



Electoral Area 'H'  
Official Community Plan  
Bylaw No. xxx, 2017

**DRAFT Version 1.0 of Section 4 Community Resources**

**December 5, 2016**

Note to the reader:

This is an annotated draft. Explanatory notes are in the right side-bar. The draft includes the text of the current OCP with underline used to show proposed new text, and strikethrough used to show text proposed to be deleted.



#### 4. Community Resources

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

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

*New. There was no section introduction previously. Added for consistency with document format.*

## 4.1 Parks and Open Space

Parks and open spaces are often created for both recreation and conservation purposes. This section focuses primarily on parks for public use and Section 2.1 of this Plan addresses protection of areas for their conservation values. There is overlap between the two purposes and both sections should be referred to together for a complete understanding of this Plan's objectives.

*New text for clarity.  
Trying to minimize overlap between this section and Section 2.1*

Lands set aside for public recreation and ecosystem conservation in the Plan Area include the Regional District's regional and community parks and trails, provincial parks, an ecological reserve and a coastal Douglas fir ecosystem area protected under the *Land Act*. These are shown on Map No. 3 Community Resources, and some of the key parks, trails, and protected areas are listed below.

*Rewording information to make more concise*

- Spider Lake Provincial Park
- Horne Lake Caves Provincial Park
- Horne Lake Regional Park
- Bowser Ecological Reserve
- Lighthouse Country Regional Trail
- Big Qualicum River Regional Trail

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

*Moved support for acquisition to advocacy policy*

There are significant publicly owned (Federal Fisheries) river protection corridors on Big Qualicum River and at Horne Lake that provide opportunities for water-based recreation and nature appreciation as well as fishery management. The Horne Lake Regional Trail is within this corridor, and managed by the Regional District.

There are extensive trail networks on Crown lands in the Plan Area; however, these routes are unsanctioned and long-term protection is not guaranteed. The Regional District does not have the resources to consider managing informal trail systems on Crown lands, but could play a supporting role to community groups that may want to formalize some trail activities.

*Adapted from  
Community Parks and  
Trails Strategy*

A large portion of the Plan Area is designated as Private Managed Forest land. These lands are not considered publicly accessible. However, historic use of logging roads and trails for recreation in these areas is common. These informal trails provide recreational value, but since the tenure is private, there is no guarantee for ongoing protection.

*Adapted from  
Community Parks and  
Trails Strategy*

~~The Regional District has numerous community parks generally concentrated in the rural residential areas in the coastal portion of the Plan Area (with the exception of Spider Lake Community Park, located inland in the Spider Lake neighbourhood). In addition, the Plan Area contains a Regional Park at Horne Lake. Many community parks in rural residential areas are small greenbelt areas and a few provide opportunities for linear pedestrian/cycling connections, shoreline access or outdoor recreational activities.~~

*Covered more concisely earlier*

The Plan Area includes field sport recreational opportunities at Lions Community Hall and at Wildwood Community Park. It should be noted that the Wildwood Community Park is leased Crown land and includes sport fields.

In 2013, Henry Morgan Park near the Bowser Village Centre was developed with a playground, shelter and washroom. There is also a community park adjacent to the Village Centre of Dunsmuir, which has a small tennis court and basketball half-court. At the time of updating this Plan in 2016, a planning process was underway and budget allocated for improvements to this park. ~~This park could provide significant recreational opportunities when the Dunsmuir Village Centre develops.~~

Along with these existing provincial, regional, and community parks, the residents of Area 'H' have stated a need for additional parkland developed for the:

1. *protection of known unconfined aquifers;*
2. *linear walking trails;*
3. *stream protection and access;*
4. *beach access;*
5. *protection of wetlands and natural features; and*
6. *outdoor recreational and leisure neighbourhood park opportunities;*

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

*New. Important for parks and active transportation planning.*

#### **PARKS AND OPEN SPACE OBJECTIVES**

1. *Ensure* that parks and recreational uses form an integral part of the community infrastructure.
2. Support the parkland acquisition strategies of the Regional District's Regional Parks and Trails Plan and the Community Parks and Trails Strategy ~~Implement a comprehensive parkland acquisition strategy.~~
3. *Support* public open space opportunities on Provincial, Federal, and Regional District lands.

