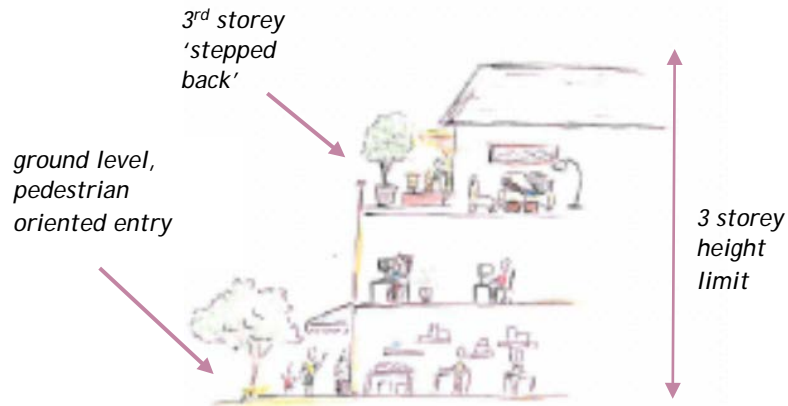
1. Larger buildings (e.g., > 12meters in width) shall be designed to avoid large, flat building expanses by creating multiple, separate buildings such that individual buildings appear as many small buildings that are compatible in shape, mass, and exterior finishes. Consider using building articulation, visually-interesting rooflines (e.g., variations in cornice lines and roof slopes); architectural elements (e.g., balconies, bay windows, cupolas, dormers), and other detailing that creates rhythm along the lines of the building.



Example of building articulation, varying rooflines & exterior architectural design detail.

Development Permit Area 5

- Utilize landscaping treatments to further soften the mass of building form (e.g., strategic location of trees, hedge borders, trellis and surface materials such as pavers).
- On slopes, building design should step with the natural topography. Building form should depict a series of buildings nested into the hillside, rather than a single, uniform building form.



- Building height is limited to a maximum of 12 meters (i.e., 3 storeys) unless otherwise specified.
- Where building height is 12 meters (i.e., 3 storeys), incorporate step back and/or terrace above the second floor to reduce visual impact and to strengthen the pedestrian-scale of the building.
- Development shall not be separated or 'gated' with walled or fenced enclaves.

Building Style & Exterior Materials

- High quality, functional exterior finishes suited to a west coast climate should be used to ensure the integrity of the building envelope and to present an attractive appearance.
- Natural, local non-combustible materials should be used to the greatest extent possible, with an emphasis on British Columbia wood products.
- Use exterior colours that are found in or complement the area's natural and cultural landscape.
- Use materials in combination to create contrast, enhance human scale and reduce massing of a building.



Example of different materials and colours used in combination to create contrast and to reduce massing of a prominent building in the Qualicum Beach village center.

Development Permit Area 5

Signs, Canopies & Lighting

1. Signs should be visually unobtrusive, grouped wherever possible and primarily pedestrian-oriented, designed at a pedestrian scale. Handcrafted signs of a professional quality, designed to be effective with minimal lighting and integrated into the overall design of the building and landscape are preferred.
2. The following types of signage shall be encouraged:
 - a. projecting two dimensional signs suspended from canopies, awnings or overhangs,
 - b. externally, front lit signs especially with LED Lighting,
 - c. fascia signs integrated into the design of the building,
 - d. letter signs mounted on storefronts, and
 - e. carved wooden signs.
3. The following types of signage shall be avoided:
 - a. awnings as signs or large signage on awnings (letter heights over 30 cm/12 inches)
 - b. internally lit, plastic face, aluminum box style signage
 - c. animated, flashing, oscillating or moving signs
 - d. pylon (stand alone) signs
 - e. roof top signs
4. Continuous weather protection for pedestrian's comfort should be provided in commercial areas (e.g., awnings, canopies, overhangs, pergolas and shade trees). All design elements should complement the overall building and public realm.
5. Exterior lighting shall be low intensity, pedestrian-orientated with an emphasis on public safety and the prevention of



Examples of desired signage that is attractive and informative for both pedestrians and the travelling public.



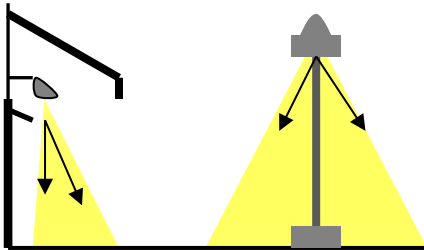
Example of undesirable signage within the Bowser Village Center.



Development Permit Area 5

glare onto adjacent properties, roads or sky. The use of solar power lighting is encouraged.

6. All new or replacement exterior lighting in commercial areas shall use Full-Cut Off/Flat Lens (FCO/FL) lighting fixtures on exterior to light roads, parking, loading and pedestrian areas.
7. Light fixtures should be concealed, unless they are decorative and then the style shall be consistent with the design and character of the building.



Examples of Full-Cut Off Lighting and decorative exterior lighting.

Outdoor Public Open Spaces

1. Outdoor patios and dining areas should be designed to create a compatible and complementary relationship with the adjacent streetscape, building architecture, and uses. These spaces should be well defined by landscaping, decorative fencing or other vertical barriers while being generally open and visible from public areas.
2. Public art or features should be considered for public plazas and courtyards.
3. All play areas for children should have adequate shade and seating for adults.
4. The retention of natural features (like trees, rock or other landscape features) in open spaces shall be encouraged.
5. Street furniture to enhance the pedestrian experience, such as benches, decorative street lamps, bicycle racks and refuse containers shall be incorporated in the landscape design. These shall be required to be consistent, similar, or identical in character to the architectural character of the development and identified by type and source in the application.



Examples of decorative street furniture with complementary landscaping to define public outdoor spaces.

Development Permit Area 5

Accessibility & Connectivity

1. Universal design principals shall be employed to ensure meaningful access for people of all ages, stages and abilities, including children, parents, older adults and seniors. Meaningful, access is determined by the users' complete experience of a building, connecting pathways, sidewalks, entrances, doors and hallways. Features include things such as accessible, barrier-free travel routes to the main building entry, smooth, ground-level entrances without stairs, and wide interior doors and hallways. Consider those using such equipment as wheelchairs, other walking-aids, strollers and bicycles.
2. Accessible travel routes shall be provided that incorporate transitions between public walkways, together with private walkways, parking areas, retail shops and services, and roads to provide seamless and interesting access for all users, including those of



Example of accessible, laneways that connect commercial areas to public/social spaces.

different ages and abilities.

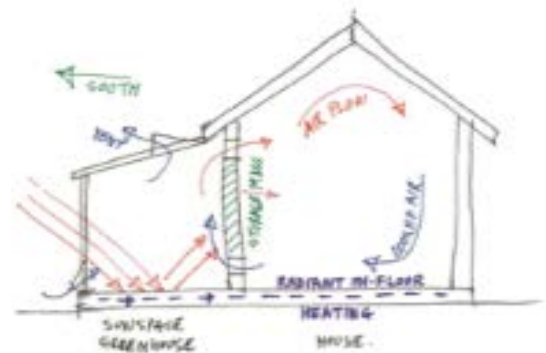
Crime Prevention

1. Best practices for "Crime Prevention through Environmental Design" should be incorporated into building design, such as:
 - a. Natural surveillance, 'eyes on the street': visibility, light and openness should maximize the ability to see throughout the site through placement of windows that access all areas, appropriate lighting to avoid darkening spaces and walkways, entrances and site features should be designed to avoid areas for hiding.
 - b. Define spaces: creating a clear definition between public and private space that express ownership and boundaries, particularly for multi-residential and mixed-use developments.
 - c. Active Spaces: Encourage legitimate activity in public spaces by locating uses in complementary arrangements. Avoid spaces that appear confined, isolated, or unconnected, or appear without a clear purpose or function.

Development Permit Area 5

Green & Healthy Buildings

1. Evaluate site design for passive solar gain and cooling opportunities (e.g., passive solar water heating, solar mass wall, passive solar heating of intake air). On sites with substantial solar exposure, buildings should be sited, designed, and landscaped to take advantage of passive solar gain in winter and reduce sun exposure in summer.
2. Minimize exposure to noise and pollution through site and building design, especially for those developments located along busy roads (e.g. triple-pane glazing, orient courtyards, playgrounds, open spaces, and building air intakes away from the road).
3. Utilize sustainable construction methods and materials, including the reuse, rehabilitation, restoration, and recycling of buildings and/or building elements.
4. All new commercial, mixed-use, and multi-unit residential buildings within the development permit area are encouraged to be efficient and healthy, and are encouraged to seek third party certification, such as Built Green Gold or Leadership in Energy and Environmental Design (LEED). The Regional District may be able to provide assistance in the planning process and may offer financial assistance in accordance with Regional District's environmental rebate and grant programs.
5. The design and layout of open spaces that can accommodate buildings and areas for edible landscapes and food production are encouraged (e.g., planter boxes, green house, compost facility, private and/ or community gardens, arbours and associated planting, bee hives).
6. The installation of electric vehicle charging stations are encouraged. The Regional District may be able to provide assistance in the planning process and may be able to identify applicable rebate and grant programs.



Example of a passive solar gain designed house.

Relationship to the Street

1. Orient residential and commercial buildings to face the street.
2. Commercial and mixed-use buildings should be sited within close proximity to sidewalks and the pedestrian space to enhance the pedestrian experience, unless where a setback may be considered to provide transition to adjacent building or pedestrian-friendly features such as a patio, courtyard or plaza.



Example of an animated, mixed-use streetscape that provides a buffer between pedestrians and road traffic.

Development Permit Area 5

3. Building setbacks from lot lines should:
 - a. be designed to create an intimate, pedestrian friendly streetscape;
 - b. be between 0.0 m and 3.0 m (RDN in collaboration with Ministry of Transportation and Infrastructure will determine minimum building setbacks from lot lines);
 - c. consider relationship and transition to adjacent buildings;
 - d. corner sites are encouraged to feature landmark design or alternatively to provide a semi-public or public open space; and
 - e. include “corner cuts” or similar treatment to expand sidewalks adjacent to intersections.



Example of site plan demonstrating a “corner cut”.



Example of site plan demonstrating a ‘woonerf’ style streetscape.

4. Pedestrian sidewalks or defined walkways connecting building entrances to and through parking areas and sidewalks or road right-of-ways of the adjacent streets shall be provided.
5. All internal pedestrian walkways shall be distinguished from driving surfaces through the use of a clearly delineated pathway or durable, low maintenance surface materials such as pavers, bricks, or concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.
6. In residential areas, side street should consider ‘woonerf’ style streets that integrate needs of multiple users such as walking, cycling, playing, gardening and socializing.
7. Pedestrian sidewalks or defined walkways connecting building entrances to and through parking areas and sidewalks or road right-of-ways of the adjacent streets shall be provided.

Development Permit Area 5

Pedestrian Access, Provisions for Cyclists Circulation, Vehicles and Loading

1. Clearly defined, safe pedestrian access shall be provided through sites and parking areas to maintain a pattern of active transportation that is integrated with building entrances, walkways, sidewalks, trails and adjacent streets.
2. Locate parking areas to the rear of buildings, internal to the building, or below grade.
3. Avoid large expanses of parking. Provide paved surfaces with visual interest and landscaped areas to create safe pedestrian walkways and visual breaks between clusters of parking stalls (approximately every seven stalls).
4. Bicycle and scooter parking facilities should be provided at grade near primary building entrances.



Example of BC Transit bus shelter stop with wet-weather shelter and parking areas that integrate active transportation.

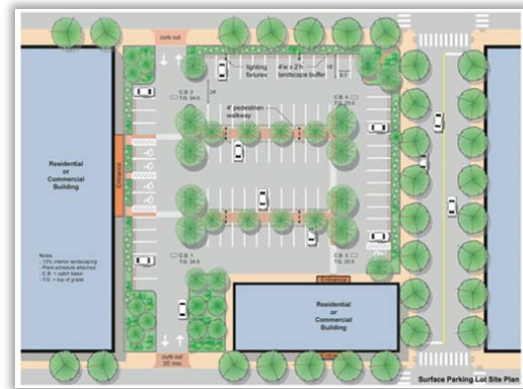
5. Where side road access is not feasible, shared driveways to access business and residential properties from Highway No. 19A shall be encouraged for new development.
6. Vehicular and truck movement patterns must be illustrated on the site plan submitted by the applicant to ensure adequate circulation. A professional engineer may be required to ensure that adequate lane widths and turning radiuses are provided for all forms of vehicles intended to use the property.
7. All loading and storage areas shall be complementary to the development, screened with landscaping and/or gated fencing to a minimum 2.0 meters as appropriate and wherever possible be located to the rear of the building in unobtrusive areas.
8. Provision should be made for promoting easy access to public transit, emergency vehicle, delivery and service vehicles and may include construction of a bus shelter or pad.

