DEEP BAY DEVELOPMENT
Development Concept

March 2011
<table>
<thead>
<tr>
<th>Category</th>
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<tr>
<td>Project Management</td>
<td>Baynes Sound Investments Ltd.</td>
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<tr>
<td>Project Manager</td>
<td>Jim Crawford</td>
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<td>Archaeology</td>
<td>I.R. Wilson Consultants Ltd.</td>
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<td>G.P. Rollo and Associates</td>
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<tr>
<td>First Nations Consultant</td>
<td>Brian Payer and Associates Inc.</td>
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<td>Lewkowich Geotechnical Engineering Ltd.</td>
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<td>Randall Arendt</td>
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<tr>
<td>Surveyor</td>
<td>Brian Henning, Williamson and Associates Ltd.</td>
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<td>Wastewater and Groundwater</td>
<td>Kala Geosciences Ltd.</td>
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EXECUTIVE SUMMARY

The proposed Deep Bay Development is a master planned **nodal community** development with an aggregate area of **341 acres (138 hectares)**. The property is located within the oceanside resort community of **Deep Bay** on the northern shores of the Regional District of Nanaimo, (RDN) Electoral Area “H”.

At build out, the development will provide **386** residential units consisting of single family detached units, single family attached units, multi family units and senior’s housing units; **6,975 square meters (75,078.275 square feet)** of commercial land with a 1,254 square meter building footprint; **292** RV units spaces with **222** back in units and **70** pull through lots along with a **full range of amenities** to support the RV Resort including a clubhouse with pool, laundry facilities, small convenience store, general office, lap pool, golf green, play facilities, secured pet areas, washroom facilities, horse shoes, tennis, basketball, badminton and bocce ball.

The proposed Deep Bay Development is committed to preserving **102 acres (41 hectares)** of the total development to parkland/open space/conservation/ and community gardens, comprising of over 50% of the total site developable area*.

(*This calculation includes the two small proposed commercial designations in the northeast section of Lot C -north of the Island Highway - but does not include the road dedications and the ALR designated lands within Lot C).

It is recognized that there is a need for an effective wastewater treatment from the proposed development. There are several treatment technologies available in the market. Depending upon the level of effluent criteria required, a conventional or advanced wastewater treatment system can be implemented.

In order to meet the typical Ministry of Environment’s (MoE) Municipal Sewage Regulation (MSR), final effluent needs to be treated to a minimum 45/45 mg/L (BOD/TSS) standard followed by disinfection. Notwithstanding the fact that MoE stipulates a 45/45 standard,
Deep Bay Development is considering a more stringent standard for the effluent therefore an **advanced wastewater treatment system**. The adoption of a **higher standard** for effluent treatment in combination with UV disinfection will **significantly improve** the quality of the treated effluent than that anticipated from a conventional treatment technology.

The Deep Bay Development will significantly contribute to the Regional economy. The project will be developed and marketed over the next ten years, with a value of $225 million, almost $25 million will be generated within the local economy through retail, and over $14.3 million in Regional Tax Revenues as a result of the development over 15 years.

**Sustainability:**
From the onset of this project, the management team representing the owners stated that they were only interested in creating a development that was **inclusive**, **respectful** of the land and neighbouring community and that embraced ‘**health**’ – not only for the projected residents and users of the development, but for the health of the **larger community**.

The proposed development embraces the principles of **smart growth** and the tenets of **triple bottom line** sustainability. Our approach has been firmly anchored within this combined philosophy, fully realizing the integration of the **social**, **economic** and **environmental** pillars into land use planning and decision-making.

We have developed a set of sustainability **principles** which will be supported by a sustainability matrix and design guidelines to keep track of the development’s sustainability initiatives. These measures are in keeping with the Regional planning goals for creating sustainable nodal development communities.

**Community:**
Working within an **Integrated Design Process** model, the proposed development was informed not only by the various Regional background reports, site-specific analysis and consultant reports, the Design and the Sustainability Principles, but also by the members of the **neighbouring community**, including the **Qualicum Nation**, the **K’omoks Band** and the **Vancouver Island University**.
Our development reflects the vision and aspirations of the neighboring community while attempting to address any concerns that were raised through our communications.

Vancouver Island University has provided a letter stating that they support our proposed development as it is in **positive alignment** with the green building initiatives of the Centre for Shellfish Research Deep Bay Field Station, and that the proposed development supports the direction of growth the University envisions for the community.

**Regional Accountability:**
While the Regional District of Nanaimo is currently undertaking a revision for the Regional Growth Strategy (RGS) we have looked to the **existing RGS, bylaw No. 1309, dated June 10, 2003, adopted January 1997** and to the applicable policies for **Electoral Area ‘H’ Official Community Plan (OCP), Bylaw No. 1335, 2003** for the purpose of this application and compliance to the criteria outlined within those documents.

When both, the RGS and Electoral Area ‘H’ OCP were adopted the subject lands contained within this application were within the Agricultural Land Reserve (ALR) and therefore excluded from any consideration of the Urban Containment Boundary (UCB).

In **January 2004** Lot A and Lot B of the subject site were removed from the ALR (application #S-34-471-523), largely due to **poor agricultural capability** of the land coupled with the **grave concerns** expressed by the shellfish industry regarding the potential damage to their industry in adjacent waters if certain types of agriculture were practiced on the property.

The BC Shellfish Growers Association fully supported the removal of the property lands from the ALR, favouring increased density over agriculture and hobby farms, which are known to have negative impacts on shellfish growing water quality. The seven acre site of the Vancouver Island University Shellfish Research Station was removed from the property holdings as a condition of removal by the Agricultural Land Commission.

Our application respectfully requests that the Regional District of Nanaimo consider permitting the UCB to include Lot A and B to be included within its boundaries, and to re-zone the subject site to a comprehensive development zone.
Development Quick Facts

Development Summary:
• Master planned mixed use (residential, commercial & recreational) community
• Built upon the social, economic and environmental elements of sustainability
• LEED™ targets
• Significant public parkland dedication
• Road and transit improvements
• Significant Regional economic contribution

<table>
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<tr>
<th>Description</th>
<th>Value</th>
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<tr>
<td>Aggregate Site Area:</td>
<td>138 hectares (341 acres)</td>
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<td>Lands to remain in the ALR:</td>
<td>62 hectares (154 acres)</td>
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<td>Development Site Area:</td>
<td>76 hectares (187 acres)</td>
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<tr>
<td>Public Parkland/Open Space:</td>
<td>41 hectares (102 acres) = 54% of total development site area</td>
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<td>Residential Units:</td>
<td>386</td>
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<tr>
<td>Commercial/Retail/ CivicSpace:</td>
<td>1.2 hectares (3 acres)</td>
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<td>RV Resort Units:</td>
<td>292</td>
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Amenities in RV Resort to include:
- general office, small convenience store, guest office facilities, club house facilities
- indoor/outdoor pool, lap pool, golf practice tee, badminton, volleyball, tennis, basketball, bocci, horse shoes, picnic area, gazebos, children’s play areas, secured pet areas, sanitation disposal, walking trails, naturalized open space, RV and Boat storage facility
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- Groundwater Feasibility Study  
- RAR, Aquatic Resource Assessment  
- Sanitation Feasibility Report  
- Servicing Report  
- Transportation Assessment  
- Public Consultation  
- Survey Plans and Titles
“We will build a residential neighborhood community that demonstrates and celebrates a sustainable vision, utilizing best practices throughout the development, including walkable neighborhood design, green buildings, water efficient landscape design and best practice stormwater management.

The development will be a safe and health centered neighborhood that respects the natural environment and the larger community, focusing development on sections of the site that have been altered through past uses, and preserving the undisturbed and ecologically significant areas of the site.

This will be an inclusive community plan, providing residents with the best advantages to live, play, work and enjoy nature’s best gifts of pristine drinking water, clean air, walking trails, a beautiful landscape and stunning ocean views.

Our development will support the Regional District vision for Growth and Management, into the future.”
1.0 INTRODUCTION

Centrally located on east coast of Vancouver Island between the communities of Parksville/Qualicum to the south and Courtenay/Comox to the north our proposed development is located within the oceanside resort community of Deep Bay on the northern shores of the Regional District of Nanaimo, (RDN) Electoral Area “H”.

The proposed development embraces the principles of smart growth\(^1\) and the tenets of triple bottom line sustainability. Our approach has been firmly anchored within this combined

\(^1\) Smart Growth BC is a provincial non-governmental organization devoted to fiscally, socially and environmentally responsible land use and development.
philosophy, fully realizing the integration of the social, economic and environmental pillars into land use planning and decision-making.

As the Regional District is currently finalizing the pending Regional Growth and Sustainability Strategies - which at their core are to assess social, environmental and economic impacts associated with development - the philosophical approach and principles applied to our proposed development will fully support those documents. Further, the project fulfills the goals of the existing Regional Growth Strategy as well as the Community Values and Development Guideline Criteria Statements outlined in the Electoral Area H OCP bylaw No. 1335, 2003.

The proposed Deep Bay Development embraces the tenets of sustainability by adhering to a set of guiding sustainability principles and incorporating green building technologies, social responsibility, efficient use of energy, and a commitment to reducing its impact on the environment by dedicating over 50% of the site (102 acres) as parklands, ponds, conservation, and recreational open space and community gardens.

The Deep Bay Development site concept plan was designed using an integrated design approach, which calls for a thorough understanding of the site before determining the land use plan and subsequent uses. A comprehensive analysis of the water availability, the archaeology, geology and ecology of the site were completed, as well as an analysis of traffic impacts, road standards, design standards, and housing options.

The development concept brings together environmental preservation, physical site assessments, public consultation, green design standards, sustainable design principles and market analysis in order to achieve the regional goals of building sustainable and healthy communities where people can live, work and play.
2.0 BACKGROUND

The Deep Bay Development proposes to re-zone an aggregate area of 187 acres (76 hectares) located within the oceanside resort community of Deep Bay on the northern shores of the Regional District of Nanaimo (RDN), Electoral Area “H”. The site consists of three parcels; Lot A, Lot B and Lot C. These three lots total an area of 341 acres, 154 acres of Lot C is within the Agricultural Land Reserve (ALR) and are not subject to this re-zoning application, therefore the aggregate area of the development is 187 acres.

