

AGENDA

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

Monday November 8, 2010 @ 6:30 pm
(*North Cedar Improvement District Fire Hall - 2100 Yellow Point Road*)

- 1. Minutes**
Adoption of the October 18, 2010 meeting notes - Page 2
- 2. Yellow Point Aquifer Presentation and Discussion**
Mike Donnelly, RDN Manager of Water Services
Christina Metherall, RDN Drinking Water/Watershed Protection Coordinator
Yellow Point aquifer discussion paper - Page 6
- 4. Boat Harbour Proposal**
Presentation by Keith Brown
Proposed amendment and comments - Page 11
Discussion and committee recommendation
- 5. Kipp Road Industrial Proposal**
Discussion paper and comments - Page 16
Committee recommendation
- 6. Draft OCP**
Opportunity to discuss the latest draft OCP revisions
- 7. Other**
OCP process
Next meeting

Regional District of Nanaimo
Summary of the Electoral Area 'A' Official Community Plan Review
Citizen's Committee Meeting Held on Monday, October 18, 2010 at 6:30pm
At the North Cedar Improvement District Hall
2100 Yellow Point Road

Joe Burnett	Committee Chair
Mike Hooper	Committee Member
Ray Digby	Committee Member
Jill Maibach	Committee Member
Brian Collen	Committee Member
Jack Anderson	Committee Member
Garry Laird	Committee Member
Joanne McLeod	Committee Member
Henrik Krieberg	Committee Member
Geoff Macaulay	Committee Member
Devon Wyatt	Committee Member
Bert Vermaskari	Committee Member
Chris Pagan	Committee Member
Carol Mason	Chief Administrative Officer
Greg Keller	Senior Planner
Stephen Boogaards	Recording Secretary

CALL TO ORDER

The meeting was called to order at 6:30 pm by the Chair. There were approximately 20 people in attendance.

MINUTES

The Chair asked the Committee for a motion to adopt the summary of the September 13, 2010 meeting.

MOVED Geoff Macaulay, SECONDED Garry Laird, that the summary of the Area 'A' Citizen's Committee meeting held on September 13, 2010 be adopted.

CARRIED

CORRESPONDANCE

The Chair asked for a motion to receive the correspondence in the agenda package from:

- Robinson Contracting in support of Kipp Road proposal
- Schoolhouse Road Developments in support of the Kipp Road proposal
- D. Haley
- Keith Brown
- Mayta Ryn

MOVED Henrik Krieberg, SECONDED Garry Laird that the correspondence be received by the Citizen's Committee.

CARRIED

NANAIMO AIRPORT UPDATE

The Chair introduced Carol Mason, the Chief Administrative Officer for the RDN. Ms. Mason provided a brief overview of the history of the airport beginning with safety improvements for the runway expansion. When the airport was expanding the terminal the RDN understanding was that they have no control over airport use. The RDN position was clarified in a press release in 2007. Only recently has there been discussion of doing more groundside uses on the airport lands. The RDN has asked the airport to work on the development of an accord to ensure that anything that happens is harmonised with the RDN objectives. The airport commission has committed to that process.

Mike Hooper clarified that the Nanaimo Airport Commission would like to work with the RDN on an accord and does see itself as a regional airport. The committee members clarified that it was only the groundside uses they have questioned on RDN jurisdiction and which would not have regional implications. With respect to jurisdiction, Carol Mason indicated that the airport could make the case that any groundside use is necessary for their operations. She explained that taking the airport to court is very expensive and there is no guarantee that the RDN would win. She indicated that it would be more effective to work with the airport to make sure their master plan complies with the OCP.

The group discussed the role of Area 'A' citizens in the development of the accord and the need for more local representation. Ms. Mason explained that the airport cannot do anything contrary to the Regional Growth Strategy. If the airport was to recommend something that is not consistent with the Regional Growth Strategy, then the Regional Board and member municipalities would question the development. As a worst case scenario, the RDN could take legal action, though she is not expecting the accord to fail. The Chair also clarified that the Citizen's Committee would have input during the accord process.