Development Permit Area 5

Landscaping & Screening

1. Where landscaping is required within the development permit area, the Regional District may require the applicant to submit a landscaping plan prepared by a landscape architect or other qualified professional and security deposit equal to the total estimated costs of all materials and labour as determined by a landscape architect or other qualified person to the satisfaction of the Regional District.
2. Applicants are encouraged to refer to the most recent edition of the British Columbia Landscape Standards published by the BC Society of Landscape Architects when creating their plan. Landscaping should be used in site design to achieve the following list of objectives:

- a. retain existing healthy, mature trees and new plantings should consist of indigenous vegetation or other non-invasive vegetation suitable for local environmental conditions;
- b. utilize a variety of native plants that are drought tolerant suitable to local growing conditions;
- c. enhance the pedestrian experience (e.g., aesthetics, weather conditions, safe movement throughout site and visual separation from and between uses) and compliment the development and surrounding area;
- d. add texture and three dimensional components to the site (e.g., ground level planting, raised beds, shrubs, tree canopy) and avoid creating areas that are predominately bark mulch, gravel or other similar materials;
- e. minimize water consumption through conservation techniques such as micro-irrigation and xeriscaping;
- f. respect required sightlines from roadways and enhance public views;
- g. help screen parking areas, electrical and mechanical features, and refuse and recycling facilities;
- h. contribute to a sense of personal safety and security;



Example of parking plan with safe pedestrian access and landscaping features.

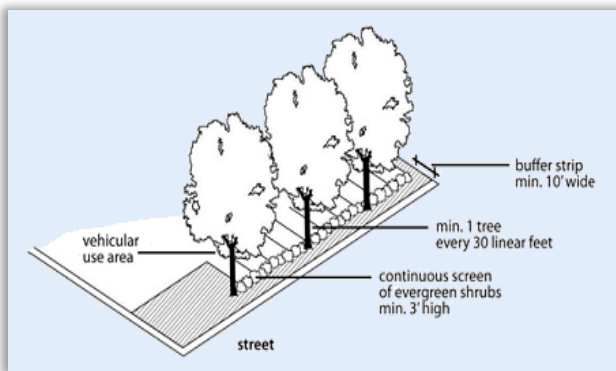
3. Mitigate undesirable architectural elements (e.g., blank walls can be covered with trellis and vines).



Example of a vertical green wall system.

Development Permit Area 5

4. Minimize water consumption through conservation techniques such as micro-irrigation and xeriscaping. Landscaping is to meet the minimum depth of topsoil or amended organic soil on all landscaped areas of a property:
 - a. Shrubs - 45 cm
 - b. Groundcover and grass - 30 cm
 - c. Trees - 30 cm around and below the root ball
5. Landscape plans must be drawn to scale and show type, size and location of proposed landscaping works and planting materials and shall be submitted with the development permit application.
6. Where irrigation is required to maintain proposed landscaping, it should be designed and installed by an Irrigation Industry Association of British Columbia certified irrigation designer or another qualified person.



Example of landscaped buffer from street or between residential properties.



Example of decorative fencing and landscaped screening.

7. Where a commercial property abuts residential zoned property, landscaped buffer area should be provided between the commercial property and the residential property(s).
8. High-efficiency, water saving, automatic irrigation systems are encouraged.
9. All refuse and recycling facilities shall be screened with landscaping and/or gated fencing to a minimum 2.0 meters. Similarly, utilities, electrical and mechanical features shall be screened with fencing, landscaping or a combination of the two.
10. Decorative fences are encouraged. Where chain link fencing used, it shall be screened with landscaping.

Development Permit Area 5

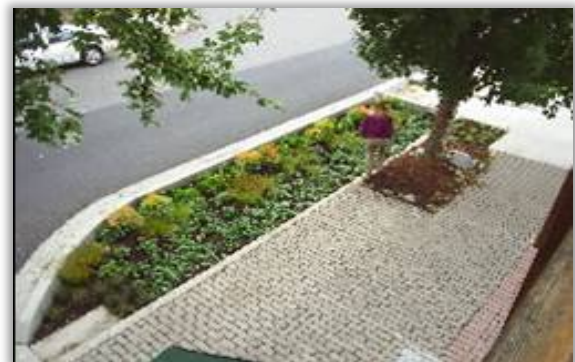
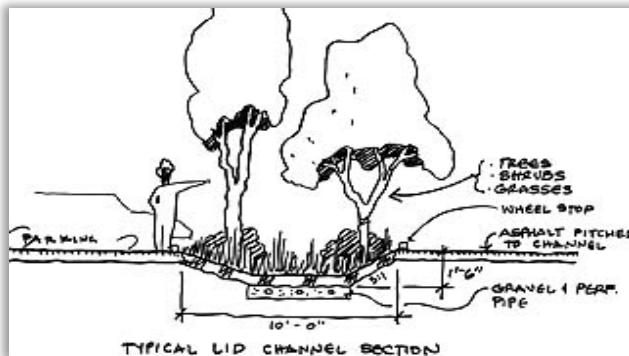
Rainwater Management

1. Design sites and buildings to use best practices for integrated rainwater management and water conservation techniques, including appropriate source controls such as porous and permeable surfaces, bioswales, absorbent landscaping, infiltration facilities, and re-use systems and other techniques aligned with *Develop with Care: Environmental Guidelines for Urban and Rural Land Development in British Columbia, 2014*, published by the B.C. Ministry of Environment, or any subsequent editions.



Examples of a rain garden and rainwater harvesting system.

2. Water quality should be maintained by ensuring that no deleterious substances enter ground or surface water.
3. The Regional District may require a rainwater management plan prepared by a Professional Engineer or other qualified professional.
4. New buildings are encouraged to include non-potable water harvesting in the form of rainwater catchment or green roofs.



Examples of bioswales, permeable surfaces and absorbent landscaping.

Development Permit Area 5

Multi-Residential and Intensive Residential Development Guidelines

1. Residential units should be clustered to make the most efficient use of land and preserve as much land as possible for open space.
2. Residential land uses should be arranged to achieve gradual transition and minimize conflicts with adjacent housing types and surrounding neighbourhoods.
3. Residential units shall be designed to allow residents privacy as well as a sense of community such that each unit has at least one private outdoor space with access to or views of adjacent semi-public spaces.
4. Use landscaping and design to clearly distinguish and provide transitions between public and private spaces especially where residential uses are mixed with commercial uses.
5. Children's play areas should be located to facilitate 'natural surveillance' with high visibility from residential units.

Additional Commercial Mixed-Use Development Guidelines

1. The maximum floor area for individual retail and commercial units should be 300 m² with the exception of grocery stores where a maximum 1,500 m² of retail space will be allowed.
2. Building size for institutional and commercial service/light industrial uses shall be a maximum 1,000 m².



Example of mixed-use building with third floor roof scape.

Additional Service Commercial/Light Industrial Development Guidelines

1. Retail and office uses in commercial service development should be ground oriented, located adjacent to the street with non-retail functions located to the rear of the property.
2. Residential 'live-work' units shall be located above street level over top of commercial service uses.
3. Where possible residential 'live-work' units should be oriented to overlook public streets.
4. Residential 'live-work' units shall have at least one private outdoor space with access to or views of adjacent semi-public spaces.

Attachment 2
Summary of Changes in Draft Version 3

Summary of Changes in Draft Version 3

September, 2017

Introduction

Based on public submissions received on the draft version 2, community input at the June 28, 2017 Open House and further review by Regional District staff, there are a number of revisions in draft Version 3. An annotated draft showing the changes listed in this document as well as more minor typographical changes is also available.

Section 1 – Introduction and Purpose

- Section 1.4 Consistency with the Regional Growth Strategy is added.

Section 2 – The Natural Environment

- Revised introductory text to 2.3 Freshwater Resources to reflect the current way of characterizing the water landscape from RDN Drinking Water and Watershed Protection Program.
- Added policy of non-support for introduction of motors to Spider or Illusion Lakes.
- Added advocacy policy to encourage the Ministry of Forests, Lands and Natural Resources Operations to ensure a future use of the Bowser Seed Orchard lands that contributes to the protection of aquifer and community water supply wells.
- Added policy that rezoning proposals for waterfront lots must demonstrate a high level of wastewater treatment to protect the marine environment from contamination.
- Added advocacy policy: Island Health or other appropriate government ministry to study the impact on marine water quality from onsite wastewater treatment near the foreshore.

Section 3 – Natural Resource Management

Two new Agriculture policies are added based on referral to the Agricultural Advisory Committee:

- The Regional District supports the continued referral to the Agricultural Advisory Committee of land use applications and amendments to this Plan that affect land in the ALR.
- The Regional District should consider regulating the size and location of residential uses in the ALR so that they are farm-oriented and do not reduce the likelihood that the land will be farmed in the future.

Section 4 – Community Resources

- Several new and revised policies based on referral to the RDN Parks Department to provide more clarity for future park acquisition through rezoning or park dedication through subdivision.



- New advocacy policy: The Regional District encourages Vancouver Island University to continue community programming and events at its Marine Research Station and to integrate its future growth and development with the surrounding community.
- Two new policies related to community water systems based on referral to Improvement Districts:
 - Except for agriculturally-designated lands, the Regional District does not support the drilling of wells for domestic purposes where community water services exist and have adequate capacity to meet reasonable domestic demand.
 - In the absence of a groundwater protection bylaw that otherwise recommends such development, the creation of new parcels, serviced by private wells within community water services areas, is not supported.
- Additional new policy based on community feedback: This Plan supports establishing a mandatory septic maintenance program in all areas not served by a community sewer system in order to protect the environment including surface, marine and ground water from contamination.

Section 5—The Development Strategy

- In the Rural designation, additional clarity to Policy 4 that supports rezoning for service commercial use.
- In the previous version of the draft, there were two notes in the Rural policy section 5.3 about policies being presented to the community regarding two development proposals located at the Horne Lake Road and Highway 19 intersection, and on Faye Road. The notes indicated that policy options were being presented to the community and site-specific policies could be included in this section in the next draft. Draft Version 3 does not include site-specific policies, instead relying on other new policies that may allow additional development opportunities at these locations, specifically Rural Policies 4 and 5 and Alternative Forms of Rural Development.
- Rural Lands Policy 4 is returned to the draft OCP (as Rural Policy 3). It is in the current OCP and was removed in the previous draft with the intent that Alternative Forms of Rural Development policies in Section 5.10 would take its place. It is returned to the OCP based on community input and analysis that there are very few lots remaining to which it would apply.
- In Rural Village Centres, new policy to require rezoning which includes a privately owned wastewater treatment system be accompanied by a covenant requiring connection to a Regional District sewer service should one be established.
- Additional clarity to Tourist Commercial Policy 3 which supports rezoning in the Rural designation for new small-scale tourist commercial use.
- Clarification to Recreation Policy 2, that the OCP supports re-designation of the Horne Lake Strata from Recreation to residential use subject to the outcome of a study of the impacts and benefits.
- For the Deep Bay Southwest designation, approximately 50 residential dwellings are supported through clustering of the existing development potential on Lots A, B and C. Draft Version 3 adds the additional access requirement that a road from the development to Highway 19A is constructed to a level suitable for emergency access and service vehicle access during



construction. The following additional changes are made to the policies for Deep Bay Southwest in Section 5.8:

- The maximum number of dwellings that could be achieved through transfer of residential dwelling potential is changed from 300 to 240 in response to community concern that secondary suites are allowed in addition to the number of dwelling units. The new number takes into account the potential number of secondary suites if 50% of principal dwellings are single and permitted a secondary suite, and of those, only 50% of homeowners actually construct secondary suites.
- Additional requests to the Approving Officer related to access and servicing if Deep Bay Southwest is subdivided under current zoning.
- New policy that the well protection area for the Deep Bay Improvement District should be protected
- Addition that as a condition of any rezoning, a road must be dedicated directly to Highway 19A and constructed to a level suitable for emergency access and service vehicle access during construction. The previous draft only included requirement for emergency access, and service vehicle access was required for rezoning for more than 50 dwellings.
- Additional desired community amenity of a sewage collection, treatment and disposal system for the development, to be owned and operated by the RDN, capable of expansion to at least 320 additional connections outside of Deep Bay Southwest. The number of 320 comes from a 2016 dwelling count for the Deep Bay area accessible by road from Gainsburg Road.
- Added desired community amenity of contribution to construction of a new fire hall for Deep Bay Improvement District.
- New policies for a Regional Growth Strategy amendment to allow the full 240 dwellings without any requirement for transfer from other lots. Under this scenario the full list of desired amenities must be provided, 10 percent of dwellings must be affordable housing and the sewer collection system must be constructed beyond the boundaries of Deep Bay Southwest to include at least the lots on Crome Point Road, Deep Bay Drive and Burne Road.
- New policy that during a future review of this Plan, the policies for Deep Bay Southwest should be reviewed in consideration of housing demand, growth patterns, and community need.
- Significant changes to Section 5.10 Alternative Forms of Rural Development to respond to Working Group and community concern that: donor and receiver areas needed to more limited, density in receiver areas more clearly defined, and concern about significant development potential being available for transfer from Resource land where it would be unlikely to be developed without transfer, and with little discernable benefit to the environment or community.
 - The Resource designation is no longer an eligible donor area, but Resource-Agriculture (lands in the ALR) remains a donor area.
 - Receiver areas are those in the Rural and Rural Residential designations with added limitation that only eastward of Highway 19.