Currently the lands are zoned RU1D and RM1A. The proposed development would create a nodal development with a CD zoning providing:

- 386 residential units consisting of single family detached units, single family attached units, multi family units and senior’s housing units;
- 6,975 square meters (75,078.275 square feet) of commercial land with a 1,254 square meter building footprint;
- 292 RV unit spaces
- 41 hectares (102 acres) of parkland/open space/conservation/ and community gardens, comprising of 54% of the total development site area*

(*This calculation includes the two small proposed commercial designations in the northeast section of Lot C - north of the Island Highway - but does not include the road dedications and the ALR designated lands within Lot C).

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<th>Land Use</th>
<th>Total Lots/Units</th>
<th>Total Area</th>
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<tr>
<td>Lot A, B and C</td>
<td>138 ha (341 acres)</td>
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<tr>
<td>ALR</td>
<td>62 ha (154 acres)</td>
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<tr>
<td>Green space (parks, open space, conservation and community gardens)</td>
<td>41 ha (102 acres)</td>
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<tr>
<td>Single family detached</td>
<td>136</td>
<td>7.582 ha (18.7 acres)</td>
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<td>Multi family</td>
<td>120</td>
<td>2.391 ha (5.9 acres)</td>
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<td>Senior’s facility</td>
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<td>.768 ha (1.89 acres)</td>
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<td>Commercial/Retail/civic</td>
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<td>RV back in or strata lots</td>
<td>222</td>
<td>5.797 ha (14.3 acres)</td>
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<td>RV pull through lots</td>
<td>70</td>
<td>1.838 ha (4.54 acres)</td>
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### Legal Description

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<td>000-982-059</td>
<td>Lot B, District Lots 1 and 86, Newcastle District, Plan 38643</td>
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<td>000-982-067</td>
<td>Lot C, District Lot 86, Newcastle District, Plan 38643 except that part in Plan VIP52642</td>
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### Address

Port Alberni Assessment Area, Deep Bay Improvement District

### Site Area

138 ha (341 acres)

### Existing Zoning

Lot A is zoned RU1D, Lot B is zoned RM1A and Lot C is Zoned RM1A with ALR designation with the exception of the two most north east corner portion of the lot north of the Island Highway which are zoned RU1D.

### Proposed Zoning

Deep Bay Development Comprehensive Development Zone (DBD-CD)

### Site Access

Lot A is accessed off Crome’s Point Road, Deep Bay. Lot B and Lot C are accessed off the Island Highway.

A proposed Public Road with access off the Island Highway will traverse Lot B with a full level Railway crossing accessing Lot A. The Public Road will provide access to the community of Deep Bay by way of Gainsburg Road with a secondary access via Crome’s Point Road.
2.1 Regional and Local Context

Located in the small resort community of Deep Bay, within Electoral Area H of the Regional District of Nanaimo, the Deep Bay Development site is uniquely positioned within the Regional District as an access point to local recreational amenities. Most significantly for windsurfers, kayakers and boaters is the protected natural harbour. Sheltered by Mapleguard Point, the harbour launches boats for the rich coho and chinook salmon grounds that lie in the bay near the Norris Rocks, Chrome Island, and Eagle Rock.

Golf, caving, bird watching, hiking, fishing, freshwater swimming and horseback riding are just some of the outdoor recreational opportunities available within close proximity to the Deep Bay area. Horn Lake Caves and Spider Lake are two Class A Provincial Parks providing exceptional recreational opportunities within Electoral Area ‘H’ and Mount Washington, and Strathcona Provincial Park are just north of the site in the neighboring regional district of the Comox Valley.

“The Regional District of Nanaimo (RDN) is one of the fastest growing regions in British Columbia, Canada with a population of more than 131,000 people and some of Vancouver Island’s most livable communities.” www.cityofnanaimo.com

Visitors, residents and businesses are attracted to the area’s plentiful social, cultural, economic and environmental amenities. With a mild climate, easy to access outdoor recreation and access to services, the RDN continues to be one of the fastest growing areas in British Columbia.
2.2 Site Description

The Deep Bay Development site is located just off of the Island Highway within the community of Deep Bay, Area H of the Regional District of Nanaimo.

The proposed development site consists of Lot A, B and C, with an aggregate area of approximately 138 hectares (341 acres). The site is surrounded by the natural beauty of the Deep Bay Harbour and the Strait of Georgia. Due to past logging activities the site has been heavily disturbed with re-growth is just now beginning to establish itself.

Lot A is bounded by park designated lands on the east and north, with the Deep Bay community beyond. Along the western boundary is the Deep Bay Harbour with the Vancouver Island University Shellfish Research Station lands in the southwest.

Lot A has gentle sloping topography from east to west with a steep bench along the west side dropping to the waters blow. There is a ravine on the west edge containing a covenanted stream that drains into the Bay. Access to Lot A is gained off of Crome’s Point Road to the northwest, and there is an easement in the north east section to allow for the future road connection to Gainsburg Road. The Nanaimo Railway cuts through the property in an east-west direction and marks the boundary between Lot A and B.
Lot B is bound by the Nanaimo Railway to the north and the Island Highway (Highway 19) to the south. Both the east and west bordered lands are privately held and are within the ALR. Lot B has gentle sloping topography, has been logged in the past and as result of this past logging activity Lot B has an underground stream in the northeast corner with a marshy area. The proposed development plan includes daylighting and restoring this stream.

Lot C lies to the south of the Island Highway, with the exception of two small corner sections that are on the north side of the highway. All lands with Lot C that are south of the Highway lie within the ALR designation. Crown lands lie to the south of Lot C. The Island Highway provides access to both Lot B and lot C, as it dissect the property in an east west direction.

The planned development site is focused on Lots A and B, with Lot C remaining undeveloped and within the ALR designation. A public road with highway access is proposed to run the full length of the developed area in a northerly direction, with a full level railway crossing the Nanaimo Railway. Access to the community of Deep Bay will be from the proposed public road via Gainsburg Road to the northeast, or from a secondary access road linking to Crome’s Point Road to the northwest.

The intent of the development concept is to achieve the goals and objectives set out by the development team and to adhere to the sustainability principles while balancing consistency with the following documents:

- RDN Regional Growth Strategy, 2003;
- RDN Board Strategic Plan, 2010-2012;
- “Prospering Today, Protecting Tomorrow, Recommendations For a Sustainable Future”: RDN Regional Growth Monitoring Advisory Committee State of Sustainability Final Report, December 2007;
The development site contains two zones pursuant to the Regional District of Nanaimo Bylaw 500, consolidated 2009. Lot A and the two small corner sections located north of the Island Highway of Lot C are zoned RU1D, and Lot B is zoned RM1A.

The RU1D zone allows for developments associated with lands that are typically rural homestead properties but are not within the Agricultural Land Reserve (ALR) or larger resource-based lands. The uses permitted in the RU1D zone include residential, agriculture, aquaculture, home based business, produce stand, and silviculture.

Lot B is zoned RM1 which typically has larger lots for resource management. RM1 allows residential use, agriculture, aquaculture, extraction use, home based business, log storage & sorting yard, primary processing and silviculture.

There are residential zoning, rural zoning and ALR designated lands within the vicinity of the site.

The site is not within the ALR.
3.0 DEVELOPMENT STATEMENT and APPROACH

3.1 Application History

The property site is presently unused except to provide access to the Vancouver Island University Shellfish Research Facility located in the southwest corner of Lot A.

Historically the site has been used for forestry practices, logging has taken place within the past twenty years and there has been no other use on the property. In January 2004 Lot A and Lot B of the subject site were removed from the ALR (application #S-34-471-523), largely due to poor agricultural capability of the land coupled with the grave concerns expressed by the shellfish industry regarding the potential damage to their industry in adjacent waters if certain types of agriculture were practiced on the property. The BC Shellfish Growers Association fully supported the removal of the property lands from the ALR, favouring increased density over agriculture and hobby farms, which are known to have negative impacts on shellfish growing water quality.

The seven acre site of the Vancouver Island University Shellfish Research Station was part of Lot A and was removed from the property holdings at this time as a condition of removal by the ALC. Originally considered to include two and a half to five acre residential lots as described within the Regional District OCP, the proposed Deep Bay Development project has evolved over the past two and a half years and now reflects the aspirations and concerns of various stakeholders, consultants, regional district staff and representatives of the landowner. Primarily, the Deep Bay Development, as proposed, reflects the desire of the landowner to create a sustainable and responsible community development within the Regional District.
Working within an Integrated Design Process model, the proposed development was informed not only by the various Regional background reports, site-specific analysis and consultant reports, the Design and the Sustainability Principles, but also by the members of the neighbouring community, including the Vancouver Island University.

A large portion of the site has been disturbed and altered in the past, but ultimately it has been in looking forward to the future within the Regional District, leaning heavily on the project sustainability guidelines and focussing on the overarching design goals to respect and to protect the natural environment that the Master Plan concept was developed.

Committing to the Triple Bottom Line approach of social, environmental and economic principles contained within the Sustainability Guidelines, the Deep Bay Development has been designed specifically to meet significant reductions in: energy use; heat island impacts; water consumption; waste water flows; storm water flows; solid waste; construction waste and will focus on sustainable and healthy building practises as well as affordable housing measures.

1. Heat island effect occurs from the hard surfaces absorbing and storing heat from the sun, which then causes the temperature within the area to rise. The result over time creates a community which can be expensive to cool and one that may become more prone to smog.
3.2 Project Goals and Objectives:

Vision:

We will build a residential neighborhood community that demonstrates and celebrates a sustainable vision, utilizing best practices throughout the development, including walkable neighborhood design, green buildings, water efficient landscape design and best practice stormwater management.

The development will be a safe and health centered neighborhood that respects the natural environment and the larger community, focusing development on sections of the site that have been altered through past uses, and preserving the undisturbed and ecologically significant areas of the site.

This will be an inclusive community plan, providing residents with the best advantages to live, play, work and enjoy nature’s best gifts of pristine drinking water, clean air, walking trails, a beautiful landscape and stunning ocean views.