The group discussed the relations between the accord and the policies of the OCP, with specific reference on how development permit guidelines would apply. The suggestions were to include language and a qualifier in the OCP saying that policies do apply for non-aeronautically related land uses. Greg Keller suggested that the RDN is not yet in a position to clarify between groundside and aviation uses to include in the OCP. Ms. Mason explained that the RDN has clarified its expectations with the airport that land use regulations would apply to non-aviation uses.

Several persons in the audience had suggested that the airport had revealed groundside land uses in their initial public consultation in 2006, including hotels and repair stations. Mr. Hooper clarified that at the time the airport was only speaking to additional parking and related infrastructure. Laurie Gourley accused the RDN of being disingenuous, suggesting that the RDN had known what was being planned by the airport. His organisation the Mid Island Sustainable Stewardship Initiative (MISSI) had provided the RDN with a legal opinion in May that the RDN had jurisdiction over groundside lands, but the RDN had posters at the OCP open houses saying that they have no jurisdiction. He stated that the RDN should include language in the draft OCP that there is jurisdiction and rescind it later when there is an accord.

The Chair clarified that the letter from MISSI had not been considered by the Board until September, after the open houses had occurred. Ms. Mason clarified that local governments are permitted to protect legal opinions. This is necessary so that the local government is protected if they need to take legal action. She stated even though the intention was for the RDN and the airport to work together, the RDN does not want to give away its advantage if they need to take the airport to court.

The committee members discussed the advantage of more substance to the section on the airport in the OCP. Mr. Keller suggested the advantage of nothing in the OCP on the airport lands, since the airport would be required to comply with the rural zoning on the property for any non-aviation related land uses. The draft OCP also tries to include language to consult with the Citizen's Committee if there should be

any amendment to the OCP regarding the airport lands. Ms. Mason clarified that the airport would need to apply for a rezoning if they want to change the permitted non-aviation land uses. Jack Anderson requested that Mr. Keller prepare a fifth paragraph for the airport section on RDN current knowledge of their jurisdiction based on the recent information received. Mr. Anderson also requested that Mr. Hooper host a community charette for ideas on the airport lands that the community may welcome.

KIPP ROAD INDUSTRIAL PROPOSAL

Greg Keller introduced Maureen Pilcher to speak on behalf of the owners of the Kipp Road property who have requested an amendment be included to the draft OCP to change their property from Rural Residential to South Wellington Commercial and Industrial. Ms. Pilcher explained that the current owners of the discussed Kipp Road property did not own it until the OCP process had been underway and they do recognise that they are late in the process for making a request for an amendment. The owners indicated that have been contacting area residents gathering support for their proposal.

Ms. Pilcher explained that the Rural Residential designation for the property is not appropriate as the property is already surrounded by industrial land and it is adjacent to the highway. Kipp Road also experiences heavy truck traffic from adjacent industrial sites. The existing properties on the other side of Kipp Road are at capacity and the development of the subject property will not compromise the rural lifestyles in the area. The proposal is for a storage yard for the business, including somewhere to maintain their trucks. The development will exceed the development and environmental guidelines established in the OCP. The proposal includes buffering along the highway and Kipp Road, protection of water quality and the incorporation of some form of access to the adjacent parkland properties.

Members of the audience expressed concern that the project may proceed without the full consultation associated with a rezoning. Mr. Keller explained that the proponents must still apply for a rezoning, but for that to occur each the OCP and Regional Growth Strategy must support the industrial land use. He did acknowledge that it was unfortunate the group came together so late, as the developer's forum was meant the address these amendments.

GROWTH MANAGEMENT IN RURAL AREAS

Greg Keller explained the discussion from the last couple of meetings to make a hybrid of all the options for implementation. He explained the amount of development potential remaining outside of the Growth Containment Boundaries. The reasons given for controlling growth is compact communities, rural values, environmental protection, preserving agricultural land, reducing greenhouse gas emissions and encouraging development on land within the Growth Containment Boundary. He also reviewed the nine options for managing growth. The committee at previous meeting requested a hybrid of options 4, 5, 7, and 9.