*Both plans are new/revised since last OCP review.*

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.~~ *Addressed in section 5.1.*

#### PARKS AND OPEN SPACE POLICIES

1. Parkland shall be permitted in all land use designations.
2. Pursuant to the *Local Government Act*, at the time of subdivision, *At the time of subdivision or development of land the Regional District may consider the parcels as potential parkland acquisition areas in the Rural Residential or Village Comprehensive Development designations. To satisfy the requirements of the **Local Government Act**, the Regional District shall determine whether the owner of land being subdivided shall:*
  - a. provide without compensation, useable park land equivalent to 5% of the parcel size and in a location acceptable to the Regional District Board, or
  - b. pay to the Regional District an amount that equals the market value of the land that may be required for park purposes, or
  - c. provide a combination of land and cash to the satisfaction of the Regional District Board.

*Updated for clarity*
3. Known priorities and criteria for park acquisition must be considered and given priority at the time of park dedication such as those indicated in this Plan or by any other Plan of the Regional District such as the Community Parks and Trails Strategy or the Regional Parks and Trails Plan.

*The Community Parks and Trails Plan contains criteria for parkland acquisition vs cash-in-lieu*

- ~~4. Where cash in lieu of park land is received from development within the Plan Area, it shall be reserved for useable park land acquisition in any suitable location within the Plan Area. The Regional District shall endeavour to obtain park land for community recreation, nature preservation, linear connections, greenbelt and access to the waterfront.~~
- ~~5. All streams, watercourses and unknown unconfined aquifers within a proposed development are to be considered first for their potential as park lands or as publicly accessible greenways.~~
6. This Plan supports the creation of a regional parks development cost charge bylaw to assist achieving the acquisition objectives of the Regional District Park System Plan.
7. Parkland acquisition priorities in the Plan Area are identified in the Regional Parks and Trails Plan and Community Parks and Trails Strategy which are reviewed and updated from time to time. At the time of adoption of this Official Community Plan, specific priorities for parkland acquisition and development include:
- a. “Olympic Torch Relay Trail” that would connect the Lighthouse Country Regional Trail through Bowser Village Centre
  - b. Historic Horne Lake Trail
  - c. Trails in Oakdowne Park through License of Occupation with the Province
  - d. Those identified in Sensitive Ecosystem Policy 8 of this Plan.
  - e. Those identified in Goal 4.1 of Schedule B, the Bowser Village Centre Plan
8. The Regional District will not support encroachment applications into rights of way to beach areas, the foreshore, streams, or watercourses in the Plan Area.
9. When responding to referrals from the Ministry of Transportation and Infrastructure for road closure applications, the Regional District will:
- a. consider the value of retaining the right-of-way as public land for recreation and active transportation purposes;
  - b. refer to its parks and trails plans and strategies, and
  - c. not support the closure if retaining the right-of-way as public land will benefit recreation or active transportation.

*Addressed above*

*Defer Community Parks and Trails Plan criteria for parkland acquisition.*

*Property owners adjacent to unconstructed road rights-of-way can apply to purchase that land and have it added to their property. Often this has no impact on future public use, but there are some key rights-of-ways in Area H that are part of trail plans*

10. The Regional District recognizes that public involvement is essential in the planning, acquisition, and development of the community and regional parks. Consultation with the public, as well as recreation commissions, volunteer groups and service organizations is encouraged and is considered vital for the success of the Parks System.