Our development will support the Regional District vision for Growth and Management, into the future.

Project Goals:

The Deep Bay Development is securely grounded in the overall project goals and guiding principles, which ensure that the development results in a balanced and integrated approach to our concept plan fitting the development naturally within the Regional context.

Each of the goals and principles have been given equal merit, and they have been fully integrated into the development concept ensuring that we develop this project in a socially, economically and environmentally responsible manner.

At the onset of this project, the management team representing the owners stated that they were only interested in creating a development that was inclusive, respected the land and neighbouring community and that embraced ‘health’ – not only for the projected residents and users of the development, but for the health of the larger community. From this statement a set of goals and objectives were established, which provided the outline of how the project was to move forward;

1. The project must be inclusive

To be inclusive, the proposed development must be comprehensive, taking into account as much information as possible, not only from the property itself, but from the surrounding area. It must take
into account the voices of the people involved directly and indirectly and it must embrace this information. The plan must integrate the natural, open space, living environments to achieve community but also integrate what the community consultation informs us and what the market informs us.

To be inclusive, the proposed development must be complete providing a quality of life that is afforded through allowing choice - the choice to live, work, recreate and shop within the community. Complete communities allow the choice to walk to destinations in a pedestrian friendly environment, especially for those who may not have access to an automobile.

A complete community also promotes a sense of public community not only through its pedestrian friendly character and a range of public spaces and buildings, but through providing affordable housing and amenities for all age groups and through sensitive and informed design.

Through extensive community consultation we have specifically designed the plan to provide broader housing, recreational and tourism opportunities while being respectful to the ongoing Regional planning strategies and initiatives.

2. The project must be respectful

As the project site is located within a rural area of the Regional District, the development team
deemed respecting the rural character of the area as a priority. **Within a rural context, nodal developments such as the Deep Bay Development, must apply the universal principles of compact, walkable and complete neighbourhoods, and should capture a scale and character appropriate to the rural context.**

The project must respect the natural limitations of the land and develop the property in an environmentally mindful way. The Deep Bay Development is set within a spectacular natural context. The proposed community should be built according to the combined principles of smart growth and triple bottom line sustainability and should capitalize on the features of the existing site through the preservation, conservation and enhancement of the existing natural features.

3. The project must embrace **health**

The World Health Organization defines health as “a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity”, WHO, 1948.

The development team understands health to be achieved when there is an innate balance between the social, environmental and economic spheres of the proposed project. The development should provide a variety of opportunities for outdoor activities and recreation for all age groups. The development should provide opportunities for conservation and rehabilitation on the site and provide green corridors for both human and wildlife movement. The project should insist on green building initiatives through it’s design guidelines, employing best practices and quality building materials. The development should plan for incremental, phased growth and changing market trends. Finally, to achieve health, the development plan should allow for adaptation to meet economic opportunities over time.
3.3 Development Principles

In order to ensure that the Deep Bay Development adheres to the outlined project goals and objectives we have focused on a set of sustainability initiatives or principles, which have been firmly grounded within the project. Within this focus we are committed to providing the maximum habitat protection; to creating a pedestrian friendly neighbourhood community providing a mix of housing types, social gathering and recreational opportunities; and to providing economic opportunities not only for the development, but also for the larger community of Deep Bay and the Regional District.

We have closely followed these development design principles, which are modeled after Smart Growth principles and LEED™ standards;

The Development Principles for the Deep Bay project are:

**Social:**

- We will include a variety of housing types to enable citizens from a wide range of economic levels and age groups to live within the proposed neighborhood development.

- Within the RV Resort, we will include a variety of lot sizes which in turn will be reflected in the market rates for each lot size, making the RV resort more affordable for potential users.

- We will include specialized open spaces in the form of public squares, greens and parks, community gardens, as well as naturalized riparian corridors and open spaces.

- Public spaces will be designed incorporating the Crime Prevention Through Environmental Design (CPTED) principles, encouraging the attention and presence of people at all hours of the day and night.

- Walking trails will be incorporated throughout the design, as well as bicycle paths. Existing trails along the eastern property boundary shall remain in place with connections made to the proposed development.

- Design Guidelines will ensure that products and materials to be selected throughout the development will be free of substances that could be harmful to occupants (specifically adhesives, sealants, paints and coatings, carpets, composite wood products, door cores, and agrifiber products will be targeted).

- We will continue to actively consult with the local community, the First nations and local interest groups to understand their views and concerns.
Economy

- New economic opportunities will arise from the Deep Bay Development through: short term direct employment opportunities; the spin off economic benefits that are derived from development; and the longer term economic benefits of the sustainable technologies and practices that will be used within this development.
- The Deep Bay Development will result in significant tax revenues, direct and spin-off impacts to the Regional economy, significant jobs for the area and will bring retail dollars into the Regional District during the development period.
- There will be excellent investment opportunities and revenue from property assessments and taxes.
- The development will include a centrally located commercial/retail space to service the neighborhood and the larger community.

Transportation

- Transportation is a key issue within sustainable development. While the location of the Deep Bay site negates addressing transportation issues directly through immediate local transit connections, as transit currently does not service the area, we have been in dialogue with Island Corridor Foundation and Southern Railway of Vancouver Island and have planned a passenger station on site to service the Deep Bay community as well as the University Shellfish Research Station.
The Deep Bay project team will work with the local transit authorities to bring bus service into the community, and the project has been designed to include the future development of the Public Transportation system into the area. Once the development is fully realized there is an economic potential for a shuttle bus service to be developed for residents and visitors.

We have ensured the development offers walkable, pedestrian friendly streets, with dedicated bicycle lanes within the circulation design, which do allow for a more sustainable mode of transportation for the future residents of this development. Dedicated bike lanes allow all members of the neighbourhood community to travel safely by bicycle.

We will incorporate traffic calming solutions into our street network design in order to slow or reduce motor-vehicle traffic, improving the safety for pedestrians and bicyclists and encouraging consistent, slow speeds without excessive acceleration or braking which will help to reduce automobile emissions and improve the environment for residents.
Ecology and Wildlife

- In developing the Design Guidelines, the project team will follow the Standards and Best Practices for Instream Works, 2004 to clearly and concisely outline the Guidelines for water and natural resources.

- The development team is committed to providing a minimum of 50% of the site to Park/Open space, not including the ALR lands on Lot C.

- The project will include extensive natural corridors and open space to provide habitat for plants and animals and will reintroduce native habitat where possible as well as include some planned reforestation to occur in selected areas.

- The project will retain wide riparian protection areas, control human access to aquatic and riparian ecosystems and install measures to protect wetlands, and marine sensitive zones.

- Baynes Sound Investments Ltd. will identify all aquatic and riparian features and functions prior to any development and the design will maintain, restore or enhance aquatic and riparian ecosystems which will include daylighting culverted streams where possible.

- The design will ensure that appropriate sediment and erosion control measures are in place protecting riparian vegetation and water quality during and after construction.

- The project will manage rainwater to prevent runoff impacts on local streams through implementing best practices in stormwater management.

- The proposed development will employ water efficient practices ensuring the minimum amount of water use possible for all applications including homes, buildings and landscape.

- The design will provide an extensive tree planting program along the street ways and trail ways.

- Baynes Sound Investments Ltd. will provide a complete recommended planting list to the Regional District as well as a comprehensive planting plan for all areas within the proposed development.
Community Infrastructure

- Walkable streets in this neighbourhood community development will connect services, amenities and homes which will allow people to move around without using cars.

- Streets will be designed incorporating planted medians, boulevards and centre islands on traffic circles.

- Streets will be narrower to reduce hard surface and will only permit parking on one side of the street, if at all.

- Streets will be designed with built in traffic calming measures to encourage consistent, slow speeds without excessive acceleration or braking which will help to reduce automobile emissions.

- The design will incorporate street trees, swales, rain gardens and will cite permeable pavement and pavers to be installed where possible.

- Lighting will be designed adhering to the Dark Sky principles in order to mitigate light pollution and to ensure pedestrian visibility at night.

Solid Waste and Recycling

- Waste from construction will be recycled.

- The Deep Bay project will include recycling and composting facilities that will service the entire community. The facility will include an allocated space to place household items for re-use (all items not re-used within the community would then be donated to a charity program).

- The design team is currently researching designs which will stipulate that all kitchens support a 3 stream solid waste separation system (paper/containers, organics, and garbage).

- The design team will incorporate clean technologies, using the best available design practices and technologies to address potential air, water, land, and light impacts of development.

Energy Use and Carbon Emissions:

- The design guidelines will ensure that proposed buildings and infrastructure will employ energy efficient designs through implementing the following energy efficient recommendations:
  - High insulative capacity
  - High energy efficient glazing
  - Interior daylighting
  - Ventilation
  - Thermal resistance
  - Use of Energy Efficient technologies and appliances
The proposed buildings will follow the principles of passive solar design – to take the most benefit from the sun. Each home will be designed to maximize natural ventilation, sunlight and views.

The design guidelines will ensure that the buildings and infrastructure are designed for easy maintenance and long term energy efficient operation.

The impact of the heat island effect will be mitigated through the use of vegetation, the design of narrower street ways to reduce paving, selecting light coloured hard surface materials, and through roof design.

The design guidelines for the new homes will include using highly reflective (high-albedo) roofing materials to mitigate summer heat absorption into the homes, reducing the need for mechanical cooling systems.

The integration of these principles is critical to the sustainable outcome for the Deep Bay Development. The Deep Bay Development team is committed to achieving Regional planning goals to help move the Regional District toward a sustainable future.

2. Heat island effect occurs from the hard surfaces absorbing and storing heat from the sun, which then causes the temperature within the area to rise. The result over time creates a community which can be expensive to cool and one that may become more prone to smog.
The Triple Bottom Line (social, environmental & economic) approach to land use planning requires a thorough understanding of the land prior to determining where to put the first lot on a plan. Understanding the flora and fauna, topography, natural systems that make up the land and how they are interconnected to land beyond legal survey lines is essential to designing a community specifically tailored for an area.

A variety of supporting reports and studies were completed for the land in order to complete this understanding of the property. They are briefly summarized below. Full copies of the reports and studies can be found in the appendix of the complete application package.