G. Keller explained option 4 as amenity zoning that creates new zone with a base density and a bonus density. The bonus density will require the provision of community amenities, such as environmental protection or parkland. It does not reduce subdivision potential, but it will make subdivision more costly. Option 5 is for more incentives and disincentives such as a reduction in application fees or more stringent requirements for water supply. It does discourage development not consistent with OCP goals, but it does make subdivision more costly. Option 7 is a phased approach to implementation of minimum parcel sizes to give people more time to make financial decisions. This does prepare property owners for change, but it could create a rush of subdivision applications and take longer to achieve the vision of the OCP. Option 9 would allow for clustering to reduce the subdivision footprint. It does permit more efficient forms of subdivision and protect rural character, but it does not reduce subdivision potential or car dependency.

The Citizen Committee discussed the 1 hectare minimum parcel size requirement for community services funding from the Province. Ms. Mason clarified that the 1 ha requirement must be met in the entire regional district and so far only 2 electoral areas meet this requirement. Mr. Keller explained that it is only Rural Residential properties within the North Cedar Improvement District under 2000m² minimum parcel size that are affected by possible implementation. Some of the committee members expressed concern with the complexity of the options that may possibly be confusing to communicate to the public.

The Citizen's Committee discussed possible consultation on the implementation options. Some of the committee members suggested that the public who said they wanted to protect rural values and greenspace early in the OCP consultation might not have understood that it would mean changing the zoning. During a roundtable of committee members the consensus was that if the Board is serious about following through with implementation than people should be consulted. The committee agreed for a separate process for implementation by including language for a consultation process in the OCP.

MOVED Henrik Krieberg, SECONDED Ray Digby, that the OCP support a public process for considering implementation options specific to minimum parcel size.

CARRIED

ADJOURNMENT

The meeting was adjourned at 10:10 pm.

Certified correct by:

Director Joe Burnett, Committee Chairperson

Yellow Point Aquifer Discussion Paper

The Yellow Point aquifer is a fractured sandstone bedrock aquifer that lies underground in the region of Area A east of the Island Highway. It stretches from Duke Point in the North down to Ladysmith Harbour in the South.

Description:

The Yellow Point aquifer is composed of compacted mud and sandstone layers known as the "Nanaimo Group" (see figure 1). This is the same type of rock that is found on Gabriola Island and the Gulf Islands. Unlike the highly productive Cassidy aquifer nearby, the Yellow Point aquifer is a very „low producing aquifer“ with „low permeability“ and „low porosity“. That means that this type of rock has **a limited ability to store and produce water** and that when limited water is removed from this aquifer it can take a long time to recharge, or „re-fill“. This type of aquifer is not well suited to large extractions or urban development. Several sources, including a 2010 Ministry of Environment study, the 2009 RDN Electoral Area A Groundwater Assessment and Vulnerability report, and a recent Drinking Water and Watershed Protection Program public consultation process

have indicated that in some areas we may be starting to see concerns with water supply in this aquifer. There are indications that water may be being extracted faster than it can be re-filled. If this continues, a point may be reached (or may have already been reached) where further extraction and further development is no longer sustainable.

Ministry of Environment Provincial Observation Well Network Review:

In 2009, the Ministry of Environment conducted a review of its observation well network and provincial aquifers, using information obtained from Ministry staff, water districts, consulting firms, local government, federal agencies, researchers, environmental health officials and well drilling contractors. In this comprehensive, multi-stakeholder review, the Yellow Point aquifer was rated as the **number 2 priority bedrock aquifer for the Vancouver Island Region**. This was due to its **low productivity, high vulnerability, moderately high level of development, and significant declining trend in groundwater levels**.