- Receiver parcel density is limited as follows:
 - Rural Residential designation: 2 times the number of potential dwellings permitted on the parcel before the transfer
 - Rural designation: 1.5 times the number of potential dwellings permitted on the parcel before the transfer
 - Note: see notes in margin of annotated OCP Draft Version 3 for further explanation
- New section added with a list of guidelines for applications for transfer of dwelling potential to improve certainty for community, applicants, and the RDN.

Section 8 – Development Permit Areas

- Aquifer protection is separated into its own development permit area for clarity.
- Based on new information received in the Qualicum Bay Horne Lake Waterworks Well Protection Plan, additional guidelines are added to the Aquifer Development Permit Area to protect an area at risk of artesian conditions.
- To Qualicum Bay and Dunsmuir Village Centres Development Permit Area:
 - Change to the exemption for subdivision so that intensive residential subdivision is not exempt.
 - Addition of objectives for landscaping consistent with the Bowser Village Centre Development Permit Area.
- Designation of a new Deep Bay Southwest Development Permit Area. The OCP includes justification and objectives, and at the time of rezoning for Deep Bay Southwest, guidelines would be created and adopted in the zoning bylaw.

Attachment 3
Property Specific Development Requests

Electoral Area H

Official Community Plan Review



Draft Version 2 Explained: Property-Specific Development Requests

June 19, 2017

Introduction

Several requests for property-specific changes to the OCP were made through this OCP Review project. This document summarizes the requests, community and Working Group input so far, and a recommended approach to address them. Further community input is sought. More detailed information on each of the proposals can be found in a “Companion Reading to Draft Version 2 - OCP Section 5” for the [Working Group meeting of April 26, 2017](#).

There were eight development requests for properties in different land use designations, as follows:

Rural Lands

1. *Horne Lake Intersection with Highway 19*
2. *Two Faye Road lots near Bowser Elementary*
3. *Crosley Rd Realignment*
4. *Baynes Sound Investments / Deep Bay Southwest – draft policies in Attachment A*
5. *Lot Adjacent to Arrowsmith Golf Course*

Resource Lands

6. *Deep Bay Lot 13*

Resort Commercial Lands

7. *Qualicum Landing*

Recreation Lands

8. *Horne Lake Strata*

The draft OCP proposes a number of general changes that apply to some or all land use designations, and that are intended to respond to community input during this OCP Review or further the regional goals of sustainable development.

- *Temporary Use Permits (5.11)* new ability for a property owner to obtain a temporary use permit for a commercial or industrial use on a property that is not permitted in the zoning, on a temporary basis without the need to rezone. *Applies to all designations.*
- *Alternative Forms of Rural Development (5.10)* new section supporting flexibility in minimum lot size and transfer of dwelling unit potential where the overall number of potential dwelling units does not increase outside village centres. This facilitates moving future development from sensitive and/or



important areas to other areas more suited to development. Proposals must include protection of important or sensitive lands for conservation or community use. *Applies to Rural and Rural Residential Lands, and to Resource lands where dwelling unit potential is transferred out of that designation to Rural or Rural Residential.*

- *Support for rezoning to Tourist Commercial or Service Commercial Use (Rural Policies 4 and 5):*

A property owner in the Rural designation can apply to rezone to tourist commercial or service commercial use if the proposal meets a number of criteria aimed at keeping the use small-scale so as not to detract from growth of Village Centres, and non-disruptive to the surrounding neighbourhood.

1. HORNE LAKE INTERSECTION WITH HIGHWAY 19

The owners of the 32-acre property in the Rural designation that includes the four corners of the Horne Lake Road and Highway 19 intersection have asked that the OCP support mixed-use commercial development on their lot. Their vision is that “the development of the Horne Lake Road Intersection will enhance businesses within Bowser/Qualicum Bay, support the travelling public and promote economic diversity...”

Desired uses mentioned by the owners or community members include such things as: boat storage, mini storage, gas station, or light industrial / service commercial development. Public washrooms and tourist information signage were considered important components of any new development.

Current Development Potential:

Can be subdivided into 5 lots for residential use.

Community and Working Group feedback:

The concept as presented by the property owner was generally well received by at the Community Development Forum and by the Working Group, with the caveat that some kind of welcome signage to “Lighthouse Country”, tourist information, and public washrooms be provided. Input from some have expressed concern that any commercial development at this location would take away from growth of Bowser, an identified community goal.

Recommendation:

Designating this property specifically in the OCP for future mixed-use commercial development does not follow established growth objectives for the region as it could detract from growth and viability of the existing Growth Containment Boundary and contribute to a sprawling pattern of development.

However, the type of potential uses mentioned by the property owner and community members could be supported through the new policies that support rezoning in the Rural designation to tourist commercial or service commercial use, at a less-intensive scale.

Note: it was previously mentioned in supporting documents for this OCP Review that all uses requested except for a gas station could be supported in the new Rural policies 4 and 5, but this document now clarifies that a gas station could be supported in this policy. Other factors would be taken into consideration at the time of rezoning such as the Vancouver Island Highways Agreement between the RDN and Ministry of Transportation and Infrastructure regarding keeping the Highway 19 corridor in a “predominately natural, green, “parklike” state”.

2. TWO FAYE ROAD LOTS NEAR BOWSER ELEMENTARY

The owner of Lots 6 and 7 at the end of Faye Road of approximately 2 ha each, has asked that the OCP be amended to allow a residential “conservation development” of 16 lots. The owner proposes a subdivision design that protects a wetland on the property, and would contribute cash to the RDN for construction of a trail and pedestrian rail crossing to connect Faye Road (and Bowser Elementary) with the Ocean Trail / Jamieson road areas. The owner also proposes that the housing would be affordable home ownership and is interested in a condition of rezoning being registration of a housing agreement that would set an affordable purchase price for some of the homes.

Current Development Potential:

These two lots cannot currently be subdivided but each could have 4 dwelling units for a total of 8 dwellings on the two lots, as follows:

- 4 principal dwelling units of any square footage
- 2 dwellings limited in square footage as secondary suites but detached
- 2 secondary suites limited in square footage and within a principal dwelling unit

Community and Working Group feedback

This proposal was presented at the Deep Bay Workshop and Community Development Forum and discussed by the Working Group and was met with support. Community members found that the location next to the school was a logical place for more residential density, and that the construction of the trail would be a significant community asset allowing school children living in areas to which it would connect, to walk or bike to school on quiet roads and trails. It was also felt that this community wanted to encourage the initiatives of local residents such as the owner of these lots.

Recommendation:

A site specific designation for this property to increase the number of principal dwellings from 4 to 16 does not follow established growth objectives for the region as it would be an increase in the number of potential dwellings outside the Growth Containment Boundary. However, the new (draft) Alternative Forms of Rural Development policies aim to provide new opportunities for rural subdivisions such as proposed by the owner. These new policies allow residential lot sizes to be smaller so they can be clustered over a smaller area to protect another important area, and for efficiency of servicing. They also allow potential dwelling units to be transferred from another lot or lots in the Plan Area. For development under these new Alternative Forms of Rural Development policies to be supported, it must not result in an overall increase in the number of potential dwellings outside the Growth Containment Boundary.

On these Faye Road lots 6 and 7, the draft policies for Alternative Forms of Rural Development for clustering would support rezoning to 4 lots, one for each of principal dwellings currently permitted, each with a secondary suite. This doubles the subdivision potential without increasing the overall number of dwellings. The policies would also allow for smaller lot sizes so they could be clustered closer to one another to achieve the conservation design desired by the owner.

These draft policies would also support the transfer of potential dwellings from another lot or lots to reach the desired total of 16, and this location has obvious community value in establishing a trail to connect with Thompson Clark - Ocean Trail.

While relying on the Alternative Forms of Rural Development policies does not immediately provide the owner with the number of units they asked for, it provides a path forward to transfer potential units from another lot or lots, without compromising the regional growth objectives.

3. CROSLEY RD REALIGNMENT

The owner of Lot 14 directly adjacent to and south-east of the intersection of Crosley Rd and Highway 19A is pursuing a road realignment and land exchange with the Ministry of Transportation and Infrastructure in order to provide road access to the two Crown lots leased by the RDN and where the Bowser Seniors Housing Society plans to construct a seniors supportive living complex. The new road access would be constructed at the owner's cost, who in exchange has requested that his Lot 14 be added to the Bowser Village Centre commercial mixed-use designation.

Current Development Potential:

This property could have 4 dwelling units: 2 principal dwellings and two suites, and cannot be subdivided.

Community and Working Group Feedback:

This proposal received strong support from the Working Group and at the Community Development Forum.

Recommendation:

In consideration of:

- The road access being created and constructed for Bowser Seniors Housing Society's proposed seniors supportive housing complex and
- The logical location for addition of land to Bowser Village Centre (it is within the designated "future use area")

a site-specific OCP amendment for this property is recommended. The OCP amendment to include the lot in the Bowser Village Centre mixed use commercial designation would be subject to the construction of the new road access to the future Seniors Housing site.

4. LOT ADJACENT TO ARROWSMITH GOLF COURSE

The owners of the Arrowsmith Golf Course also own another lot across the street. They requested to change the future land use designation from Rural to Tourist Commercial to allow for the expansion of facilities, amenities and uses in support of a destination golf resort. In particular they would like to develop an RV park to "diversify operations and create new business opportunities".

Community and Working Group Feedback:

This proposal was met with support at the Community Development Forum although it led to a discussion that the community did not want any new Resort Commercial developments approved with the 180-day occupancy clause that has led to difficult-to-enforce full time residential use instead. After the Community Development Forum, planning staff heard from residents of the local area with concerns about environmental sensitivity of the development, vehicle traffic, and other potential impacts on their neighbourhood.

Recommendation:

Given draft Rural Policy 5 that supports rezoning for Tourist Commercial uses in the Rural designation, there is no need for an OCP amendment to this specific property for the owners to accomplish their proposal through rezoning. Issues such as sensitive ecosystems and impact on the neighborhood would be addressed at the time of rezoning.

5. BAYNES SOUND INVESTMENTS “DEEP BAY SOUTHWEST”

The owners of three lots adjacent to and southwest of the developed portion of Deep Bay request that the following be supported in the OCP on Lot A:

- a residential development of 300 units; and
- tourist accommodation in the form of a lodge building and up to 20 small cabins and associated support services such as a restaurant and recreation facility.

They propose to provide the following access, service and amenities that would be a requirement of future rezoning to allow for this increased density and commercial use:

- a boat trailer parking area as near to Deep Bay Harbour as possible
- construction of public road with a separated walking trail from Highway 19A to Gainsburg Road
- a wastewater treatment facility that has the possibility of servicing lands outside the area
- public trail and park system that is connected to the rest of the Deep Bay trail system
- at least one public view park

The owners plan to consider a similar scale of development of Lot B in the future.

Some level of development on Lots A and B has been proposed by the owners since the beginning of this OCP Review project, and was subject of a 2011 zoning amendment / OCP amendment / Regional Growth Strategy amendment application.

In order to fit 300 units into the developable area after land is set aside for roads, park, trail, and sensitive ecosystems, and to create a compact residential development with different housing forms, there would be a combination of single family lots, townhouses and courtyard clusters. Single dwelling lots would be approximately 4,000 – 5,000 square feet, or approximately 80 x 50 ft to 100 x 50 ft.

Community and Working Group Feedback:

Extensive conversation on this proposal resulted in a range of levels of support. Many if not most Working Group members are in support of this proposal as requested by the property owners. Some Working Group members are not in support of any change to the status quo, and others have indicated some build-out of less than 300 units but more than what is currently permitted would be more suitable. Some Working Group and community members feel the second road access to Deep Bay that would be provided with this development is essential, and others think that it is not, as there are many other neighbourhoods with only one way in and out.

Current Development Potential:

Estimated OCP and Zoning Subdivision Potential for Deep Bay Southwest Lot A

	Lot size (ha)	Min lot size OCP (ha)	Gross Lots OCP	Net* Lots OCP	Min lot size zoning (ha)	Gross Lots Zoning	Net* Lots Zoning	Max lots without OCP amendment
<i>Lot A</i>	38.85	4.0	9	7	2.0	19	15	15

** This estimate deducts 20% of land that may be required for roads, parks, environmentally sensitive areas, septic fields etc. The actual number of lots possible is generally 80% of gross*

Under current zoning there is the net potential for approximately 15 lots. For each of the estimated 15 potential lots if each lot is greater than 2 ha, two dwelling units are permitted and up to two secondary suites are also permitted, one of which can be detached. This means that the total number of dwelling units is estimated at 60, on 30 lots:

15 lots greater than 2 ha:

30 principal dwellings + 30 suites = 60 dwelling units/suites

Recommendation:

Designating this property specifically in the OCP for future mixed-use commercial development does not follow established growth objectives for the region as it would be an increase in the number of potential dwellings outside the Growth Containment Boundary, which could detract from growth and viability of the existing Growth Containment Boundary. However, a new opportunity has been created for housing development through the draft Alternative Forms of Rural Development policies and the requested 300 units could be achieved through transfer of potential dwelling units from other lots. This way, the proposal becomes consistent with the establish growth objectives for the region as there would be no overall increase in the number of potential dwellings outside the Growth Containment Boundary.