**Sustainability Initiatives**

The Deep Bay Development is firmly grounded in a series of principles that aim to be socially, economically and environmentally responsible. The principles of the development include:
- Social Amenities;
- Economy;
- Transportation;
- Ecology and Wildlife;
- Community Infrastructure;
- Waste and Recycling;
- Clean Technologies;
- Energy Use and Carbon Emissions.
Archaeology Impact Assessment

In 2007 an archaeological study was performed on the site in order to identify areas that have potential to contain archaeological sites, to identify potential conflicts between known archaeological sites and the proposed development, and provide recommendations for additional archaeological investigations that may be required. While it was determined that the Deep Bay area did contain archaeological sites, with potential sites located on the lower ridge along side of the harbour, the areas which the proposed development are focused contain no archaeological sites. A review of the 2007 report was undertaken and verified.

Aquatic Resource (RAR) and Environmental Assessment Report

The RAR report determined that there are natural and man-made water bodies located within the property boundaries, identified Riparian Area Regulation set backs of all proposed improvements from these water bodies and concluded that the proposed development has adhered to and in several instances have significantly increased set backs.

The report applauds the proposed development for initiating site improvements including the restoration of the historic fish bearing status of Deep Bay Creek and the establishment of a series of permanent water bodies that could be designed to be fish bearing.

Ecology & Wildlife Summary

A summary of the existing ecology and wildlife attributes was prepared of the site and includes an overview mapping of site series, the location of obvious wildlife features and the review of the potential of occurrence of rare and endangered plants, wildlife and plant communities that could occur on the property.

The report indicates that as the site property (Lot A and Lot B) has been heavily disturbed through forest harvesting and associated infrastructure (roads and trails) there is no Garry Oak plant community on the site and there is a very low likelihood of any rare plant and animal species occurring on the Deep Bay Development site.

Economic Benefits Analysis

An economic benefit analysis was prepared to identify and quantify the economic benefits of the proposed multi-use project for the Nanaimo Regional District. Specifically analysis provides estimates for: the Tax revenue from the development; the amount of direct and indirect
investment that will flow into the Regional economy as a result of the development; employment generation from the development, both during the construction phase and the ongoing management of the commercial and recreational vehicle park; calculating the retail spending potential created by the new residents of the project.

The project will be developed and marketed over the next ten years, with a value of $225 million. In summary, almost $25 million dollars will be generated within the local economy through retail, and over $14.3 million dollars in Regional Tax Revenues as a result of the development over 15 years.

**Geotechnical Evaluation**
Lewkowich Geotechnical Engineering Ltd. undertook a complete study of the subject site in 1998, followed by an update review in 2005 and an update in 2011. The initial report made recommendations pertaining to slope stability and setback and design for potential seismic activity. The 2011 update states that adequate protection pertaining to slopes stability and setbacks have been addressed and that recent changes to the building code address the design for potential seismic activity.

**Groundwater Feasibility Study**
An extensive groundwater feasibility study was conducted in order to verify the well yield of WIN 255, to site new wells, to determine drawdown interference impacts on the existing DBWD (Deep Bay Water District) wells, any potential impacts on the Gainsburg Swamp proximate to the DBWD well field, and to estimate the sustainable yield of the site. This study provided a preliminary conclusion that the

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Deep Bay Water District well field has a sustainable and sufficient yield to meet the current DBWD water requirements and those of the proposed development.

**Sanitation Feasibility Report**

Kala Geosciences Ltd undertook a comprehensive study to explore the potential of providing a wastewater treatment and disposal considerations feasibility report. The study provides extensive analysis and concludes that the Deep Bay Development will be able to provide an on-site efficient sewage treatment system.

**Servicing Report**

Newcastle Engineering conducted a preliminary Servicing Report to examine stormwater management on site, sanitary sewer, water supply, and electrical communication and gas on site. The report concludes that Deep Bay Development can be serviced with drainage, sewer, water, electricity and communication infrastructure.

**Transportation Impact Assessment Study**

A transportation assessment was completed by Boulevard Transportation Group to assess any required road upgrades and improvements as a result of the development. In addition to summarizing traffic needs, a variety of sustainable transportation measures were also included to round out the study.

**Public Consultation Report**

The Deep Bay Development team began extensive community consultation right at the onset of this project, including various meetings with stakeholders, community groups and elected officials. The team undertook two focus group sessions, inviting stakeholders, planners, realtors, local developers and community members to participate. In addition to the focus group sessions, two well-attended public meetings were held. We received great feedback on our development at all of these events and have incorporated the feedback into the final conceptual layout.

**Survey Plans and Titles**

Survey plans with legal descriptions and Property Identification numbers (PIDs) are included along with the corresponding certificate of titles.
5.0 DEVELOPMENT CONCEPT PLAN

LOT A
- Single Family Detached Residential
- Single Family Attached Residential
- Multi Family Residential
- Commercial/ Retail/ Community Purpose
- Park/ Open Space/ Greens or Community Gardens
- Proposed Ponds and Creek (conceptual only, final location to be confirmed)
- Proposed Trail System (conceptual only, final location to be confirmed)
- Existing Trail System
- Existing Creeks
- Property Line
- Property Line Adjustment

LOT B
- Back - in RV Lots
- Pull - through RV Lots
- RV and Boat Storage
- Park/ Open Space
- Proposed Trail System (conceptual only, final location to be confirmed)
- Existing Creek to be Daylighted
- Property Line

LOT C
- ALR Designated
- Commercial
- Property Line
The proposed layout for the Deep Bay Development depicts the accumulated efforts of the entire Deep Bay team as well as the various stakeholders within the neighbourhood area and the Regional District.

The site location, size and topography lends itself perfectly for nodal development focused on the triple bottom line of sustainable development: integration of the social, economic and environmental elements into the land use planning and decision making.

Given the ideal location of the site cradled by the waters of the Deep Bay Harbour and the Straight of Georgia and the Island Highway providing convenient access to recreational amenities within the region, it was a goal of the team to dedicate a large portion of the site to park and open space. The objective was to focus proposed development on areas of the site that had already been disturbed, protecting the ecological integrity along the banks of the Harbour, the existing park corridors and the natural ravines on site.

Wide corridors were designated along both the sides of the Nanimo Railway and the Island...
Highway, as well as the lower section of the proposed Public Road. These corridors are to be replanted with native coniferous and deciduous species providing a naturalized buffer and creating a corridor for both animal and human access.

Because the overarching goal was to develop responsibly, both the residential areas and the RV Resort were designed to contain compact and walkable neighbourhoods with pedestrian access to existing and proposed trails and to the commercial node that services the development.

Each neighbourhood has a green space designated for public use, playgrounds, community gardens, open space or park area. Within the residential area on Lot A, the lot sizes vary offering flexibility of housing types which allows for adaptation to future changes in the population and enables citizens from a wide range of economic levels and age groups to live within this proposed neighborhood development.

The proposed development includes a small commercial/retail area, a community building, a variety of social gathering spaces, a recreational vehicle storage area, and public amenities in order to provide neighbourhood services and economic opportunities beyond the proposed population of the development.

The development team has initiated dialogue with the Island Corridor Foundation and has designed for a passenger train station to be situated in close proximity to the Vancouver Island University Research Station. In looking forward to local transit availability within the development, a transit loop has been planned within the central commercial and civic space, which will provide accessible services for the proposed development, the Vancouver Island University Research Centre and the existing community of Deep Bay.

Dedicated bike lanes have been designed into the proposed road system to encourage alternative modes of transportation and to allow all members of the community to travel safely by bicycle. The streets have been designed to be walkable, connecting services, amenities and homes, which allow people to move around without using cars.

The design incorporates planted medians, boulevards and centre islands on traffic circles. The roads are designed to encourage consistent, slow speeds; the streets are narrower only permitting parking on one side, if at all. Street trees, swales, and rain gardens have been incorporated to further enhance the neighbourhood experience and the overall health of the site and the natural systems.
5.2 Area Breakdowns

**Lot A**

- **Total Area Lot A** 388,551.5 sq.m 38.85 ha (96 acres)
- **Single Family Detached** 75,817 sq.m 7.582 ha (19 acres) 136 units
- **Single Family Attached** 17,627 sq.m 1.762 ha (4 acres) 84 units
- **Multi-Family** 23,909 sq.m 2.391 ha (6 acres) 120 units
- **Senior facility** 7,683 sq.m .768 ha (2 acres) 46 units
- **Commercial/Retail/Civic** 6,975 sq.m .69 ha (2 acres)
- **Commercial/Retail Footprint** 1,254 sq.m .12 ha (.30 acre)
- **Train Station Footprint** 123 sq.m
- **Community Building Footprint** 285 sq.m
- **Park/Open Space Area** 195,959 sq.m 19.6 ha (48 acres)
- **Roads/Laneways** 58,919 sq.m 5.89 ha (14 acres)

**Total** 386 units
Lot B

<table>
<thead>
<tr>
<th>Description</th>
<th>Area</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Area Lot B</td>
<td>363,380.905 sq. m</td>
<td>36 ha (90 acres)</td>
</tr>
<tr>
<td>Back in or strata RV lots</td>
<td>6 ha (14 acres)</td>
<td>222 units</td>
</tr>
<tr>
<td>Pull through lots</td>
<td>2 ha (4.5 acres)</td>
<td>70 units</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>292 units</strong></td>
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</tr>
<tr>
<td>Outdoor Storage</td>
<td>8,891 sq. m</td>
<td>.889 ha (2 acres)</td>
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<tr>
<td>Park/Open Space Area</td>
<td>216,771 sq.m</td>
<td>21.67 ha (53.5 acres)</td>
</tr>
<tr>
<td>Roads</td>
<td>216,771 sq.m</td>
<td>6 ha (16 acres)</td>
</tr>
</tbody>
</table>
Lot C
Total Area Lot C  629,114 sq. m  62.91 ha (155 acres)
Commercial Area  5,130 sq.m  .51 ha (1 acres)
ALR Land  623,984 sq.m  62.4 ha (154 acres)
5.3 Park/Open Space & Recreation

The Deep Bay Development proposes to dedicate over 50%* of the total site area of Lot A and Lot B for parkland, open space, conservation, water reclamation, stream augmentation and community gardens.