#### *Parks and Open Space Advocacy Policies*

8. The Regional District shall support the Province in the designation and protection of candidate areas identified through the BC Protected Areas Strategy Process. The Provincial Government has included an expansion of Horne Lake Caves Provincial Park and an ecologically sensitive wetland known as "Gainsburg Swamp" west of Deep Bay as candidates for its Protected Areas Strategy.
9. The Regional District shall encourage management of Crown lands as Parks/Reserve or BC Forest Recreation sites south and west of Bowser along Nile Creek, Thames Creek, Lymn/Chef Creek, Gainsburg Swamp, Annie's Woods, and the Old Douglas Fir Forest in District Lot 72, District Lot 37, and the unconfined aquifer on Crown Land in District Lot 86 (see Map No. 2).
10. The Regional District shall encourage the Province and forest companies to protect the natural woodlands and landscape features of the area and provide opportunities for controlled use of private logging roads during non-operation periods for outdoor recreation except during times of high and extreme fire hazard.
11. The Regional District shall encourage appropriate agencies to allow public access or use of corridors intended as public utility rights-of-way or transportation corridors.
12. The Regional District shall encourage and support volunteer assistance in the development and management of community parks, Streamkeeper projects and trails.

*Will review in relation to new BC Parks' Future Strategy just released.*

*DL 72 is now protected as the Bowser Ecological Reserve. DL 86 is in part protected by the Coastal Douglas Fir Land Use Order. DL 37 must be a typo as there is not one in Area H.*

## 4.2 Community and Institutional Uses

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

*Added reference to account for VIU Marine Station*

These uses generally require appropriate institutional zoning prior to the use of land for such purposes. It is important to note, however, that some community care facilities are exempt from zoning regulations pursuant to the ***Community Care Facilities and Assisted Living Act***.

Institutional uses will be permitted in all land use designations in this Plan but may require institutional zoning. Some Institutional uses such as schools are designated as such in this Plan to emphasize the community importance of their continued existence at these locations.

*New text to support continued existence of school for example. For other lands, if a use like a fire hall moves to a new location, it is easier for that land to be sold and used for its underlying OCP designation use such as residential.*

Future institutional uses shall be encouraged to locate within the Village Centres Land Use Designation where appropriate and where lands are available. This OCP supports the current land uses on existing Public zoned lands within Electoral Area 'H'.

School District No. 69 has jurisdiction for the Bowser Elementary School, the single public school within the Plan Area (high school students attend school in Qualicum Beach or Courtenay). This Plan supports the future location of schools within the Village Centre Land Use Designation, particularly the Qualicum Bay or Dunsmuir Village Centres given that the existing school is closest to the Bowser Village Centre. ~~Map No. 3 identifies the location of existing and known potential school sites within the Plan Area.~~

*Map 3 shows proposed schools in Qualicum Bay and Dunsmuir Village Centres, but does not indicate specific lots. Most clear to just describe in text.*

With current school enrollment and population trends, there is no anticipated need for additional school facilities over the next 10 years.

*Required by Local Government Act.*

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. In addition, community fire protection is provided by three volunteer fire departments in the Plan Area: Bow-Horn Bay Fire Protection, Deep Bay Waterworks, and Dashwood Fire Protection Specified Area. While current community and institutional facilities are found throughout the Plan Area, future uses shall be encouraged to locate within the Village Centres. Existing facilities are illustrated on Map No. 3.

### COMMUNITY AND INSTITUTIONAL 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.~~ *this is covered under objective 1.*
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. *Encourage* community use and support of community facilities.
6. *Direct* the location of new institutional facilities for public assembly for educational, religion, cultural and service organizations to Village Centres. *Support the establishment of future community facilities within Village Centres.* *Added clarity*
7. *Recognize* the existing emergency services provided within the Plan Area.
8. *Encourage* improved coordination for providing emergency services for existing and future residents.
9. *Support* the strategic location of fire halls and future ambulance and police stations to serve the growing needs within the Plan Area.
10. ~~Direct development that is compatible with the Community Values and Development Guideline Criteria Statements.~~ *Addressed in section 5.1.*

### COMMUNITY AND INSTITUTIONAL POLICIES

1. The Regional District shall encourage the integration of future school sites into Village Centres and integrate their location with the parks, trails and open space network.
2. This Plan supports the continued service of Bowser Elementary School. The Regional District shall ~~initiate discussions~~ work with School District No. 69 ~~as to~~ on the long-term plans for this school.
3. The Regional District will consider future agreements with the School District to implement the School Site Acquisition Provisions in the *Local Government Act*.
4. The Regional District encourages public consultation with District 69 School Trustees on any future plans or uses for area schools.