Under Alternative Forms of Rural Development policies, approximately 56 residential units could be developed without transfer, and the remainder could be developed if transferred from other parts of the Regional District. There is a requirement that lands be protected for some public good purpose, and the owners have identified the general areas of parks, trails and conservation lands that would be likely candidates.

The proposed lodge building and tourist accommodation could be developed pursuant to new Rural Policy 5 supporting rezoning to these uses in the Rural designation. Further, while not currently proposed, service commercial uses could be developed pursuant to Rural Policy 4 supporting rezoning for service commercial uses.

A site-specific policy is required to secure the access, servicing and amenities desired by the community, and to support the use of several different supportive rezoning policies as part of the same development, which are generally only intended to be used individually. **The draft policies are included in Appendix A.**

6. DEEP BAY LOT 13

The owners of Lot 13 (54.7 ha) fronting Deep Bay propose that the OCP support rezoning to 0.5 acre lots to enable a conservation-designed development with possible uses relating to resort accommodations and eco-tourism activities intended to attract global tourism. They propose a large wetland conservation area and waterfront trail as community amenities. They originally presented their proposal in conjunction with adjacent Lot 14 to the west and included a trail through both properties to Cook Creek and to Rosewall Creek Provincial Park, however the proposal is now only for Lot 13. The lot is currently in the Agricultural Land Reserve (ALR) and before additional residential dwellings could be permitted by the RDN it would have to be removed.

The owners had applied for exclusion from the ALR in the Fall of 2016, but recently withdrew their application. A significant rationale stated by the owners for allowing increased development is that the land is not suitable for farming, and poor farm practices could lead to contamination of the waters of Baynes Sound, which would have a detrimental impact on the shellfish industry.

Community and Working Group Feedback:

This proposal originally received strong support at the Deep Bay Workshop, Community Development Forum and from the Working Group. Since the change noted above with only Lot 13 available for the proposed development, staff has recommended no change occur in the OCP at this time and there has been little Working Group discussion on it.

Current Development Potential:

The OCP supports subdivision as small as 8 ha. Subject to rezoning and approval of the Agricultural Land Commission, subdivision to 8 ha would result in approximately 5 – 6 lots.

Being in the ALR, if the land was to be actively farmed and classified as farm for tax assessment purposes, up to 10 tourist accommodation units would be permitted. There are numerous other potential agritourism uses given the lot's current inclusion in the ALR depending on the nature of potential farm operations.

Recommendation:

Designating this property specifically in the OCP for future development does not follow established growth objectives for the region as it could detract from growth and viability of the existing Growth Containment Boundary. As it is within the ALR, Alternative Forms of Rural Development policies would not support increased density, but would support potential dwelling units being transferred off this lot.

If farm operations on this lot follow best practices there is unlikely to be a negative impact on the waters of Baynes Sound. The idea that any farming activity on this lot is too risky given its adjacency to Baynes Sound is one with varying perspectives. Following the same logic, it could also be said that any residential development on this lot is too risky, with the potential for contamination from wastewater disposal, runoff from streets and driveways, or some unexpected contamination from residential use such as propane or chemical storage. Whatever future use is on this property it will be important to ensure measures are in place to reduce the likelihood of contamination of the waters of Baynes Sound.

A site-specific OCP amendment for this property is not recommended. If the lot is removed from the ALR through some future application, change in use and density of this property could be considered in a future OCP review, or by application to amend the OCP from the property owner at any time.

7. QUALICUM LANDING

The Qualicum Landing Strata Council request that full time residential occupancy be permitted by removing the maximum of 180-day occupancy covenant.

Qualicum Landing is an approximately 6.3 ha strata development of 62 detached residences, a clubhouse, an outdoor pool and a tennis court. It is in the Tourist Commercial OCP designation and is zoned for commercial use. It was redeveloped from the former Costa Lotta trailer park beginning around 2009. The development has its own wastewater treatment system and is served by the Qualicum Bay – Horne Lake Waterworks.

As described by the Strata Council, currently approximately half of the owners rent their units to vacationers, one quarter occupy their units for short periods and they remain otherwise unoccupied through most of the year, and one quarter are full time residents. The net effect of this is that during peak season half or more of the units are occupied and off season three quarters of the units are unoccupied. It was also noted by the Strata Council that many owners were not aware of the 180 day limit on residency when they purchased their unit.

This request was met with little support at the Community Development Forum. Comments from the audience indicated that if owners did not do their due diligence when purchasing the property that was not something that should be corrected through a change to the OCP. Others noted that changing the OCP and zoning to allow full-time residential use now amounts to a work-around, in that if the development had been created under residential zoning from the start, fewer units would have been permitted, and there would have been requirement for community amenities such as park dedication and public beach access.

Current Development Potential:

The property is currently developed to its full potential for overnight accommodation units. When Qualicum Landing was redeveloped from the former Costa Lotta trailer park, the RDN required that a covenant be registered on the property titles with a limitation on occupancy of 180 days per year. The zone does not allow for residential use, and overnight accommodation is intended to be for seasonal or shorter-term use by the travelling public.

Community and Working Group Feedback:

This request was met with little support at the Community Development Forum. Comments from participants indicated that if owners did not do their due diligence when purchasing the property that was not something that should be corrected through a change to the OCP. Others noted that changing the OCP and zoning to allow full-time residential use now amounts to a work-around, in that if the development had been created under residential zoning from the start, fewer units would have been permitted, and there would have been requirement for community amenities such as park dedication and public beach access.

Recommendation

While Qualicum Landing requested simply that the 180 day limit on overnight stays is removed, in their presentation they indicated they had put some thought into potential for some kind of combination of use whereby a percentage of units would be allowed full time occupancy and a percentage would have to be available for short-term rental. They indicated that they found that having some owners living there year-round was valuable for maintenance and oversight of the development which is beneficial to the short-term rental component. These concepts have potential from a land use planning perspective, and the Strata Council may wish to further develop these concepts in discussion with the Regional District.

A rezoning proposal involving a combination of tourist accommodation and residential use could be supported within the OCP Tourist Commercial Policy 4: "The Regional District shall not support strata conversion of tourist commercial uses to residential uses where it would reduce opportunities for tourism".

A rezoning proposal involving a combination of tourist accommodation and residential use should include amenities such as public beach access and park dedication and consideration of any other requirements there would have been should the subdivision have been for residential use originally.

8. HORNE LAKE STRATA

The Horne Lake Strata requests a change to the OCP to acknowledge the Horne Lake community as a node in Area 'H' and to support an application to amend the current zoning to permit full time occupancy. The Horne Lake Community consists of 400 bare land strata lakefront lots on approximately 280 acres and 3200 acres of private managed forest lands. Of the 400 strata lots, 374 have been sold and are occupied with cottages or RVs and the balance of the strata lots will be sold over time. The strata development is not serviced by BC Hydro or within a fire protection area, water is provided by water license for individual intakes from Horne Lake, and wastewater disposal is via pump-and-haul.

There is a long history of a cottage community at Horne Lake dating back to the 1920's. In 2001 a rezoning and subdivision were completed to formalize tenure and regulation for these cabin properties. For more information about this history of these policies and regulations, the RDN prepared a backgrounder document, which can be accessed [on the website](#). As a condition of the rezoning, the owners purchased approximately 280 acres at the west end of Horne Lake and donated it to the RDN for the Horne Lake Regional Park and campground.

Current Development Potential:

The property is currently subdivided to its maximum potential.

Community and Working Group Feedback:

This proposal was met with support at the Community Development Forum and from the Working Group. While there are similarities to the request from Qualicum Landing which did not receive support, it was noted that the OCP designation is different, and although the Horne Lake community is subject to a similar restriction on seasonal occupancy, it was never intended to provide short-term rental accommodation to the travelling public, so converting to full-time residential use would not take away from that tourist commercial rental stock.

Recommendation:

Designating this property specifically in the OCP for future development does not follow established growth objectives for the region as it could detract from growth and viability within the existing Growth Containment Boundary. While this proposal does not request an increase in the number of cabins, the change to allowing the existing recreational cabins and lots to become full-time residences could have an impact on growth management in the region. The Regional District's growth management policies aim to concentrate growth in the Growth Containment Boundary where services such as transit, retail, and community facilities already exist or are more economically feasible to create. By converting 400 cabins to the ability to be full time homes to an existing housing stock of under 2,500, there could be a negative impact on the ability to attract residential growth to the Village Centres.

There are a number of practical considerations for changing the use from recreational (where owners can only occupy the cabins for part of the year) to full-time residential. These considerations relate to environmental protection, as the strata lots are in a significant riparian area that is part of a watershed that includes the Big Qualicum River and supports salmon populations, and to public health and safety.

In consideration of the unique nature of this development, a site-specific OCP amendment for the Horne Lake Strata property is included in Section 5.7 of the draft OCP that includes conditions under which a re-designation to residential use in the OCP would be supported. The study referred to in that policy could be conducted as part of a rezoning application by the Horne Lake Strata, and if all conditions of the study are met to the satisfaction of the RDN Board, a rezoning could proceed. This change is contingent on the Regional Growth Strategy first being amended.

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APPENDIX A

DRAFT DEEP BAY SOUTHWEST POLICIES

These policies would be added to the end of draft OCP Section 5.8. The numbering starts at policy 9, to following policy 8 of the existing draft section.

DEEP BAY SOUTHWEST

“Deep Bay Southwest” is a land use designation of this Plan comprised of two lots totalling 75 hectares. This Plan envisions Deep Bay Southwest as a mixed-use development focused on residential, tourist commercial and service commercial uses and meeting the objectives of the Deep Bay section 5.8 of this Plan and pursuant to the following policies 9 to 18 of this section as well as all other relevant policies in this Plan.

RESIDENTIAL POLICIES FOR DEEP BAY SOUTHWEST

9. In the Deep Bay Southwest designation, up to 300 residential dwelling units may be supported pursuant to Alternative Forms of Rural Development Policies in section 5.10 of this Plan through transfer of dwelling unit potential and reduction of minimum lot size, and consistent with the following:
 - a) Dwelling units must include a mix of housing choices including single-family, townhouses to a maximum of a four-plex, and courtyard housing.
 - b) Secondary suites are only permitted within single-family dwelling units.
 - c) Residential building height is limited to 2 storeys and 11 metres.
 - d) Residential development is designated a development permit area for establishment of objectives for the form and character of intensive residential and multi-family residential development Area in accordance with Section 488.1 of the *Local Government Act*.
10. In the case of subdivision under the current zoning regulations, the following should be provided:
 - a) road access from Gainsburg Road to the development through the portion of Lot A that splits Deep Bay Creek 2 Community Park to ensure that the existing driveway extending beyond Crome Point Road and to the Deep Bay Marine Station is not used as the public access; and
 - b) Emergency road access from Highway 19A.

TOURIST COMMERCIAL POLICIES FOR DEEP BAY SOUTHWEST

11. In Deep Bay Southwest, tourist commercial uses include:
 - a) small-scale, 2 storey lodge-type accommodations with up to 20 rooms and up to 20 small cabins not exceeding 50 m² in gross floor area, which provide temporary accommodation to the travelling public as well as students and researchers and the adjacent Vancouver Island University Deep Bay Marine Field Station; and
 - b) restaurant, small-scale recreation facilities, and other amenities related to tourism services and that are not expected to compete with Bowser as the commercial centre of the area.
12. In Deep Bay Southwest, tourist commercial development is designated a Development Permit Area for establishment of objectives for the form and character of commercial development in accordance with Section 488.1 of the *Local Government Act*.

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SERVICE COMMERCIAL POLICIES FOR DEEP BAY SOUTHWEST

13. In Deep Bay Southwest, service commercial uses that complement and enhance the aquaculture industry, aquaculture research, and marine tourism and business are supported, pursuant to Rural Policy 4 of this Plan that supports rezoning for service commercial use.

ENVIRONMENTAL DESIGN AND CLIMATE CHANGE POLICIES FOR DEEP BAY SOUTHWEST

14. In Deep Bay Southwest, in addition to meeting Development Guideline Criteria in section 5.1 of this Plan, development proposals must also demonstrate that:

- a) site design establishes areas to remain free from development and disturbance including the marine coastline, steep slopes, wetlands, ravines and watercourses, archaeological sites, and environmentally sensitive areas including eagle nest and perch trees;
- b) approximately 40% of the area of each lot in which development is proposed (Lot A or Lot B) is free from development for environmental protection and/or public use in perpetuity;
- c) the area described in 13b above is intended to meet the requirements of alternative forms of rural development policies in order to allow for smaller minimum lot sizes and/or transfer of potential dwelling units; and
- d) site design retains trees and vegetation where possible in and around the housing and tourist commercial development areas;

15. In Deep Bay Southwest, commercial and residential development is designated a development permit area for establishment of objectives to promote the reduction of greenhouse gas emissions, to promote water conservation and to promote energy conservation in accordance with section 488.1 of the *Local Government Act*.