*As the proposed development is focused on Lot A and B of the land holdings, the ALR designated lands on Lot C are not addressed within this proposal, and are not included in this calculation.

While a large portion of the recreational component within the proposed development focuses on recreational tourism provided through the proposed RV Resort and outdoor recreational activities such as trails, open space and active play spaces, the proposed residential neighbourhood component of the development will offer a community centre space, a small indoor pool and an indoor exercise facility, which will be accessible to the larger neighbourhood community.
5.4 Housing Component

Vancouver Island as a whole has experienced a dramatic rise in housing costs, the RDN is no exception, which has increased the needs for those unable to purchase a market-priced home. As affordable opportunities decline, the demand for rental and secondary accommodation housing increases. This coupled with an aging population increases the need for affordable housing opportunities.

Building compact and complete communities with a diversity of residents creates a sense of place while reducing the need for driving, expanding costly infrastructure and using up valuable green space. The proposed Deep Bay Development introduces a mix of lot sizes and tenure options into the market within the northwestern area of the Regional District. Creating a range of housing types and tenures ensures that residents with all income levels have housing choices in their neighbourhoods throughout different phases of life.

The Development team will work with the Regional District and the surrounding community to explore the options of including the provision of secondary suites and live/work studios and apartments above the commercial space. Through comprehensive development zoning, the opportunity is provided to increase densities that allows for the negotiation of public amenities including affordable housing. The Deep Bay Development is seeking a comprehensive development zone, which allows a more compact development and preservation of green space and recreational areas.
RV vacations are more environmentally friendly than fly/drive/hotel vacations, according to a new study comparing total carbon dioxide (CO2) emissions or carbon footprints. PKF Consulting, an internationally recognized consulting firm with expertise in travel and tourism, found that families of four taking RV vacations generate less CO2 than families traveling on a plane, renting a car and staying in a hotel.

“RV vacations are not only fun, affordable and comfortable for families,” says Richard Coon, president of Recreation Vehicle Industry Association, “this study shows that they’re also more green than vacations including flying. “

5.5 RV Resort Component

As a result of the Focus Group sessions undertaken in June 2010, the team began to thoroughly explore the viability of including an RV Resort within our concept plan. Our immediate concern was if an RV Resort could fit within the projects’ overarching goals and principles.

Our initial research into how green an RV resort could be designed realized that the resort could not only be designed to fit perfectly within our principles using the best practices, but also that the site lent itself naturally to an RV Resort. Research also indicated that there have been great strides made in the efficiency of newer models making them much more environmentally friendly, and that in fact RV vacations are more environmentally friendly than fly/drive/hotel vacations, as they generate less CO2 than families traveling on a plane, renting a car and staying in a hotel.

The design team then undertook three months of extensive consultation with various RV stakeholders (which included existing RV Park owners throughout BC, as well as some in Alberta and the United States; developers; user groups; and manufacturers). We researched best practices for layout and design and undertook an economic feasibility study.

Our research indicated that are numerous benefits of RVing, not only for the user groups but also for the Regional area of the resort. It is not only an economical method of vacationing for participants as prices points are far less than that of most hotels, but there are direct economic benefits to the local economy as user groups access the existing services and amenities within the area. An upscale RV Resort within the development would contribute positively to the Recreational Tourism demands on the Island in general and in the area specifically given the ideal location of the development site’s close proximity to some of Vancouver Island’s most significant outdoor recreational amenities and outdoor beauty.
6.0 SITE PLANS

Proposed Layout

[Diagram of site plans with labels and legends for different types of areas and features, including:
- LEGEND LOT A:
  - Single Family Detached Residential
  - Single Family Attached Residential
  - Multi Family Residential
  - Commercial/ Retail/ Community Purpose
  - Park/ Open Space/ Greens or Community Gardens
  - Proposed Ponds and Creek (conceptual only, final location to be confirmed)
  - Proposed Trail System (conceptual only, final location to be confirmed)
  - Existing Trail System
  - Existing Creeks
  - Property Line
  - Property Line Adjustment

- LEGEND LOT B:
  - Back - in RV Lots
  - Pull - through RV Lots
  - RV and Boat Storage
  - Park/ Open Space
  - Proposed Trail System (conceptual only, final location to be confirmed)
  - Existing Creek to be Daylighted
  - Property Line

- LEGEND LOT C:
  - ALR Designated
  - Commercial
  - Property Line]
Proposed Circulation
Proposed Landscape

LEGEND
- Park/ Open Space/ Conservation or Community Gardens
- Grass
- Medium Size Coniferous Street Trees
- Hardy Species to Provide Seasonal Interest
- Re-Naturalization - Native Deciduous/Coniferous Species
- Proposed Trail System (conceptual only - final location to be determined)
- Existing Trail System
- Existing Creeks
- Property Line
Approach to Growth: Compact Nodal Development

The 2003 RGS approach to growth and development has a strong focus on the existing Urban Containment Boundary (UCB), suggesting that development be focused within the UBC areas in order to protect the rural integrity and end urban sprawl. The RGS also states that a nodal development structure should be encouraged as a form of development to lessen the effects of sprawl and promote “mixed-use communities that include places to live, work, learn, play, shop and access services.” The 2001 RDN document, ‘Urban and Rural Villages Workshop Report’, 1997, states that Nodal development is a major tenet of the 1997 Growth Management Plan.

The compact nodal growth theme lends for infill opportunities around existing settlement areas, helps promote the preservation of lands within the Agricultural Land Reserve (ALR) and helps disperse the cost of infrastructure across the region and therefore contributes to the shift of development practices toward sustainable patterns. As stated within the above mentioned Urban and Rural Villages Workshop Report, 1997, the benefits of nodal development include: tax savings (especially related to the cost of utilities); automobile-related savings (fewer trips, $7,000 less spent per household per year on travel, less time wasted driving); recognized health benefits of walking and biking; less overall environmental damage; and (the) development form is more sustainable.

The Deep Bay Development site is not currently located within the designated Urban Containment Boundary, as at the time of adopting the current RGS (1997), the lands were designated as Resource Lands and were within the ALR. However, in 2004 these lands were removed from the ALR as they were deemed unsuitable for agriculture.

The proposed development concept for the Deep Bay Development can be viewed as a model of development that strives to implement the RGS as it is founded on design principles that create compact growth in order to allow for the dedication of over 50% of the site into park and open space lands. With on-site servicing utilizing sustainable and innovative technologies, the Deep Bay Development will not burden the water systems or pose a threat to the existing shellfish industry as is a current concern when implementing the permissible rural large lots serviced with septic technologies.

Further the nodal development model of the Deep Bay Development serves to provide recreational, future housing, and economic opportunities to the residents of the Deep Bay community while supporting the future growth potential of the Bowser Village.
7.1 Overview

The Deep Bay Development aims to promote active living and healthy lifestyles through the creation of a nodal community that strictly adheres to the principles of triple bottom line sustainability.

A summary of information about the proposed land use is provided in order for it to be reviewed in context of:

- applicable policies for RDN Electoral Area ‘H’ Official Community Plan (OCP), Bylaw No. 1335, 2003;

Each of these review areas is broken into separate sections, and a summary of how the proposed development meets the applicable policy, goal, guideline or checklist is included.

7.2 Regional Growth Strategy

The Regional District of Nanaimo (RDN) is currently up-dating the Regional Growth Strategy (RGS) to better ensure the future sustainability of the region. While the revised RGS is in draft form and has not yet been finalized, for the purpose of this application the Deep Bay Development team has looked to the existing RGS, bylaw No. 1309, dated June 10, 2003, adopted January 1997.

The RGS is a high level planning document that guides the region’s Official Community Plans and provides an overall vision for the Regional District of Nanaimo.
The Regional Growth strategy includes eight (8) goals, which guide the future growth within the Region:

**2003 Regional Growth Strategy Evaluation/Implementation Tables: RGS Criteria: Description/Evaluation:**

1. **STRONG URBAN CONTAINMENT:** To limit sprawl and focus development within well defined urban containment boundaries

**Deep Bay Development Compliance:**
The Deep Bay Development is currently not within the Urban Containment Boundary (UCB). It is with this application that we respectfully request that the Regional District of Nanaimo considers permitting the UCB to include Lot A, B and the northeast corner of Lot C to be included within it’s boundaries.

As stated, when the current RGS was adopted the lands contained within this application were within the ALR and therefore excluded from any consideration of the UCB. In January 2004 Lot A and Lot B of the subject site were removed from the ALR (application #S-34-471-523).

2. **NODAL STRUCTURE:** To encourage mixed-use communities that includes places to live, work, learn, play, shop and access services.

**Deep Bay Development Compliance:**
The Deep Bay Development is a mixed use development that provides the opportunity to live, work and play, and allows the opportunity to age in place. The proposed development promotes a sense of public community not only through its pedestrian friendly character and a range of public spaces and buildings, but through being inclusive, providing affordable housing and amenities for all age groups, and through sensitive and informed design.

3. **RURAL INTEGRITY:** To protect and strengthen the region’s rural economy and lifestyle.

**Deep Bay Development Compliance:**
The Deep Bay Development, has adhered to the guiding principle to respect the rural integrity and has applied the universal principles of compact, walkable and complete neighbourhoods, and has captured a scale and character appropriate to the rural context and respects the integrity of the surrounding community.
The Vision Statement for the Region is:

The region will be recognized for its outstanding quality of urban and rural life and for its commitment to environmental protection. We have committed to working with interested organizations, together achieving:

- Quality residential development – in safe neighbourhoods with well planned access to nearby workplaces, services, recreation opportunities, and natural areas;
- A strong and sustainable economy based on our resource assets, our natural appeal to tourists, and the footloose industries and activities of the information age;
- Contained urban development, surrounded by contiguous corridors of open space, protected rural integrity and an end to sprawl;
- Reduced dependency on the automobile as mobility options expand;
- High standards of environmental protection – that preserves habitat, enhances ecological diversity, and maintains air and water quality;
- Efficient, state-of-the-art servicing, infrastructure and resource utilization;
4. ENVIRONMENTAL PROTECTION: To protect the environment and minimize ecological damage related to growth and development.