5. The Regional District shall encourage new proposals for institutional facilities to be situated within the Village Centres.

6. Establishment of a cemetery in the Plan Area is supported subject to rezoning and adherence with applicable provincial requirements.

*In response to public input that the OCP should support a cemetery. Establishment of new cemeteries is regulated under the BC Cemeteries Act which ensures the location is suitable and will not cause any contamination to water supply.*

7. The Plan recognizes the location of existing fire halls, and fully supports the valuable volunteer fire fighting and emergency services provided by the Deep Bay Waterworks District, Bow Horn Bay Volunteer Fire Department and the Dashwood Fire Protection Area.

8. The Regional District will ~~seek better coordination~~ continue to coordinate with Improvement Districts and volunteer fire departments to ensure that adequate fire fighting services are able to accommodate the future development of the Village Centres at Dunsmuir, Qualicum Bay, and Bowser and to improve fire protection service to rural areas, to include, but not be limited to, development of emergency evacuation plans, disaster preparedness plans, in coordination with the appropriate federal and provincial government agencies and ~~encourage~~ coordination of education around interface fire mitigation techniques in FireSmart recommendations for building and landscaping.

*Amendments to better reflect current situation*

9. The Regional District will coordinate with fire departments in planning for future growth and development and in review of applications to amend this Plan and the zoning bylaw.

*New to reflect need to consider fire services early in planning.*

#### *Community and Institutional Advocacy Policies*

10. The Regional District shall encourage the School District to complement other community facilities by continuing to be make available schools and school grounds for recreation, cultural activities, and educational programs during non-school hours.

11. The Ministry of Transportation and Infrastructure is encouraged to request that all proposed subdivision plans are reviewed by the relevant fire department.

*New, request from RDN staff*

### 4.3 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 Horne Lake Water District. The Plan Area relies on groundwater resources in the vicinity of Bowser and Dunsmuir. These areas have an undefined quantity of water in unconfined Quadra Sands and associated aquifers. The water quantity and quality continues to be sufficient and is expected to remain so if precautions are taken to protect this valuable resource.

#### Deep Bay Improvement District:

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

*The well protection areas will be shown on one of the OCP maps.*

#### Bowser Waterworks:

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

*The well protection areas will be shown on one of the OCP maps.*

#### Qualicum Bay Horne Lake Water District:

The Qualicum Bay Horne Lake Water District's wells are located on Horne Lake Road between Thorpe and Olympic Roads. It is generally understood that a well capture zone extends uphill. At the time of updating this Plan in 2016, the Water District was in the process of having an Aquifer and Well Protection Plan prepared, which will delineate a well protection area.

### Community Water and Sewer Systems 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. Identify and protect groundwater recharge areas. *New to reflect public comments*
4. *Advocate* the environmentally safe and economically feasible development of community sewer systems.
5. ~~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.~~ *Replaced by next two objectives*
6. Prepare strategies for provision of community wastewater services within Village Centres, in coordination with the Qualicum First Nation for Dunsmuir and Qualicum Bay. *New for greater clarity and to acknowledge QFN interest.*
7. Support provision of community sewer outside of village centres where there is a threat to public health or the environment due to the wastewater management method being used. *New for greater clarity than 5 above. Wording is consistent with RGS*
8. Support provision of community water and sewer outside of village centres where necessary to support other goals of this plan related to alternative forms of rural development *New.*
9. ~~Direct development that is compatible with the Community Values and Development Guideline Criteria Statements.~~ *Addressed in section 5.1.*