ACCESS AND SERVICING POLICIES FOR DEEP BAY SOUTHWEST

16. Development proposals for Deep Bay Southwest must meet Development Guideline Criteria in Section 5.1 of this Plan. In addition, a high standard of wastewater treatment must be met in order to protect the waters of Baynes Sound from contamination, which is to include a sewer collection and treatment system.

17. In Deep Bay Southwest, road layout and design must emphasize pedestrian and bicycle mobility over vehicles in order to promote active transportation, and all internal roads must include roadside paths or trails for safe walking and cycling.

18. Development in Deep Bay Southwest is likely to occur in phases, and access may also be developed in phases. The following lists access requirements for different thresholds of development:

- a) As a condition of any rezoning under Alternative Forms of Rural Development policies, or to permit tourist commercial or service commercial use:
 - road access must be constructed from Gainsburg Road to the development through the portion of Lot A that splits Deep Bay Creek 2 Community Park to ensure that the existing driveway extending beyond Crome Point Road and to the Deep Bay Marine Station is not used as the public access;
 - a road must be dedicated from the development directly to Highway 19A and constructed to a level suitable for emergency access from the Deep Bay area; and

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- a road must be dedicated to the Vancouver Island University Deep Bay Marine Station property.
- b) As a condition of any rezoning to permit additional residential units that would take the total number of residential units in Deep Bay Southwest to greater than 50, the road access directly to Highway 19A must be constructed to a level suitable for service vehicle access during construction.
- c) As a condition of any rezoning to permit additional residential units that would take the total number of residential units in Deep Bay Southwest to greater than 150, the road access directly to Highway 19A must be constructed to Ministry of Transportation and Infrastructure standards as a public road, and must include a separated trail for active transportation.

COMMUNITY AMENITY POLICIES FOR DEEP BAY SOUTHWEST

19. Several specific community amenities have been identified by the community as desirable in the Deep Bay area in general and on the Deep Bay Southwest properties specifically. In anticipation of a phased development of Deep Bay Southwest, desired community amenities will be phased with the scale of residential and commercial development:

- a) Provision of affordable housing or contribution to a Regional District affordable housing fund, should one be established.
- b) Construction of a comprehensive trail and park system that is connected to the rest of Deep Bay trail system, to the existing Deep Bay community, the Vancouver Island University Marine Research Station and waterfront viewing and picnic areas. The trail network must be publically owned or with legal public access. The trail network should be designed with areas along the trail in appropriate locations of a width suitable to be developed into playgrounds or meeting areas.
- c) An area for boat trailer parking located as near to the Deep Bay Harbour as possible. At the time of writing this Plan, the portion of Lot A approximately 0.65 ha in area between Gainsburg Road and a portion of Deep Bay Creek 2 Community Park is identified as a suitable location. Other potential locations can be explored at the time of rezoning application.
- d) Development of the parking area indicated in Policy 18c above including clearing, grading, surfacing, and any other associated improvements to create a trailer parking area.
- e) A small scale, community accessible recreational building as part of the potential lodge development.

Attachment 4
Summary of Changes in Draft Version 2

Electoral Area H

Official Community Plan Review



Summary of Proposed Changes in Draft Official Community Plan Version 2

May, 2017

Section 1 – Introduction and Purpose

This section includes background information and demographics as well as the Community Values Statement which functions as a “vision” for the document, or “guiding principles”. The overall direction for this Plan as captured in the Community Values Statement is confirmed through this review process, to continue to be relevant.

- New reference to Qualicum First Nation reserve in description of the area
- Reference to the 2016/17 update to the Plan and description of the process
- Updated population growth to include recent Census data and growth projections
- New information on significant aging of the population over time
- Updated Community Values Statement #11 regarding First Nations consultation

Section 2 – The Natural Environment

Community input identified a few key priorities for this section: ongoing and enhanced understanding and protection of aquifers, reducing the proliferation of seawalls and riprap on the marine coast, improved protection of the coastal and marine environment, and addressing climate change. OCP updates in the Draft reflect these priorities as well as others listed below:

- Changed title from Environmentally Sensitive Areas to Sensitive Ecosystems to broaden scope
- Previous section 2.5 Protection of Wildlife and Native Plants is now incorporated into section 2.1
- New “advocacy policy” sub-heading to group policies that are outside the ability of the RDN to directly implement (added throughout the Plan)
- Objectives and policies directly related to surface and groundwater protection are merged with to section 2.3 Freshwater Resources to reduce duplication
- New background information about the coastal Douglas Fir biogeoclimatic zone
- New references to climate change and associated impacts
- Updated references to “best practice interface building and landscaping techniques” to refer to “FireSmart” (updated throughout the Plan)
- New policy for protection of aquifer recharge areas, particularly well head capture areas of water improvement districts



- New map of groundwater features
- Section 2.4 Coastal Zone Management re-titled to “Marine Environment” to reflect current terminology
- New background information on characteristics of the marine coastline to support new policies for protection of coastal processes and natural shorelines
- New objective and policies for protection of marine ecosystems and natural coastal processes including new policy that structural modification to the shoreline such as with sea walls and rip rap will only be permitted when a Green Shores (softer) approach is not a practical alternative
- New policy to not support encroachment permits on public beach access rights-of-way
- New advocacy policy encouraging the Ministry of Agriculture and Fisheries and Oceans Canada to consult with local residents and the RDN prior to issuing any new or amended licenses for seaweed harvesting, and to encourage them to communicate about the harvest and to continue to conduct scientific research
- New section 2.5 Climate Change and Energy moved from section 6 in current OCP and significantly re-worded to reflect actions already undertaken and to be consistent with the format of the rest of the OCP where each section has an introduction, objectives, and policies.
- In addition, development permit areas (Section 8) for the protection of the natural environment have been revised and updated to reflect community input.

Section 3 – Natural Resource Management

A key focus of updates to this section is on agriculture and the Agricultural Land Reserve (ALR). To respond to concerns of ALR property owners, as part of this OCP Review the RDN contracted an agrologist to review the boundary of the ALR and make recommendations for amendments. The Final Report and Existing Conditions Report on that study can be found on the [project website](#).

- Section 3.1 “Agriculture” title amended to “Agriculture and Aquaculture” to reflect recommendations in the 2012 RDN Agriculture Area Plan for OCPs to better support agriculture, including aquaculture.
- Add reference to local food system to reflect current views of and priorities for food security
- Add background on ALR designation and 1987 boundary review in Area ‘H’
- Add background on shellfish aquaculture industry and objective to support it
- Revised Objective 2 to improve support for aquaculture industry.
- New Objective 3 to recognize the potential conflict between residential and agriculture/aquaculture uses at the interface between the two.
- New Policy 4 to support applications for non-farm use or exclusion of land from the ALR where an essential community service is provided that outweighs the loss to agriculture.
- New Policy 5 to support land-based components of aquaculture.
- New Policy 7 to introduce a development permit area for subdivision on lands adjacent to the ALR (not on the ALR lands themselves) to reduce future conflicts between agricultural uses and other adjacent uses.
- New Policy 8 for agrology reports submitted in support of subdivision within or exclusion of land from the ALR to fully consider non-soil based farming activities. As the Agricultural Land Commission considers this a significant factor in their decisions, requiring that agrology reports



include this is consideration is hoped to assist owners of ALR land in considering other options, and assist the AAC in making their recommendations.

- Add advocacy policy encouraging the Ministry of Agriculture and local farm organizations to assist and support owners of agricultural land will options and opportunities related to all aspects of farming.
- To the Forestry section, add reference to the Coastal Douglas Fir Land Use Order protection area established in 2010, and update percentage land cover statistics

Section 4 – Community Resources

Key updates to the Community Resources section reflect park acquisition priorities accomplished and new priorities set, creation of an Active Transportation Plan, wellhead protection plans created by Improvement Districts, the future of rail service on the E&N railway being uncertain, and a new RDN Transit service to Area H. In particular, the following updates are included in the Draft OCP:

- Revised introductory text in 4.1 Parks and Open Space for clarity and to reduce duplication with Section 2.1 Sensitive Ecosystems
- New references to Active Transportation Plan for Area 'H' in order to assist in its implementation. The Active Transportation Plan can be found on the [project website](#).
- New reference to informal trail systems to acknowledge the full extent of trails in the area regardless of whether or not the RDN manages them
- Updated accomplishments such as Henry Morgan Park and current work on Dunsmuir Park
- New policy on RDN considerations for review of road closure applications to ensure that their value as public land for active transportation and recreation is considered and to not support road closure applications if retaining the right-of-way will benefit future parks and trails development. This responds to concern that in recent years, at least one right-of-way was eliminated that reduces the ability to establish a future trail in a key location.
- Updated references to Community Parks and Trails Strategy and Regional Parks and Trails Plan
- Clarified policy for park dedication at time of subdivision for ease of interpretation
- Updated parkland acquisition priorities and consolidated into one policy to assist in implementation
- New policy to support creation of a regional parks development cost charge bylaw
- Add background on well head protection plans for the three water improvement districts and policy to protect through land use regulation and development permit area
- Add policy supportive of community sewer outside of village centres where there is a threat to public health
- Add policy supportive of community sewer outside of village centres to achieve other objectives of this Plan related to alternative forms of rural development (this has be supported by an amendment to the Regional Growth Strategy before it can be implemented).
- Add reference to active transportation as part of the overall transportation network and requirement that facilities be considered for community amenity contributions at the time of rezoning
- Add objective for second access to neighbourhoods with only one way in and one way out



- Strengthened advocacy policies for the Ministry of Transportation and Infrastructure to improve bicycle and pedestrian infrastructure and wayfinding and tourist attraction signage.
- Add advocacy policy to encourage BC Transit and the Comox Valley Regional District to work with the RDN to develop a public transportation connection between Deep Bay and transit in the Comox Valley Regional District
- Add advocacy policy to encourage the Deep Bay Harbour Authority to provide additional off-street parking
- Add policy to support new boat launches

Section 5—The Development Strategy

The Development Strategy includes objectives and policies for each of the land use designations found on Map No. 5.

The broad community input guiding changes to this section is to encourage growth in Village Centres and keep the rural lands rural, but consider some development in key locations that meet specific conditions. A number of changes address this feedback including policies supporting rezoning in the Rural designation for tourist commercial and service commercial uses, allowing temporary use permits which were not previously available, and adding one lot from the Bowser Village Centre “future use area” into the Village Centre to provide road access to the proposed Bowser Seniors Housing Society development. A new section on Alternative Forms of Rural Development opens opportunity for creativity and flexibility in subdivision design without increasing the overall development potential outside the Growth Containment Boundary.

There are three significant, potential changes to the development strategy that are subject to further community input prior to recommendation from the RDN in the form of draft OCP language: development at Deep Bay Southwest (Baynes Sound Investments), two lots at Faye Road, and commercial development at the Horne Lake and Highway 19A intersection.

5.1 Development Guideline Criteria:

- #4 expanded for clarity of when a hydro-geological study is required and terminology updated.
- #7 new to reflect integration of the Climate Change and Energy OCP section throughout.
- #9 changes the term “stormwater” management to “rainwater” management to reflect current terminology.
- Shortened and revised some wording
- Revised for clarity how confirmation of quality and quantity of water is confirmed when within a community water service area. Will be by referral from the RDN to the Improvement District which is consistent the process for RDN-operated water systems.
- Expanded section on development approval information – technical addition

5.2 Resource:

- Added mention of aquaculture
- New Objective 5 to encourage farm activities on productive agricultural lands moved from the Rural designation



- New Objective 6 to protect agricultural lands for present and future food production.
- In Policy 2, creation of new land use designation for ALR lands called “Resource – Agricultural”. This will be shown on Map No. 5 – Land Use Designations
- Working Group feedback included suggestion of setting a maximum house size in the ALR to reduce likelihood of estate development instead of farming. This question will be put to further public consultation along with the question noted in the draft of section 5.2: if Policy 3 should be removed that supports subdivision into lots smaller than 8 ha if supported by the current zoning bylaw.

5.3 Rural:

- New Objective 3 to encourage alternative subdivision design to help limit sprawl, reduce fragmentation of ecological systems, and create more sustainable land use patterns. This objective is implemented through new Section 5.10.
- New Objective 4 to support tourist commercial and service commercial development that is compatible with the local area and adjacent properties. This is in response to community input asking for more flexibility in the OCP to support new business ideas and initiatives in these areas.
- New Policies 4 and 5 to implement Objective 4 related to supporting tourist commercial and service commercial development
- New Policy 3 to recognize support for secondary suites that were previously permitted through another RDN project that amended the zoning bylaw.
- Removed former Policy 4 that supported consideration of rezoning to a 2.0 hectare minimum parcel size (lower than the 4.0 hectare size in the overall policies for this land use designation) if a list of criteria were met. Instead, smaller minimum parcel sizes are supported through a new section 5.10 of this OCP called “Alternative Forms of Rural Development”.
- Two potential site-specific OCP amendments in the Rural designation have been identified and the OCP Draft Version 2 includes two notes to refer to the locations: the intersection of Horne Lake Road and Highway 19, and lots 6 and 7 on Faye Road near the school. A separate document will describe options for addressing these proposals for which there has been support from the Community Working Group.