**Deep Bay Development Compliance:**
The Deep Bay Development concept reflects a deep commitment to the over-arching principles of triple bottom line sustainability and smart growth. We have adhered to the commitment of preserving over 50% of the lands to park and open space with conservation and rehabilitation. We have worked extensively to protect the water supply of the Deep Bay area and we have implemented best practices into our design for stormwater management, sewage treatment and water systems.

5. IMPROVED MOBILITY: To improve and diversify mobility options within the region – increasing transportation efficiency and reducing dependency on the automobile.

**Deep Bay Development Compliance:**
The proposed Deep Bay Development is a walkable and bike-friendly community with enhanced opportunities for hiking. The development provides opportunities for transit links and has allowed for a future transit loop in the design. With the goal of providing alternative modes of transportation, the design includes a passenger train station for the community to easily access the Nanaimo Railway transportation opportunities.

6. VIBRANT AND SUSTAINABLE ECONOMY: To support strategic economic development and to link commercial and industrial strategies to the land use and rural and environmental protection priorities of the region.

**Deep Bay Development Compliance:**
The development provides an enhancement of the tourist and recreational economy as well as opportunities for home based businesses, the inclusion of a commercial/retail centre, Live/Work opportunities and the ripple effect of development: construction related jobs, etc.

7. EFFICIENT SERVICES: To provide cost efficient services and infrastructure where urban development is intended, and to provide services in other areas where the service is needed to address environmental or public health issues and the provision of the service will not result in additional development.
Deep Bay Development Compliance:
The proposed development promotes Alternative Development Standards, which are proven to lower costs of development (environmental and economic), improve quality of life, improve affordability, reduce greenhouse gases, preserve natural habitats and ecosystems and allow for integrated stormwater management techniques and sewer treatment. The development will employ innovative technologies to reduce and re-use water throughout the development, with waste reduction and recycling programs as well as the use of rain gardens and stormwater ponds within the integrated water management plan.

8. COOPERATION AMONG JURISDICTIONS: To facilitate an understanding of and commitment to the goals of growth management among all levels of government, the public, and key private and voluntary sector partners.

Deep Bay Development Compliance:
The Deep Bay Development team has undertaken extensive consultation within the Regional Community. It has the full support of the Vancouver Island University as well as the Shellfish Industry. Public open houses have provided very positive and supportive feedback, as well as suggestions that were incorporated into the final concept plan.
Evaluation/Implementation Tables:

The Electoral Area ‘H’ Official Community Plan (OCP) identifies goals, 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 set within the OCP reflect the community values and the regulations of the local, provincial, and federal government with interests in the Plan Area. There are three sections outlined within the document consisting of specific categories, objectives and policies which reflect the values and long term aspirations of the community. The three sections with attached categories and objectives are outlined in the table below, with an analysis of how the Deep Bay Development endeavors to meet, or exceed, those objectives.

SECTION 2.0: Natural Environment

Electoral Area ‘H’ is abundant with natural areas such as 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; therefore, this OCP contains ‘Environmentally Sensitive Lands’ Development Permit Areas. This plan also contains ‘Hazard Lands’ Development Permit Areas to protect the built environment from natural conditions, where appropriate.

2.1 Environmentally Sensitive Areas

Within the OCP environmentally sensitive areas are defined as “areas of land and water that are sensitive to human interference.”

OBJECTIVES:
1. Identify environmentally sensitive areas.
2. Preserve and protect environmentally sensitive areas.
3. Conserve and protect ground and surface water resources.
4. Direct development that is compatible with the Community Values and Development Guideline Criteria Statements.

**Deep Bay Development Commitment Summary:**
Environmentally sensitive areas including, wetlands and the various creeks and streams will be protected under the Riparian Areas Regulation (RAR). Appropriate setbacks will be determined in conjunction with a qualified biologist, the Department of Fisheries and Oceans (DFO) and the Ministry of the Environment (MoE). Deep Bay Development has been working with a senior biologist on our team in order to improve fish habitat and those areas that contribute to fish habitat. We plan to augment these areas where possible using reclaimed water, which will improve fish habitat even in the driest weather conditions. Additionally we plan to daylight an existing underground stream on site.

2.2 Natural Hazard Areas
Defined as “Natural hazard areas are sources of potentially dangerous chance events” the OCP provides examples of natural hazards as: forest fires, floods, mass movement of land, landslides and earthquakes.

**OBJECTIVES:**
1. Protect area residents from loss of property and personal injury.
2. Identify, conserve, and protect natural hazard areas and adjacent lands from damage due to development, subdivision or alteration of land.
3. Direct development that is compatible with the Community Values and Development Guideline Criteria Statements.

**Deep Bay Development Commitment Summary:**
The development team has undertaken a series of preliminary studies to ensure that the geology of the site can accommodate the development proposed. Using the integrated design model we have included many reports and studies in our site evaluation and we have designed the concept employing best practices with the intent of implementing green and sustainable construction practices (LEED™, MNECB & EnergyStar) once the development application moves further through the re-zoning process.
2.3 Freshwater Resources (Surface and Aquifer)
Streams, watercourses, wetlands, and aquifers are natural resources worthy of protection through careful land use planning. Given the Area’s reliance on groundwater as the source for all potable water in the area, the potential impact of the increased demand or contamination placed on aquifers as a result of new development shall be considered when making any land use decisions for the Plan Area.

OBJECTIVES:
1. Identify and protect all freshwater resources 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. Direct development that is compatible with the Community Values and Development Guideline Criteria Statements.
4. 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.

Deep Bay Development Commitment Summary:
The Deep Bay Development undertook an extensive groundwater feasibility study, in order to verify the well yield of WIN 255, to site new wells, to determine drawdown interference impacts on the existing DBWD (Deep Bay Water District) wells, any potential impacts on the Gainsburg Swamp proximate to the DBWD well field, and to estimate the sustainable yield of the site. For a complete review of the Report, please refer to Appendix X “Baynes Sound Investments Ltd, Deep Bay, BC Proposed Residential Subdivision Groundwater Feasibility Study (GFS)” dated June 30, 2010. This study provided a preliminary conclusion that the Deep Bay Water District well field has a sustainable and sufficient yield to meet the current DBWD water requirements and those of the proposed development.

In addition to this undertaking the Deep Bay Development team has committed to using best practices of green initiatives including a high degree of water conservation techniques through the application of low water use, rainwater harvesting, water reclamation and water re-use:
The project will Retain wide riparian protection areas, control human access to aquatic and riparian ecosystems and install measures to protect wetlands, and marine sensitive zones.

Baynes Sound Investments Ltd. will identify all aquatic and riparian features and functions prior to any development and the design will maintain, restore or enhance aquatic and riparian ecosystems which will include daylighting culverted streams where possible.

The design will ensure that appropriate sediment and erosion control measures are in place protecting riparian vegetation and water quality during and after construction.

The project will manage rainwater to prevent runoff impacts on local streams through implementing best practices in stormwater management.

The proposed development will employ water efficient practices ensuring the minimum amount of water use possible for all applications including homes, buildings and landscape.

2.4 Coastal Zone Management

The coastal zone is one of the prime features of the natural environment of the Plan Area, and includes recreational beaches, productive shellfish aquaculture areas, sheltered bays and sensitive estuaries. The coastal zone also includes hazardous bluff shoreline susceptible to erosion and landslides in some areas.

OBJECTIVES:

1. Recognize the foreshore and waterfront areas as an integral part of the community, and as a major destination for leisure, commercial and recreational pursuits.

2. Support the development of shellfish aquaculture in appropriate locations on the Deep Bay Estuary and Baynes Sound foreshore in Electoral Area ‘H’, in a manner that does not conflict with residential and recreational uses of the coastal zone.

3. Discourage development, which would alienate the foreshore from public access or impact on the natural environment.

4. Advance public ownership and stewardship of the waterfront.

5. Advocate cooperation and coordination among agencies responsible for the use and management of marine foreshore and upland resources.

6. Direct development that is compatible with the Community Values and Development Guideline Criteria Statements.
Deep Bay Development Commitment Summary:
The Deep Bay Development understands fully that waterfront property holds a high economic value. However through our commitment to create a development that is inclusive, respectful and in health, proposed development was deliberately kept back from the waterfront in order to create park and open space along the foreshore providing public access to the water views, and protecting the existing shellfish industry in the adjacent water.

2.5 Protection of Wildlife and Native Plants
The Plan Area is part of the Nanaimo Coastal Lowland and therefore contains wildlife and plants characteristic of this zone.

OBJECTIVES:
1. Support the establishment of wildlife and waterfowl reserves.
2. Conserve and protect wildlife and waterfowl habitat.
3. Support the identification and designation of significant native flora and fauna areas.
4. Direct development that is compatible with the Community Values and Development Guideline Criteria Statements.

Deep Bay Development Commitment Summary:
An ecological and wildlife assessment has been completed for the property. All watercourses
were located and mapped on the property prior to designing the layout of the master plan and all riparian setbacks have either been met or exceeded. The development team is committed to providing a minimum of 50% of the site to Park/Open space and the project will include extensive natural corridors and open space to provide habitat for plants and animals and will reintroduce native habitat where possible. The development is also to include some planned reforestation to occur in selected areas, as well as riparian restoration. These planned measures will help to increase the biodiversity and provide habitat for a range of species throughout the site.

SECTION 3: Natural Resource Management

3.1 Agriculture
Existing productive farming areas and most of the undeveloped lands with some agricultural capability within Area ‘H’ are designated Agricultural Land Reserve (ALR).

OBJECTIVES:
1. Protect the agricultural land resources of the Plan Area for present and future food production.
2. Recognize and protect the needs and activities of agricultural operations when considering residential uses on adjacent lands and vice versa.
3. Advocate comprehensive resource management decisions where agricultural land is competing with forestry or environmental protection objectives.
4. Encourage sustainable farming methods in order to protect water resources and adjacent properties.
5. Ensure that the quantity and quality of the water supply is protected and seek ways and means of improving water availability for irrigation purposes.
6. Direct development that is compatible with the Community Values and Development Guideline Criteria Statements.