### Community Water and Sewer Systems Policies

1. The Regional District recognizes the important role played by Improvement Districts in providing community water and will liaise to ensure adequate quantity and quality of water is available for any future development.
2. Where identified, groundwater recharge areas and well protection areas shall be protected through land use regulation and development permit area. *New to reflect public comments, and that we have more information about well protection areas for Improvement District.*
3. This Plan supports the comprehensive development of community sewer systems within the Village Centres. ~~and secondly to those~~ *Deleted portion addressed in policy*

~~areas with identified environmental or public health needs.~~

*below.*

4. This Plan supports provision of community sewer outside of village centres where there is a threat to public health or the environment due to the wastewater management method being used.
5. Provision of community water and sewer outside of village centres is supported where necessary to achieve other objectives of this plan related to alternative forms of rural development, and where the systems are not proposed to be owned by the Regional District. This policy is subject amendment to the Regional Growth Strategy.
6. This Plan supports locating future community infrastructure only where it will avoid disturbing environmentally sensitive areas and will pose no negative impact on the environment.
7. The Regional District requires written confirmation from the area water utility that there is a sustainable quantity and quality of water supply available for any development to be considered.

*New. RGS does not currently support community water or sewer outside village centres unless for health / environmental reasons.*

## 4.4 Transportation Network

The effective integration of transportation modes such as automobile, transit, cycling and walking creates well connected communities and results in other significant benefits. Communities that have good active transportation facilities that are well connected with other modes such as public transit, have lower rates of obesity and chronic illness. In addition, transportation networks that provide alternatives to automobile travel help reduce greenhouse gas emissions.

*Added text to respond to public input re improvement to walking and cycling facilities.*

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. The Plan Area includes two major new intersections connecting the Inland Island Highway with Island Highway No. 19A. The intersections are located at Horne Lake and Cook Creek Roads. Both of these intersections have been constructed so that they can be converted into interchanges in the future. The highways and major roads in the Plan Area are shown on Map No. 3.

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

The recreational trail system is addressed in section 4.1 of this Plan and is part of the overall transportation network. Movement around the Plan Area by foot or bicycle can include a combination of road shoulders and off road trails.

*Acknowledges linkages with on road and off road active transportation*

### TRANSPORTATION NETWORK 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 Horne 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. *Achieve* second road accesses to neighbourhoods with only one way in and out.

*Additional objectives may be recommended from the Active Transportation Plan, when complete.*

*New in response to public input.*

5. *Support* the visual protection of the Inland Island Highway Corridor with buffer areas including setbacks, greenways, and landscaping requirements.
6. ~~Direct development that is compatible with the Community Values and Development Guideline Criteria Statements.~~ *Addressed in section 5.1.*

#### TRANSPORTATION NETWORK POLICIES

1. The Regional District encourages improvements to the efficiency and safety of Island Highway No. 19A including the safety of those travelling by foot, bicycle or other non-vehicular means on the road shoulders. ~~In particular, the RDN supports improvements and shouldering of two-lane sections and the creation of linkages to village centres, rural residential neighbourhoods, and scenic coastal resources within the Plan Area.~~ *Revised as policy re active transportation improvements are in Policy 3 and additional policies once the Active Transportation Plan is complete.*
2. The Ministry of Transportation and Highways Infrastructure shall be encouraged to upgrade the Inland Island Highway No. 19 intersections in Electoral Area 'H'.
3. The Regional District shall seek the opportunity to provide input and consultation with the Ministry of Transportation and Infrastructure for developing bicycle and pedestrian routes along Island Highway Nos. 19 and 19A. *Additional policies may be recommended from the Active Transportation Plan, when complete.*
4. Preserve the natural visual character of the rural portions of Highway Corridors on Highways 19, and 19A. ~~This Plan shall establish a 30 metre Development Permit Area on either side of the Inland Island Highway and Highway 19A for protecting the visual integrity of the Inland Island Highway and Island Highway 19A corridor.~~ *Not possible to regulate single family residential thorough DP. Revised DPA for commercial properties to address.*