5.4 Rural Residential:

- New Objective 4 to encourage alternative subdivision design to help limit sprawl, reduce fragmentation of ecological systems, and create more sustainable land use patterns. This objective is implemented through new Section 5.10.

5.5 Rural Village Centres

- Additional text in the Introduction to describe the distinct characteristics of Qualicum Bay and Dunsmuir Village Centres. (The Bowser Village Plan, adopted in 2010, provides objectives and policies specific to Bowser).
- New Objective 7 and Policy 4 encouraging a range of housing types including affordable housing.
- New Policies 5 and 6 to provide direction to rezoning proposals.



- New Policy 7 supporting a future review of this Plan to consider reducing the area of Qualicum Bay and Dunsmuir Village Centres and re-designating them as Local Service Areas in order to focus the commercial mixed-use centre of the area in Bowser, and encourage local services or tourist commercial uses in the other two Village Centres.

5.6 Tourist Commercial

- Name of this land use designation changed from Resort Commercial to Tourist Commercial to more broadly refer to the type of development supported in this designation.
- Revised policy 4 to add consideration of scale and make terminology more consistent with other policies of the Plan.
- Revised Policy 3 to provide more guidance for consideration of rezoning applications for new tourist commercial uses
- New Policy 5 to consider providing staff housing on site of new or expanded tourist commercial accommodation.

5.7 Recreation

- New Objective 3 to consider conditions under which Horne Lake Strata could be re-designated for residential use.
- New Policy 2 to outline conditions under which the OCP would support re-designation of the Horne Lake Strata properties to residential use.

Park Land Use Designation

- This designation was removed from Section 5 of the OCP as the objectives and policies are adequately covered in Section 4.1 Parks and Open Space.

5.8 Deep Bay

- New land use designation to reflect community input that there should be specific objectives and policies for the area to reflect unique issues and opportunities. This section was developed in consideration of input received throughout the OCP Review so far include a workshop on Deep Bay specifically.
- A potential site-specific OCP amendment in the Deep Bay area (Rural designation) has been identified and the OCP Draft Version 2 includes a note to refer to this. These lands have recently been known as the "Baynes Sound Investment" lands and are being referred to in this project as Deep Bay Southwest to remove attachment to a particular owner in the name. A separate document will describe options for policies on these lands which the Working Group has had extensive discussion on and there are a variety of views.

5.9 Affordable and Accessible Housing

- New section to reflect community input regarding the need to address housing affordability, and to implement the 2010 Affordable Housing Action Plan of the RDN that made recommendations for OCPs.



5.10 Alternative Forms of Rural Development

- New section. In order to encourage more sustainable forms of rural development outside the Growth Containment Boundary (Rural Village Centres), this section provides opportunities for flexibility in minimum lot size and for transfer of potential dwelling units where the overall number of potential dwelling units does not increase outside the Rural Village Centres.
- Learn more about flexibility in minimum lot sizes with the [Alternative Subdivision Design information sheet](#).

5.11 Temporary Use Permits

- New Section that allows the RDN Board to issue a permit that allows commercial or industrial activities to take place under conditions, for a period of up to three years and subject to renewal.
- This is a standard section in many Official Community Plans and is a tool for local governments to encourage economic development.

Map No. 5 – Land Use Designations

- New “Institutional” designation added that includes the Vancouver Island University Marine Station and Bowser Elementary to ensure that these locations remain as Institutional use
- Revised Tourist Commercial / Rural Residential boundary at the Deep Bay Campground and adjacent properties to remove designations split across lots that were adopted in the past when a subdivision along those lines was anticipated.
- New “Resource – Agricultural” designation for land in the Agricultural Land Reserve
- Designation changed from Resource to Rural on the lot including addresses 850, 860, 870 Spider Lake Road as it was excluded from the Agricultural Land Reserve

Section 6—First Nations and Reconciliation

New section recognizing the partnerships and economic opportunities currently existing and aimed for with the First Nations who have interest in the Plan Area, and including objectives and policies for protection of heritage sites (which includes archaeological sites).

Section 7 – Implementation

- The table of implementation actions is updated to reflect the changes in the draft OCP
- New Community Amenity Contribution section to provide clarity for developers and stronger assurance for the community that desired amenities identified through this OCP Review will be obtained when the opportunity arises through development.

Section 8 – Development Permit Areas

Development permit areas are a tool used by local government to regulate certain aspects of development that are not directly addressed in the zoning or building bylaw, and where there are special conditions such as environmentally sensitive areas, hazardous lands, or objectives for the form and



character of a commercial area. The development permit areas in this OCP were thoroughly reviewed and revised as follows:

- Removing the need for a development permit where a building permit is required – the current development permit areas were adopted before there was building inspection in the Plan Area.
- Clarifying language where use of these development permits over time has shown areas that lack clarity
- Adding more preamble to provide clarity for property owners, consultants, and the RDN on what are the objectives of the development permit area and what is trying to be achieved.
- Adding more exemptions wherever possible for small/minor developments that are unlikely to impact the objectives of the development permit area.

A list of specific changes to each development permit area will be outlined in an updated version of this document when the draft development permit areas are distributed to the public.

Electoral Area H

Official Community Plan Review



Summary of Proposed Changes in Draft Official Community Plan Version 2 – **Development Permit Areas**

June 21, 2017

Section 8 – Development Permit Areas (and Bowser Village Plan)

Development permit areas (DPAs) are a tool used by local government to regulate certain aspects of development that are not directly addressed in the zoning or building bylaw, and where there are special conditions such as environmentally sensitive areas, hazardous lands, or objectives for the form and character of a commercial area. The DPAs in this OCP were thoroughly reviewed and revised as follows:

- Removing the need for a development permit where a building permit is required and the development permit area would not require anything additional not addressed in the building permit process – the current development permit areas were adopted before there was building inspection in the Plan Area.
- Clarifying language where use of these development permits over time has shown the need
- Adding more preamble to provide clarity for property owners, consultants, and the RDN on what are the objectives of the development permit area and what is trying to be achieved.
- Adding more exemptions wherever possible for small/minor developments that are unlikely to impact the objectives of the development permit area.

General Policies and Exemptions:

- New section to cover policies and exemptions that apply to all DPAs to reduce duplication.

DPA 1 – Freshwater and Fish Habitat Protection

- Combines Fish Habitat Protection DPA and the surface water aspect of the Environmentally Sensitive Features DPA from current (2004) OCP. The Fish Habitat Protection DPA was added to the OCP in 2007 to implement the *Riparian Areas Regulation*, and this 2017 update streamlines for ease of interpretation.
- New Justification and Objectives sections for clarity.
- Updated exemptions and guidelines for clarity based on other RDN OCP's.

DPA 2 – Environmentally Sensitive Areas

- Moved surface water to separate DPA 1 and coastal areas to separate DPA 3.
- Aquifer map designation changed to reflect new aquifer mapping from Province of BC.



- Heron and eagle nest map designation changed to reflect new mapping from Wildlife Tree Service.
- Clarified and expanded exemptions from aquifer areas.
- Added exemptions from heron and eagle nest tree areas.
- Added clarity on requirements for hydrogeological reports and biophysical assessments to improve consistency in reports and reduce time in processing applications when further information is requested from the consultant .

DPA 3 – Marine Coast

- Moved coastal DPA from former Environmentally Sensitive Features DPA.
- Reduced Coastal DPA to 15 m upland from Natural Boundary from 30 m to be consistent with adjacent RDN Electoral Area G, and to encourage development to remain entirely outside of the 15 m area from the natural boundary, and reduce the number of development permit applications.
- Clarified intent of the DPA, justification and objectives.
- Added exemption for minor development.
- Added guidelines for erosion protection measures to ensure that hard protection such as lock block walls and rip rap are only used as a last resort, and that *Green Shores* approaches are first considered.
- Added guideline for ocean loop geothermal exchange installation.
- Added guideline for subdivision that new lots must have safe building sites without requiring shore protection measures when considering 0.8 metres of local sea level rise.
- Clarified guidelines on replanting.
- New guidelines on boating facilities including new boat ramps.

DPA 4 – Steep Slope Hazard

- Clarified that the focus of this DPA is on steep slopes and that flooding hazard is covered in either DPA 1, DPA 3, and / or by the Floodplain Bylaw.
- Updated steep slope mapping based on new 2m contour data.
- Revised area of application to include lots where a slope of 30% or greater exists, when the lot is near the marine coast. The intent of revising the DPA based on new contour data was to improve the existing boundaries focused on the marine coast. While other areas of 30% slope or greater exists throughout the Plan Area, when away from the coast they will either be captured through the Riparian Areas Regulation requirements (riverine), or are on Resource lands or large rural lots where there are likely to be sufficient buildings sites away from the hazardous area.
- A map showing all slopes of 30% or greater is included in this OCP for information purposes which could be used to inform building inspection or bylaw amendment processes.
- A future project involving a geotechnical review of the 30% slope mapping could further refine or add to the development permit area.

DPA 5 – Farmland Protection



- New DPA that applies only to subdivision of lands adjacent to Agricultural Land Reserve (ALR).
- Purpose of this DPA is to guide subdivision design to ensure a landscaped buffer on the non-ALR land to reduce future conflicts between residential and farm use.
- Similar DPA has been adopted in Electoral Area 'A' and is considered a best practice.

DPA 6 – Rural Commercial

- Revised title from “Resort Commercial and Recreational Lands” DPA.
- Area of application extended to also include the Rural land use designation to reflect new OCP policy that support rezoning of lands in the Rural designation to tourist commercial or service commercial use. There would only be a requirement for this development permit area on the Rural lands if they were rezoned to allow tourist commercial or service commercial use.
- Revised guidelines for consistency with some of the Bowser Village Centre DPA guidelines, and to generally improve clarity.

DPA 7 – Qualicum Bay and Dunsmuir Village Centres

- Revised title from “Village Centres” DPA. Since the current Plan was adopted the Bowser Village Centre Plan was created a DPA written just for Bowser.
- Revised guidelines for consistency with some of the Bowser Village Centre DPA guidelines, and to generally improve clarity.

Bowser Village Plan Development Permit Area

- Removed guidelines related to hazards and aquifer protection as they are covered in another DPA.
- Added exemption for addition to an existing building or structure not visible from a public roadway.
- Some revisions for consistency with DPA 7 – Qualicum Bay and Dunsmuir Village Centres.
- A number of guidelines reworded for clarity.

Attachment 5
Draft Policies that Require Amendments to the RGS

OCP Section / Policy	RGS Policy / Map	Rationale
<i>Section 5.10, Policy 2.e</i> “Subject to Regional Growth Strategy Amendment, shared wastewater disposal and shared provision of water are supported in the Rural Residential designation of this Plan in order to allow for smaller residential lots and a larger protected parcel”	10.2 “Not support the provision of new community water and/or sewer services to land designated as Rural Residential or Resource Lands and Open Space...”	Section 5.10 of the draft OCP implements RGS policy 5.13 to encourage alternative forms of rural development. In this context, shared wastewater and water should be allowed, or the ability to achieve these alternative forms of rural development will be significantly limited.
<i>Section 5.5 “Rural Village Centres”</i>	10.3 “only support new community water and wastewater systems that are publically owned.”	In addition to the above where small, privately owned systems are to be supported through alternative forms of rural development policies, this OCP also supports them in Village Centres not served by community wastewater systems. Although there are policies supporting establishment of community sewer in Dunsmuir and Qualicum Bay Village Centres, there is nothing on the horizon. This RGS policy would inhibit their ability to grow into the compact, mixed use centres before a community wastewater system is constructed.
Bowser Village Centre Plan change to re-designate one lot from the Future Use Area to the Bowser Village Centre	Maps - Growth Containment Boundary for Bowser Village Centre	This addition to the Bowser Village Centre will facilitate construction of road access to the Crown lots leased by the RDN for seniors housing.
All maps – Bowser Village Centre south-east boundary realignment	Maps - Growth Containment Boundary for Bowser Village Centre	The realignment of the south-eastern boundary from following Thames Creek to following property lines with bring it into consistency with the Bowser sewer service area boundary.
<i>Policy 25 in Section 5.8 re Deep Bay Southwest</i> supporting up to 240 dwellings with provision of specified amenities	5.2 “The minimum parcel size of lands designated Resource Lands and Open Space or Rural Residential, will not be decreased below the minimum size established in the relevant official community plan in place at the time of adoption of this RGS”.	This policy is written such that an RGS amendment could be applied for at a later date.

TO: Electoral Area Services Committee **MEETING:** October 10, 2017
FROM: Jon Wilson
 Manager of Emergency Services **FILE:** 7130 03 01 GAP
SUBJECT: Emergency Program Gap Analysis – Projects Update

RECOMMENDATION

That the Emergency Program Gap Analysis - Project Update be received for information.