Deep Bay Development Commitment Summary:
The proposed Deep Bay Development concept is concentrated on Lot A and Lot B, both of which were removed from the ALR in 2004. On the southeast portion of Lot B where there are ALR lands adjacent to the proposed development, the design team has employed the Landscape Buffer Specifications as laid out by the Agricultural Land Commission, ALC 1998.
3.2 Forestry
Forestry is the most dominant land use in the Plan Area. Forestry resources cover approximately 75% of the land base. Although most of the forest land within the Plan Area is private holdings, there are also large areas of Provincial Forest owned by the Crown. Most of these lands are concentrated between Qualicum Bay and Deep Bay and in the lowland areas of the Plan Area. The Provincial Forest includes an active seed orchard in District Lot 86, Newcastle Land District, which contributes to the management of the Crown Forest land base.

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 practice interface forest fire mitigation techniques for building and landscaping to protect life, property and the environment.
5. Direct development that is compatible with the Community Values and Development Guideline Criteria Statements.
**Deep Bay Development Commitment Summary:**
District Lot 86, Newcastle Land District is Lot C of the Deep Bay Development land holdings. The area referred to above as an active seed orchard is within the ALR and is not included within the proposed development area.
The Island Highway separates Lot C from any proposed development and the Deep Bay Development has, at a minimum, a 30 meter vegetated buffer along the south portion of the entire length of Lot B.

**SECTION 4 - Community Resources**

4.1 Parks and Open Space
Electoral Area ‘H’ includes two Class ‘A’ Provincial Parks, Home Lake Caves and Spider Lake, which are important day use recreational destinations. In addition, the Provincial Government has included an expansion of Home Lake Caves Provincial Park and an ecologically sensitive wetland west of Deep Bay as candidates for its Protected Areas Strategy.

**OBJECTIVES:**
1. Ensure that parks and recreational uses form an integral part of the community infrastructure.
2. Implement a comprehensive parkland acquisition strategy.
4. Improve public beach access and linear recreational connections along creeks and river corridors as well as waterfront areas.
5. Maintain close cooperation with public and private institutions to encourage institutional uses such as schools, community halls, the E&N Rail Corridor, and associated open space as an integral part of the community parks and open space system and where possible, available for public use.
6. Encourage the availability of the area’s forest lands for recreational enjoyment and education while safeguarding recreational appeal.
7. Direct development that is compatible with the Community Values and Development Guideline Criteria Statements.
**Deep Bay Development Commitment Summary:**
The project will include extensive natural corridors and open space to provide habitat for plants and animals and will reintroduce native habitat where possible. The Deep Bay Development is committed to providing over 50% of the site to park and open space and to an extensive trail system that will see linkages to existing trails along the eastern edge of the property. Additionally, Deep Bay Development will implement the proposed trail along the railway corridor as indicated in the Regional Parks Master plan as a future trail. Most of the dedicated park space will be left in a natural state and some reforestation will occur in selected areas. The project includes a tree retention and management plan, with grassed open spaces, community gardens, wetland and creek protection and augmentation. The development plan carefully respects the natural ravines on the property and they are included within the park dedication areas. The site layout was created utilizing the natural topography of the land, the preservation of wetlands and greenspace as well as street patterns to create visual interest. Views of the foreshore, open space, community gardens and tree-lined streetscapes will all add to the beauty of the Deep Bay community. Streets are designed to incorporate planted medians, boulevards and a planted centre island traffic circle. The design will incorporate street trees, swales, rain gardens and will cite permeable pavement and pavers where possible.

**4.2 COMMUNITY AND INSTITUTIONAL USES**
Community and institutional facilities include, but are not limited to, schools, religious and service organizations, community halls, community care facilities and fire halls, police stations, ambulance stations, and marinas and wharfs in the Plan Area.

**OBJECTIVES:**
1. Work with School District No. 69 in planning for the future needs of the community.
2. Initiate discussions with School District No. 69 on development plans for Bowser Elementary School.
3. Encourage coordination of school site and parks and open space planning with the School District.
4. Support the centralized location of future school sites in Village Centres.
5. Direct development compatible with the Community Values and Development Guideline Criteria Statements.
Deep Bay Development Commitment Summary:
The Deep Bay Development team has had extensive communication with the Vancouver Island University and has worked in cooperation to develop the site reflecting the future needs of the University.
On going dialogue will be undertaken with the School District No. 69 regarding the future needs of the community.

COMMUNITY FACILITIES
Community and institutional facilities in the Plan Area include the Wildwood Church located at McColl Road in Bowser, the Bowser Legion, and the Lighthouse Community Centre.

OBJECTIVES
1. Encourage community use and support of community facilities.
2. Support the establishment of future community facilities within Village Centres.
3. Recognize the existing emergency services provided within the Plan Area.
4. Encourage improved coordination for providing emergency services for existing and future residents.
5. Support the strategic location of firehalls and future ambulance and police stations to serve the growing needs within the Plan Area.
6. Direct development that is compatible with the Community Values and Development Guideline Criteria Statements.

Deep Bay Development Commitment Summary:
The Deep Bay Community volunteer Fire Hall is located directly adjacent to the Deep Bay Development land holdings in the northeast corner of Lot C. Dialogue has been initiated with the Fire department and will continue as the project progresses in order to ensure that the emergency service needs of the proposed community can be met.

COMMUNITY WATER AND SEWER SYSTEMS
There are three community water systems that serve the developed coastal area. These are Deep Bay Water District, Bowser Water District, and Qualicum Bay Home Lake Water District.
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 future development options.
3. Advocate the environmentally safe and economically feasible development of community sewer systems.
4. Ensure that community sewer services are proposed first for the Village Centres then for those areas in need due to environmental or public health concerns.
5. Direct development that is compatible with the Community Values and Development Guideline Criteria Statements.

Deep Bay Development Commitment Summary:
The Deep Bay Development management has dialogued extensively with the Deep Bay Water Board. The aforementioned groundwater feasibility study, “Baynes Sound Investments Ltd, Deep Bay, BC Proposed Residential Subdivision Groundwater Feasibility Study (GFS)” dated June 30, 2010 was presented and given to the Water Board. The Development team plans to continue on-going dialogue with the Water Board.

In addition to the groundwater study, the Deep Bay Development undertook a comprehensive study to explore the potential of providing a wastewater treatment and disposal considerations feasibility report, dated January 2011. As a result of these studies the Deep Bay Development was able to confirm the feasibility of servicing the development on-site with a safe and efficient sewage treatment system.

Further development approaches include an integrated stormwater management plan, water re-use; native landscaping and re-naturalization. These methods contribute to the overall reduction of impacts to the land, reduce the cost of required infrastructure, reduce long-term operating costs and increase project viability.

4.3 TRANSPORTATION
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.
OBJECTIVES:
1. Accommodate safe and efficient passenger, freight, and service transportation throughout the Plan Area.
2. Encourage the eventual upgrading of Inland Island Highway No. 19 intersections to overhead interchanges at Home Lake and Cook Creek Roads.
3. Encourage the Ministry of Transportation to provide opportunities for bicycle and pedestrian routes on Island Highway Nos. 19 and 19A.
4. Support the visual protection of the Inland Island Highway Corridor with buffer areas including setbacks, greenways, and landscaping requirements.
5. Direct development that is compatible with the Community Values and Development Guideline Criteria Statements.

Deep Bay Development Commitment Summary:
A public road providing highway access has been designed into the concept plan, as well as a full level railway crossing to allow the residents from the community full access the highway as well as providing an alternative route to the existing community of Deep Bay.
The Deep Bay Development project team has ensured the design offers walkable, pedestrian
friendly streets, with separate bicycle lanes within the circulation design, which allows for a more sustainable mode of transportation for future residents of this development. The concept plan provides multi-functional streets and ensures that walkable streets in this neighbourhood community development will connect services, amenities and homes which will allow people to move around without using cars. The addition of an extensive trail system through the property offers an alternative to public road to access the many natural areas of the site.

PUBLIC TRANSPORTATION
VIA Rail’s passenger train service passes through Area ‘H’ on the E & N Railway. This train service links communities along the eastern corridor of Vancouver Island. The development of Village Centres at Qualicum Bay, Dunsmuir, and Bowser may provide opportunities for more formal commuter stations in these communities. The growth of population and the development of Village Centres may in the future make it viable to provide alternative transportation opportunities. This may include private or mini-bus commuter services for the handicapped or elderly, carpooling and “park and ride” connections to Regional District of Nanaimo Transit Routes. These initiatives should be coordinated with Regional District of Nanaimo Transit Services.

OBJECTIVES:
1. Support the development of commuter and public transportation opportunities for residents of Area ‘H’.
2. Encourage railway transportation services to the Plan Area.
3. Protect the E & N railway line as a continuous linear transportation corridor by designating the lands as a transportation corridor including non-vehicular mobility options.
4. Direct development that is compatible with the Community Values and Development Guideline Criteria Statements.

Deep Bay Development Commitment Summary:
Deep Bay Development will work with the local transit authorities to bring bus service into the development and the development will be designed to include the future expansion of the public transportation system. To assist with the realization of transit to the community, a transit loop has been designed into the layout for future use. Dialogue with the Island Corridor Foundation has been undertaken and the layout provides for a passenger train station in close proximity to the Vancouver Island University Shellfish research Station which will service the entire community area.
MARINE TRANSPORTATION
The Deep Bay Harbour provides opportunities for recreational and commercial transportation. Commercial fishing, shellfish aquaculture, and recreational boat travel are accommodated within the Deep Bay Harbour.

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 transportation from Deep Bay Harbour.
3. Direct development that is compatible with the Community Values and Development Guideline Criteria Statements.

Deep Bay Development Commitment Summary:
While the Deep Bay Development has not included access to the Deep Bay harbour within the concept plan layout, the government wharf with public boat launch access is a definite and a highly recognized draw to the area. The recreational amenities provided within the proposed development will compliment these existing amenities.
The OCP acknowledges that there is pressure for change and development within the area and as such the area residents will embrace compatible development while maintaining the values that are fundamental to the health and prosperity of the community. Based on the input and priorities of the residents within Electoral Area ‘H’, the OCP lists twenty-one (21) values to help guide decisions on the future development in the Area.