#### TRANSPORTATION NETWORK ADVOCACY POLICIES

5. The Ministry of Transportation and Infrastructure is encouraged to construct or require through subdivision, roads that provide a second access to neighbourhoods with only one way in and out. *New to address public input.*

## 4.5 Public Transportation

As of the 2016 review of this Plan, VIA Rail's passenger train service had not run through the Plan Area for several years and its future is uncertain. The E&N rail corridor remains a valuable public asset that if not used for rail, should be used for a recreation and active transportation corridor. *New*

~~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.~~

In 2014, Regional District of Nanaimo Transit Services began operating a bus to and from Deep Bay and connecting to Nanaimo via Qualicum Beach in the morning and afternoon on Tuesdays. At the time of reviewing this Plan in 2016, the service was proposed to be expanded to 5 days per week. Focussing growth and development in Village Centres will make continued expansion of the frequency of service more viable. *New*

~~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 Other opportunities for shared transportation are supported and encouraged, such as 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.~~

### PUBLIC TRANSPORTATION OBJECTIVES

1. Support existing transit service in Area 'H' and encourage expansion. *New*
2. Support the development of commuter and public transportation opportunities for residents of Area 'H'. *Revised as there is now a bus, but still opportunity for other commuter services*
- ~~3. Encourage railway transportation services to the Plan Area.~~ *Merged with policy 4*
4. Protect the E&N railway line as a continuous linear transportation corridor by designating the lands as a transportation corridor for rail travel and for non-vehicular mobility options. *New text to merge with Policy 3 above.*
- ~~5. Direct development that is compatible with the Community Values and Development Guideline Criteria Statements.~~

**PUBLIC TRANSPORTATION POLICIES**

1. The E&N Railway corridor lands shall be designated Transportation Corridor with a minimum parcel size of 2 ha.
2. The Regional District shall support the development of public transportation nodes ~~commuter railway stations as part of the~~ in Village Centres such as bus shelters in strategic locations linked with active transportation facilities. *Revised to reflect current bus service and little likelihood of passenger rail.*
3. Support the establishment of walking and cycling trails on the E&N railway corridor. *New*
4. The Regional District shall encourage rail services to the Plan Area.
5. The Regional District shall encourage the development of alternative transportation opportunities such as mini-bus commuter services for the handicapped and elderly, and car pooling and park and ride connections to Regional District Transit routes in consultation with Regional District Transit Services.

## 4.6 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. The Government Wharf provides facilities for commercial fishing, shellfish aquaculture and recreational vessels. The Deep Bay Harbour Authority manages the federal government wharf on behalf of DFO Small Craft Harbours ~~Division~~ Program.

### 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. Support solutions to marina parking lot overflow for vehicles and trailers.
4. ~~Direct development that is compatible with the Community Values and Development Guideline Criteria Statements.~~

*Response to public input re Deep Bay*

### POLICIES

1. The Regional District Board recognizes the role of the Deep Bay Harbour Authority in managing the federal government wharf for DFO Small Craft Harbours ~~Division~~ Program.
2. The Regional District encourages the tourist, recreational, fishing and aquaculture industries ~~opportunities~~ to continue their use of ~~for recreational and commercial transportation from~~ Deep Bay Harbour.
3. The Regional District shall develop a plan in coordination with the Deep Bay Harbour Authority and local businesses for accommodating overflow parking off street.
4. Any expansion of the Deep Bay Harbour should be accompanied by a plan for overflow parking that does not rely on parking on the shoulder of nearby streets.
5. The Regional Board shall not consider rezoning the surface of the water in Deep Bay Harbour without consultation with the Deep Bay Harbour Authority and local residents.

*Amended to add support for specific industries.*

*New to address community input.*

*New to address community input.*