SUMMARY

A Gap Analysis Review was conducted in 2016 for the Emergency Services that outlined current service levels and identified areas to expand or improve. Priority projects recommended for the 2017 budget and work plan were endorsed by the Board on December 8, 2016. Significant progress has been achieved on most of the 2017 projects.

BACKGROUND

With staff changes in Emergency Services early in 2017, some projects had a delayed start. The support provided by Transportation Services until the Manager of Emergency Services was hired in May, assisted greatly to complete several priority projects, including the Emergency Notification System which was made publicly available in May 2017. The lists below identify Gap Analysis priority projects for 2017, with the status of each project separated by those completed, in progress, or delayed and with related details for each.

Completed Projects:

1. Personal Emergency Kit Display

Project is completed and used in conjunction with emergency planning events.

2. Tabletop Exercise for Emergency Operations Centre (EOC)

Project was completed in July 2017 with EOC Management staff, EOC Section Chiefs and Deputy Section Chiefs involved in a Table Top Exercise for a wildfire scenario based in Nanoose Bay. All feedback indicated the training provided significant value to participants.

3. Emergency Management Training – Elected Officials

Training was facilitated in September 2017 with EOC familiarization, Emergency Management structure, and role of Policy Group in supporting response and recovery from emergencies.

4. Connect Rocket – Emergency Notification System

Emergency notification system has been up and running since May 2017 with public subscriptions increasing. The system is utilized for both internal staff call out to the EOC and also mass notification by area for public awareness of emergencies. Full public notification test planned for October 19th to coincide with BC Shake Out earthquake preparedness drills.

5. Summer Fire Season Readiness Meeting

A meeting was held in July 2017 with regional stakeholders for summer fire season readiness.

6. Minimum of 10 Outreach Presentations

The Emergency Services Special Projects Coordinator has been invaluable in providing public outreach with well in excess of 10 events including Lighthouse Fall Fair, Oceanside KidsFest, Hi Neighbour Day at Errington Farmers Market, Coombs Country Fair, Tribal Journeys, Parksville Museum Farmers Market, Qualicum Beach Museum, Cedar Farmers Market, Probus, Qualicum Beach Family Day, Emergency Preparedness Expo, Emergency Program Week Info Booths (Gabriola Island/Cedar/Parksville/Lantzville/Qualicum Beach), and many others. Outreach provided to in excess of 2,000 residents through direct interaction.

Projects In Progress:

1. Reception Centres - Gabriola Island ERC Generator

Two locations were evaluated for installation of an emergency generator.

2. Reception Centres - Renew contract for Cranberry Reception Centre and update with supplies

Renew contract and update supplies in 2017.

3. Reception Centres - Prepare a report to EASC regarding signage at Emergency Reception Centres

The report will be prepared for November. Currently reception centres have portable signs that are displayed when the reception centre is activated due to an emergency.

4. Emergency Preparedness Presentation - Streamline ONE PowerPoint presentation for the public

This project is being worked on in conjunction with Emergency Management Oceanside (EMO) partners.

5. Update Community Wildfire Protection Plans (CWPPs)

Strategic Wildfire Initiative Program funding was applied for and awarded for an update to the CWPP for Extension, North Cedar and Cranberry Fire Service Areas. An RFP was prepared and work awarded. Project timeline is typically 12 months and anticipated for completion in March 2018. Three additional grant applications were submitted for Dashwood, Errington & Coombs-Hilliers, and Bow Horne Bay/Deep Bay Fire Service areas and funding approval is pending / delayed due to Interior Wildfire priorities by the Province. These three CWPP's will be completed in 2018 if approved. Remaining CWPP's will be applied for in 2019 as each one is a complex project requiring 8 - 12 months for completion.

6. Update Neighbourhood Emergency Preparedness Program (NEPP)

We are currently reviewing the structure of NEPP to establish a simpler core program to provide on a broader basis across the regional district. Future program goals will be to provide a revised but simpler educational program through refined handouts, social media tools for broader public engagement, workshops, scheduled training opportunities, and other opportunities such as block BBQ's to encourage neighborhood group interaction.

7. Create a multi-year year incremental training plan for EOC staff

We are currently reviewing training records to determine the training levels of staff to forecast training deliverables needed.

8. Review and Update Emergency Planning Website

This project has two portions. The first portion being the existing emergency planning pages within the RDN website, which has had some information updated and more work to be completed within 2017. The second portion is the forecasted creation of a stand-alone RDN Emergency Management website which is a partnered initiative with City of Parksville and Town of Qualicum Beach (Emergency Management Oceanside).

9. Livestock Evacuation Plan

Draft plan from 2013 has been updated with current contacts and information. A contract for livestock sheltering facility in Cedar/Extension will need to be considered for the future.

10. Emergency Support Services - District 68

Emergency Services has engaged in discussions with City of Nanaimo Emergency Management to utilize their Emergency Social Services (ESS) team in the event of an emergency, while supplementing their program with regional volunteers. Current arrangement is that they will assist with any ESS needs in District 68 until a formal decision / arrangement can be made.

11. National Disaster Mitigation Program

Funding was approved for this federal / provincial / local government project to conduct flood mitigation planning but the start of project was delayed by the Provincial coordinator due to the Interior Wildfire situation. Anticipate funding approval will come in October whereupon an RFP will be prepared and the work awarded. 12 - 18 months is expected for completion.

12. Area Evacuation Plans

Initial work has been started on plans for one way in / one way out subdivisions in Dashwood. This project requires more work and time and will carry on into 2018.

13. Create Generator Maintenance Plan and Terms of Use for ERC

Terms of Use will be included in new agreements as ERC agreements are prepared or renewed. Generator maintenance is being monitored and a regular maintenance plan will be prepared in 2018.

14. Review best practices regarding Wildland Urban Interface (WUI) fire mitigation through land use/development processes

Staff will be working with Strategic and Community Development to identify options for promoting WUI fire mitigation, in order to report back to the Board in 2018.

ALTERNATIVES

1. That the Emergency Program Gap Analysis- Project Update be received for information.
2. That the Board provide alternative direction.

FINANCIAL IMPLICATIONS

There are no financial implications with this report for information since these projects and costs are included in the 2017 Financial Plan.

STRATEGIC PLAN IMPLICATIONS

Progress made to date on implementing the 2017 priority projects arising from the 2016 Gap Analysis of Emergency Planning supports the strategic priority of “Focus on Service and Organizational Excellence” by recognizing emergency services as core elements of community safety, and through continued support to advancing emergency preparedness within the Regional District of Nanaimo.



Jon Wilson
jwilson@rdn.bc.ca
September 26, 2017

Reviewed by:

- D. Pearce, Director, Transportation and Emergency Services
- P. Carlyle, Chief Administrative Officer

TO: Electoral Area Services Committee **MEETING:** October 10, 2017
FROM: Jon Wilson
 Manager of Emergency Services **FILE:** 7380-20 FSR
SUBJECT: Fire Services Review – 2017 Projects Update

RECOMMENDATION

That the Fire Services Review - 2017 Projects Update be received for information.

SUMMARY

In early 2016, the Regional District of Nanaimo (RDN) completed a Fire Services Review of the six (6) rural volunteer fire departments within the Regional District of Nanaimo, using the consulting services of Dave Mitchell & Associates Ltd. The review resulted in twenty-three (23) core recommendations, with additional specific recommendations provided department by department. The report and recommendations were received and approved for implementation by the Board on May 24, 2016, including the hiring of a Fire Services Coordinator. Initial priority items were assigned from the report recommendations as part of a 2017 Fire Services Work Plan.

BACKGROUND

Ten (10) of the recommendations from the 2016 Fire Services Review have been completed to date, including several 2017 Fire Services Work Plan items identified below:

2017 Fire Services Work Plan

- 1. Finalize the Fire Services Agreement with the Cranberry FD and the Cassidy/Waterloo Fire Service Area.** Negotiations are in progress to have this completed by year end 2017.
- 2. Develop and finalize an 'InterPower Bylaw' for the Coombs/Hilliers portion on the FSR (Fire Services Report).** This has been completed.
- 3. Finalize a Building and Land Agreement with Coombs/Hillier Fire Department and Arrowsmith Search and Rescue (ASAR).** This project is in progress with a consultant conducting a building assessment for suitability of the ASAR portion for the fire department's needs, seismic assessment and valuation as part of further negotiations with ASAR.
- 4. Ensure the RDN Fire Departments are training and documenting to their respective Playbook Declaration Service Levels and standardize RDN Fire Department Training Report Documentation.** This is nearing completion. All six (6) fire departments are now training and operating at their respective declared Playbook levels and standardized RDN Fire Department Training Report

documentation. Four (4) departments are using Fire Pro software for records management of this documentation, one (1) is using Fire Pro on a trial basis, and one (1) is getting training to begin using the Fire Pro record keeping management system for consistent records management within the RDN.

5. Develop one set of RDN Fire Department Standardized Operational Guidelines to cover the six RDN Fire Departments. This is in progress with RDN Fire Services developing a Request for Information (RFI) to source a consultant with the best format to develop a combined set of Operational Guidelines that can be routinely updated and provided effectively to all members of RDN Fire Departments.

6. Ensure the RDN Fire Departments have an up to date OH&S Program that meets the current regulatory requirements. This is complete and RDN Fire Services will continue to monitor to ensure compliance with statutory and regulatory requirements.

7. Develop and finalize a RDN Fire Department Standardized Operational Bylaw.

This is currently on hold, upon advice of RDN solicitor, due to new *Fire Safety Act* which is anticipated to be passed by the Province in the very near future. The new *Act* is anticipated to bring with it changes to authority and responsibilities which should be reflected in a new Operational Bylaw.

Additionally there are other recommendations completed including developing education/experience requirements for Fire Chief positions, reviewing National Fire Protection Association (NFPA) and WorkSafe BC requirements.

The 2017 Fire Services work plan is well underway and some changes are naturally placing greater responsibility and accountability upon the Fire Chiefs, Fire Departments and the Societies for regulatory requirements. Overall the changes are affording better communication and developing a greater sense of accountability from fire departments to the RDN as the authority having jurisdiction with overall responsibility/liability for provision of fire protection services and this is ensuring liability of the Regional District is being more well managed than in the past.

ALTERNATIVES

1. That the Fire Services Review- 2017 Projects Update be received for information
2. That the Board provide alternative direction.

FINANCIAL IMPLICATIONS

There are no financial implications with this report for information since all projects and costs are included in the 2017 financial plan.

STRATEGIC PLAN IMPLICATIONS

Progress made to date on implementing the 2016 Fire Services Review recommendations supports the strategic priority of “Focus on Service and Organizational Excellence” by recognizing emergency services as core elements of community safety, and through providing support and improvement to operations and administration of the fire services within the RDN.



Jon Wilson
jwilson@rdn.bc.ca
September 25, 2017

Reviewed by:

- D. Pearce, Director, Transportation and Emergency Services
- P. Carlyle, Chief Administrative Officer

TO: Electoral Area Services Committee **MEETING:** October 10, 2017
FROM: Tom Armet
 Manager, Building & Bylaw Services **FILE:** CE20160000049
SUBJECT: 1415 Spruston Road - Unsightly/Hazardous Property

RECOMMENDATION

That the Board direct staff to proceed with the clean up and remediation of Lot 1, Section 3, Range 6, Plan VIP62055, Cranberry District (1415 Spruston Road) at the owner's expense, in accordance with the BC Supreme Court Order dated July 10, 2017.

SUMMARY

In 2007, the Regional District of Nanaimo (RDN) took action in response to multiple complaints from area residents about the unsightly condition and use of the subject property, located in a rural residential area of Electoral Area 'C'. The RDN sought and obtained a BC Supreme Court Order (see Attachment 1. BC Supreme Court Order dated July 24, 2007), that permanently restrained the owners of the property from using or permitting the property to be used in contravention of Regional District of Nanaimo regulations. Under the terms of the Order, the owners were required to remove from the property all refuse, tires, pallets and plastic containers. The Order also required the owners to pay costs of the action to the RDN. Over the next few years, the owners took minimal steps to clean up the property however its current condition has deteriorated significantly. On July 10, 2017, the owners were found in contempt of the original Order and the Court has directed they clean up the property in default of which, the RDN is authorized to do so at the owner's expense (see Attachment 2. BC Supreme Court Order dated July 17, 2017).

BACKGROUND

In 2007, the Regional District of Nanaimo took action in response to multiple complaints from area residents about the unsightly condition and use of the subject property, located in a rural residential area of Electoral Area 'C'. The RDN sought and obtained a BC Supreme Court Order that permanently restrained the owners of the property from using or permitting the property to be used in contravention of Regional District of Nanaimo regulations. Under the terms of the Order, the owners were required to remove from the property all refuse, tires, pallets and plastic containers. The Order also required the owners to pay costs of the action to the RDN. Over the next few years, the owners took minimal steps to clean up the property.