**Twenty One Electoral Area ‘H’ Values**

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 within the village nodes;
9. Support for economic diversity in new and existing developments that compliment the rural integrity of Area ‘H’;
10. Recognition of the importance of home based businesses in the growth and diversification of the area;
11. Consultation with First Nations 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 Home 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.
Electoral Area ‘H’ OCP COMMUNITY VALUES STATEMENT

Area ‘H’ 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.

Electoral Area ‘H’ OCP DEVELOPMENT GUIDELINE CRITERIA

Electoral Area ‘H’ is designated as a development approval information area pursuant to RDN Bylaw No. 1165, 1999. In Electoral Area ‘H’, prior to considering an application to amend the OCP, rezone or subdivide land to accommodate a development, an applicant must show that the proposal:

1. Reflects the Community Values Statement, objectives of the Official Community Plan and the policies of the Regional Growth Management Strategy;
2. Preserves and protects the rural character of area and contains urban development to the Village Nodes;
3. Identifies watersheds and aquifers from degradation and pollution through a detailed hydro-geological study;
4. Protects and promotes natural, environmental, and geographic features through an environmental impact study.
5. Preserves, enhances, and dedicates useable parkland that provides linkages to public lands, and integrated trail system and waterfront access where appropriate;

6. Proposes a comprehensive approach to management and disposal of sewage and/or septage;

7. Proposes a comprehensive approach to drainage and management of stormwater;

8. Preserves Archaeological Areas through adherence to the provincial Heritage and Conservation Act;

9. All studies to address environmental, hydro-geological, storm-water management and sewage/ septage associated with proposed development will include comprehensive public consultation and have representation from the general public, area stakeholders and Local Water Boards.

The Regional District will facilitate such input and will ensure that all studies are appropriately designed and conducted.
The Deep Bay Development Preliminary Check List:

- protects the coastal shoreline and provides public access to the waterviews;
- preserves & enhances environmental areas;
- provides long term economic benefits to the Regional District;
- provides attainable housing & a variety of housing choices into the market;
- provides opportunities for residents to live, work and play;
- encourages pedestrian movement to a commercial node;
- encourages alternative transportation;
- promotes health & well-being by promoting an active lifestyle;
- removes servicing operations and responsibility from the Regional District;
- reduces infrastructure costs required to service the development;
- provides a comprehensive approach to stormwater management through a connective, multi-functioning infrastructure for harvesting water, restoring biodiversity, and enhancing the community's sense of place and identity;
- proposes a comprehensive approach to the management and disposal of sewage;
- preserves over 50% of site as greenspace; and
- creates a series of new recreational trails.
8.0 SUSTAINABILITY STATEMENT

The Regional District of Nanaimo does not currently have a sustainability checklist or sustainability measures in place to guide development, however the RDN has been working steadfastly to implement sustainability measures that will serve to guide the Region to becoming a leader in sustainable communities.


The RDN advises that “The goals and policies of the Draft Regional Growth Strategy are grounded in sustainability principles. These principles weave through all of the goals and policies to create a framework intended to guide decision-making regarding the future life of the region - resulting in actions and decisions that are mutually-supportive and that as a whole will move the Region towards a more sustainable way of life”.

The proposed Regional Growth Strategy will be based on the following sustainability principles:

- Decisions and actions have regard for local and global consequences
- The interconnectedness and interdependence of natural and human systems are recognized and respected
- The healthy functioning of ecological systems is nurtured
- The qualities of place that create pride and a sense of community are nurtured
- Efficiency, including the concept of zero-waste, is optimized
- Equity amongst all citizens and across generations, including future generations is ensured
- Decision-making processes are based on participation, collaboration and co-operation with citizens, other authorities and organizations
- We are accountable for our decisions and actions
Deep Bay Development Sustainability Statement:

Within the proposed Deep Bay Development, we have kept the concept of sustainability in the forefront throughout the planning phases for the project. We have created Sustainability Principles that will be adopted and adhered to as this project unfolds. This Principles document will be supported by Design Guidelines and a Sustainability Matrix, which will integrate the sustainability principles as adopted by the team.

The Deep Bay Development Sustainability Principles draw from the three spheres of sustainability, and they focus on the following:

- land use, density and layout,
- climate change - clean technologies and transportation (all aspects),
- energy use and carbon emissions,
- solid waste management and recycling,
- environmental protection - ecology and wildlife, landscape and open space and water efficiency,
- personal health and wellness, safety, and food security,
- responsible building, best practices
- economic opportunity and business practices

Our focus on the environmental aspects of sustainability include, but are not limited to, minimizing climate change gases through employing best practices throughout the design and implementation of our project, employing water use reduction technologies and implementing best practice storm water management techniques throughout the design and using those practices to restore the water systems on site.

Social sustainability can be measured by the overall well being of people. We link social well being with both mental and physical health. Our proposed development provides a walkable neighborhood community, green open spaces with an integrated trail network, small parks with gathering areas, community garden spaces, recreational amenities, and a retail/ commercial area for additional social gathering opportunities.
Economic sustainability is achieving a sufficient economy to sustain the population. Within the Deep Bay project we have focused on improved economic prospects for the local community and the larger Region, such as developing affordable housing opportunities, and creating job opportunities not only through the build out of the project, but opportunities that can be realized on site and sustained in the long term. There will be excellent investment opportunities and revenue from property assessments and taxes, the RV Resort will provide long term economic opportunities and gains for the Regional area, and there are longer term economic benefits of the sustainable technologies and practices that will be used within this development. Additionally, the design guidelines will specify to use local materials wherever possible.

The Deep Bay Sustainability Principles have been developed referencing several key documents: Canada Sustainability Primer, Step by Natural Step, 2009; Standards and Best Practices for Instream Works, 2004; Canadian Green Building Council – LEED ND, LEED for Homes, LEED NC; Smart Growth BC; Randall Arendt’s Conservation Principles; Bowser Town Centre, 2010.
It is suggested that the Deep Bay Development site be regulated by a Comprehensive Development (CD) zone. This will require an amendment to the Region District of Nanaimo Electoral Area ‘H’ Official Community Plan. It is proposed that the CD zone create Comprehensive Development Areas (CDAs) for various residential, commercial, parkland/conservation and mixed uses each with their own permitted land uses, densities, and building envelopes.

Deep Bay Development will work with the Regional District of Nanaimo and the community to determine the best comprehensive development zoning for the property. A draft Comprehensive Development zone framework is outlined for discussion purposes with Regional staff.

**Draft Zoning Framework for Deep Bay Development**

**Deep Bay Development Comprehensive Development Zone (DBD-CD)**

This Comprehensive Development Zone is to permit a master planned community comprised of a variety of mixed uses including residential, commercial, recreational and public amenities.

Note 1) The Deep Bay Development Comprehensive Development (DBD-CD) zone is divided into the following Comprehensive Development Areas (CDAs) as shown in the table below:

<table>
<thead>
<tr>
<th>CDA: Correspoding Zone:</th>
<th>Corresponding Zone:</th>
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<tbody>
<tr>
<td>Comprehensive Development Area 2 (CDA-2) Multi Family Residential (MFR)</td>
<td>Multi Family Residential (MFR)</td>
</tr>
<tr>
<td>Comprehensive Development Area 3 (CDA-3) Residential Attached (RA)</td>
<td>Residential Attached (RA)</td>
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<tr>
<td>Comprehensive Development Area 4 (CDA-4) Residential Detached (RD)</td>
<td>Residential Detached (RD)</td>
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<tr>
<td>Comprehensive Development Area 5 (CDA-5) Park &amp; Recreation (PR)</td>
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<tr>
<td>Comprehensive Development Area 6 (CDA-6) RV. Resort (RVR)</td>
<td>RV. Resort (RVR)</td>
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<tr>
<td>Comprehensive Development Area 7 (CDA-7) Dryland Storage (DS)</td>
<td>Dryland Storage (DS)</td>
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Note 2) The Deep Bay Development comprehensive development shall be carried out in compliance with a Master Development Agreement.

Note 3) Within the Deep Bay Development Comprehensive Development (DBD-CD) zone, the permitted uses are different for each Comprehensive Development Area (CDA).

Note 4) The maximum number of residential units dispersed through the comprehensive development areas of the Deep Bay Development Comprehensive Development Zone (DBD-CD) shall not exceed 678 units, excluding carriage houses, secondary suites and apartment flats.

Note 5) Public amenity buildings are permitted within Comprehensive Development Area 4 (CDA-4).

Note 6) For the purposes of interpreting and regulating the Deep Bay Development Comprehensive Development (DBD-CD) Zone, Baynes Sound Investments Ltd., shall be known as the “Developer.”
Baynes Sound Investments Ltd. proudly and respectfully submits this development concept report as part of an application to the public, Regional District staff and the Regional Board of Directors for consideration of our proposal to amend the Electoral Area ‘H’ Official Community Plan.

The Deep Bay Development team is dedicated to continuing ongoing community consultation and feedback as it progresses through the development application process.

The next step for the Deep Bay Development team is to continue meeting with our neighbours and interested stakeholders and move through the approval process with the Regional government.

We have completed a myriad of studies and reviews in preparation of the master development plan. This document has demonstrated that the proposed Deep Bay Development will provide many clear and tangible benefits to the local environment, economy, and people of the Regional District of Nanaimo, specifically the people of the Deep Bay community and immediate surrounding area.

Our vision is to create a safe and health centered and inclusive community neighborhood that encourages healthy living through the use of best available designs, approaches and systems without compromising the natural environment, rich recreational values and legacy of the Deep Bay waters.

Baynes Sound Investments Ltd. requests that the property be designated as a Comprehensive Development Area within the Electoral Area ‘H’ Official Community Plan and that the property be zoned for Comprehensive Development. This will allow the Deep Bay Development team to proceed with its plans and to develop a master planned nodal community in close consultation with the Regional government, stakeholders and the surrounding neighbourhood.

Based on the information presented in this application, Baynes Sound Investments Ltd. respectfully requests the support of this document’s readership in their goal of creating an inclusive, respectful, healthy, nodal development at Deep Bay.