In 2014, the property was forfeited to the Province for tax arrears, and the former owners continued to live on the property. In 2016, numerous area residents complained about the hazardous and unsightly condition of the property, which remained under the ownership of the Province. Despite extensive

efforts by RDN staff, the occupants failed to respond to direction to clean up the property. In January 2017, the RDN was informed that the property was re-registered to the previous owner and current occupant. The RDN subsequently advised the owners that the terms and conditions of the 2007 Court Order remained in effect however, the owners continued to defy the Order by bringing more debris onto the property.

In July 2017, BC Supreme Court Justice Gaul found the owners in contempt of the original Court Order by breaching the permanent injunction restraining them from using the property in contravention of RDN regulations, and failing to pay the outstanding costs to the RDN. The Court ordered the owners to comply with the original Court Order and to remove all debris from the property within 30 days, in default of which the RDN is authorized to do the work at the owner's expense. To date, the owners have failed to comply with the Court Orders and the property continues to be the subject of numerous, ongoing complaints and concerns by residents and other agencies, including first responders. Rather than cleaning up the property the owners now appear to be depositing additional material on site.

The property owners have demonstrated an inability or unwillingness to maintain the property in a safe manner and in compliance with RDN regulations and Court Orders requiring they do so. The BC Supreme Court Order of July 10, 2017 states in part:

Within 30 days of the date of this Order, the Defendants comply with the terms of Order of Madam Justice Bruce granted July 16, 2007, failing which the Plaintiff (RDN) be at liberty to remove all refuse, tires, pallets and plastic containers from the Lands at the expense of the Defendants.

As illustrated in the photos (see Attachment 3. 1415 Spruston Road Photos), the amount of debris, discarded materials and derelict vehicles on the property is extensive and may include hazardous materials, requiring specialized removal procedures. The area fire chief and the police have expressed concerns about the safety of first responders in the event of a fire or other emergency occurring on or near the property. It is estimated that more than 100 large truckloads of material will need to be removed. Preliminary cost estimates to remediate the hazardous condition of the property range as high as \$80,000. The presence of unknown hazardous chemicals and materials could raise those costs substantially.

ALTERNATIVES

1. That staff be directed to proceed with the clean-up of the subject property in accordance with the Court Order dated July 10, 2017.
2. That no further action be taken in this matter.

FINANCIAL IMPLICATIONS

The RDN is authorized by Court Order to undertake the clean-up of the property and bill the property owners for the cost associated with the work. It is likely however that the owners will not reimburse the RDN and the amount owing will then be transferred to the Surveyor of Taxes for collection of the debt through payment of taxes by the owners or from the proceeds of the sale of the property. If after a period of two years a tax debt remains unpaid, the property is absolutely forfeited to the Province and all charges and liens are cleared from the title in accordance with the *Taxation (Rural Area) Act*,

including any debt owed to the RDN. It would then be necessary for the RDN to assign those costs back to the service area participants, which will raise the tax requisition for the service over a multi-year period.

In the absence of Provincial legislation or provisions that would permit a regional district to recover remediation costs after property forfeiture, Ministry of Forest, Lands and Natural Resource Operations (MFLNRO) staff have indicated a willingness to consider reimbursement on a case-by-case basis. To that end, there are ongoing discussions between RDN and MFLNRO staff in this and other cases to ensure that we are providing the necessary support for consideration of reimbursement of costs by the Province at a future date, in the event of property forfeiture.

Given the significant public and environmental concerns associated with the condition of this property, and the owner's inability or unwillingness to do the work, staff recommends that the RDN proceed with clean up and remediation of the property at the owner's expense, and in accordance with the Court Order of July 10, 2017.

STRATEGIC PLAN IMPLICATIONS

Enforcement of the Court Order to address public and environmental concerns in relation to the subject property is aligned with the Governing Principals in the Board's 2016-2020 Strategic Plan to be responsive to the needs of the Region that advance residents' well-being.



Tom Armet
tarmet@rdn.bc.ca
2017.09.27

Reviewed by:

- G. Garbutt, General Manager, Strategic & Community Development
- P. Carlyle, Chief Administrative Officer

Attachments

1. BC Supreme Court Order dated July 24, 2007
2. BC Supreme Court Order dated July 10, 2017
3. 1415 Spruston Road Photos

Supreme
Court of
British
Columbia



Nanaimo
Registry

JUL 24 2007

No.: S50363
Nanaimo Registry

IN THE SUPREME COURT OF BRITISH COLUMBIA

BETWEEN:

REGIONAL DISTRICT OF NANAIMO

PLAINTIFF

AND:

ROY MORGAN UZELAC and
DEBORAH ANNE UZELAC

DEFENDANTS

ORDER

BEFORE THE HONOURABLE
MADAM JUSTICE BRUCE

)
)
)

MONDAY, THE 16TH DAY
OF JULY, 2007

THE APPLICATION of the Plaintiff, coming on for hearing before me on the 16th day of July, 2007, at Nanaimo, B.C. and upon hearing Bruce Jordan, counsel for the Plaintiff;

THIS COURT DECLARES that:

1. The Defendants' use of the lands having a legal description Parcel Identifier No.: 023-210-907, Lot 1, Section 3, Range 6, Cranberry District, Plan

ENTERED
Nanaimo Registry

Vol 434 Fol 121

VIP62065, and municipally described as 1415 Spruston Road, Nanaimo, B.C. (the "Lands"), contravenes the Regional District of Nanaimo Land Use and Subdivision Bylaw No. 500, 1987;

THIS COURT ORDERS that:


2. A permanent injunction is granted restraining the Defendants, their servants, agents, and employees, and anyone else having notice of such an Order from using or permitting the use of the Lands in contravention of the Regional District of Nanaimo Land Use and Subdivision Bylaw No. 500, 1987;

3. Without limiting the generality of the foregoing, the Defendants are hereby required to forthwith remove from the Lands all refuse, tires, pallets and plastic containers;

4. The Defendants pay costs and disbursements to the Plaintiff in the sum of \$1,700.00, payable forthwith.

APPROVED BY:

BY THE COURT



Bruce Jordan,
Solicitor for the Plaintiff



Registrar

No.: S50363
Nanaimo Registry

IN THE SUPREME COURT OF BRITISH COLUMBIA

BETWEEN:

REGIONAL DISTRICT OF NANAIMO

PLAINTIFF

AND:

ROY MORGAN UZELAC and
DEBORAH ANNE UZELAC

DEFENDANTS



ORDER

Staples McDannold Stewart
Barristers and Solicitors
2nd Floor - 837 Burdett Avenue
Victoria, B.C. V8W 1B3
(Victoria Court Box #91)
Telephone: (250) 380-7744
Facsimile: (250) 380-3008

**Return to
C.L. GAILLOUX**

Bj:si

195 484\160707\order

DO NOT WRITE ABOVE THIS LINE, FOR LAND TITLE USE ONLY.

REGISTRATION (OR RENEWAL) OF A JUDGMENT

FORM 421

NOTE: Before submitting this application, applicants should check and satisfy themselves as to the tax position, including taxes of the Crown Provincial, a municipality and improvement, water and irrigation districts.

NATURE OF INTEREST: CHARGE (JUDGMENT)

HEREWITH FEE OF: \$27.00

Legal description:

Address of person entitled to be registered as owner if different than shown in instrument:

Parcel Identifier No.: 023-210-907
Lot 1, Section 3, Range 6, Cranberry District,
Plan VIP62065

Regional District of Nanaimo
6300 Hammond Bay Road
Nanaimo, B.C. V9T 6N2

Full name, postal address and occupation of judgment debtor:

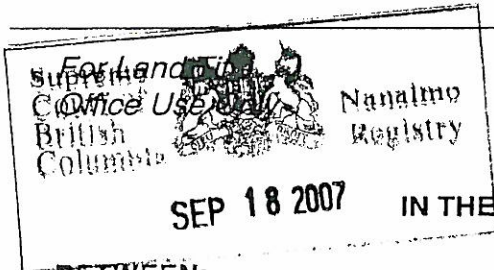
Full name, address, telephone number of person presenting application:

Roy Morgan Uzelac
Deborah Anne Uzelac
1415 Spruston Road
Nanaimo, B.C.
V9X 1S8

STAPLES McDANNOLD STEWART
Barristers and Solicitors
2nd Floor, 837 Burdett Avenue
Victoria, B.C. V8W 1B3 Telephone: (250) 380-7744
Fax: (250) 380-3008
Attention: Bruce Jordan



Signature of Applicant, Solicitor or Authorized Agent



No.: S50363
Nanaimo Registry

BETWEEN:

REGIONAL DISTRICT OF NANAIMO

PLAINTIFF

AND:

ROY MORGAN UZELAC and
DEBORAH ANNE UZELAC

DEFENDANTS

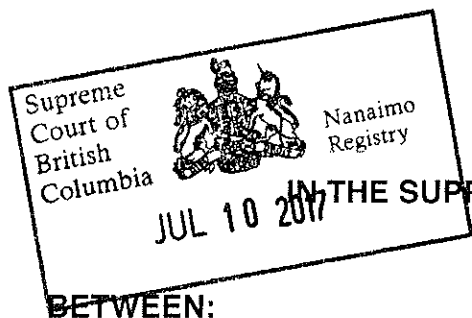
CERTIFICATE OF JUDGMENT

I, the undersigned, Registrar of the said Court, do hereby certify that on the 16th day of July, 2007, the Plaintiff, Regional District of Nanaimo, obtained judgment against the Defendants, Roy Morgan Uzelac and Deborah Anne Uzelace, in the within proceeding, for the sum of \$1,700.00.

AS WITNESS my hand and the Seal of the said Court, this 18 day of September, 2007.



District Registrar



No.: S50363
Nanaimo Registry

IN THE SUPREME COURT OF BRITISH COLUMBIA

BETWEEN:

REGIONAL DISTRICT OF NANAIMO

PLAINTIFF

AND:

ROY MORGAN UZELAC and
DEBORAH ANNE UZELAC

DEFENDANTS

ORDER MADE AFTER APPLICATION

BEFORE THE HONOURABLE)
JUSTICE *Gaul*)
)
) MONDAY, THE 10th DAY
) OF JULY, 2017

ON THE APPLICATION of the Plaintiff, Regional District of Nanaimo, dated June 28, 2017, coming on for hearing at Nanaimo, British Columbia on July 10, 2017; and on hearing Marie Watmough, Lawyer for the Plaintiff and no one appearing for the Defendants although duly served:

THIS COURT DECLARES that:

1. The Defendants, ROY MORGAN UZELAC and DEBORAH ANNE UZELAC, are in contempt of an Order of this Honourable Court by wilfully disobeying the Order of the Honourable Madam Justice Bruce granted July 16, 2007 by:
 - (a) Breaching the permanent injunction restraining them, their servants, agents and employees from using or permitting the use of the lands

municipally described as 1415 Spruston Road, Nanaimo, British Columbia, legally described as: PID 023-210-907, Lot 1, Section 3, Range 6, Cranberry District, Plan VIP62055 (the "Lands"), in contravention of the Regional District of Nanaimo Land Use and Subdivision Bylaw No. 500, 1987;

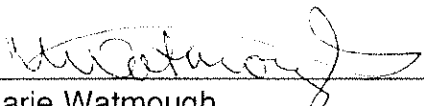
- (b) Failing to remove all refuse, tires, pallets and plastic containers from the Lands; and
- (c) Failing to pay, to the Regional District, the costs and disbursements awarded in the amount of \$1700.00.

THIS COURT ORDERS that:


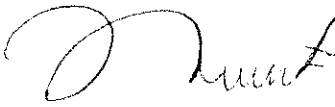
2. Within 30 days of the date of this Order, the Defendants comply with the terms of Order of Madam Justice Bruce granted July 16, 2007, failing which the Plaintiff be at liberty to remove all refuse, tires, pallets and plastic containers from the Lands at the expense of the Defendants;
3. Any expense incurred by the Plaintiff in removing all refuse, tires, pallets and plastic containers from the Lands be collected by the Plaintiff as a special fee, to be reimbursed by the Defendants on or before December 31, 2017, after which the expenses shall become taxes on the Lands pursuant to sections 399(1)(c) and 418(2) of the *Local Government Act*;
4. The Defendants forthwith pay the amount of \$1,700.00 to the Plaintiff.

5. The Defendants pay special costs of this application to the Plaintiff.

THE FOLLOWING PARTIES APPROVE THE FORM OF THIS ORDER AND CONSENT TO EACH OF THE ORDERS, IF ANY, THAT ARE INDICATED ABOVE AS BEING BY CONSENT.



Marie Watmough
Lawyer for the Plaintiff

BY THE COURT 


Registrar

No.: S50363
Nanaimo Registry

IN THE SUPREME COURT OF BRITISH COLUMBIA

BETWEEN:

REGIONAL DISTRICT OF NANAIMO

PLAINTIFF

AND:

ROY MORGAN UZELAC and
DEBORAH ANNE UZELAC

DEFENDANTS

ORDER MADE AFTER APPLICATION

Stewart McDannold Stuart
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