Ministry of Environment Observation Well (337):

The Ministry of Environment currently has an Observation Well #337 located in the Yellow Point aquifer (refer to attached map). Figure 2 shows the average water level in the wells dropping from 1998-2010. Since 2001, we see average water levels drop from 7m below ground to 20m below ground. This represents a drop of 13m in just 9 years. Although Well 337 is located outside of the Regional District boundary, in the Woodley Range, the "Woodley Range has been defined as a groundwater recharge area" (where water comes in to „refill“ the aquifer). Although this graph may be showing a localized trend, the fact that water levels are dropping significantly at a

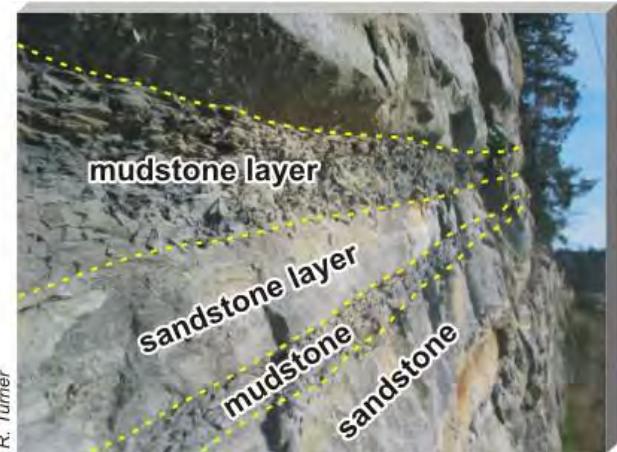


Figure 1: Duke Point road cut

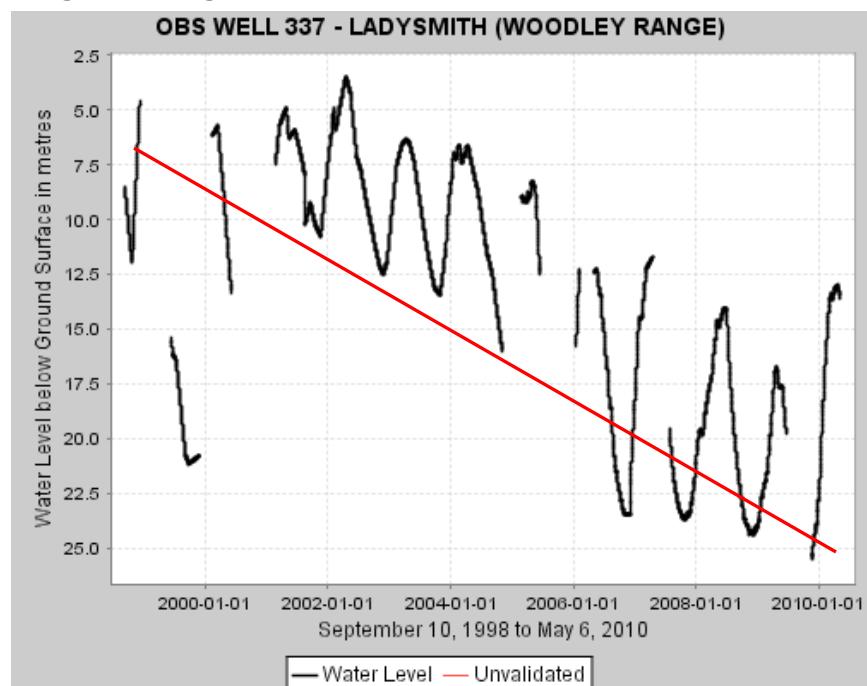


Figure 2: Observation Well 337 Data

potential recharge point is not positive.

RDN Electoral Area A Groundwater Assessment and Vulnerability Study:

In 2009, GW Solutions completed the RDN Electoral Area A Groundwater Assessment and Vulnerability Study. This study identified a water shortage in the Yellow Point aquifer area. The attached map illustrates areas of bulk water delivery. It identifies that a large number of the households on private wells in the Yellow Point aquifer (outside of the NCID serviced area) receive bulk water deliveries by truck. The number of areas with water shortages may be even greater as this excludes property owners that rely on summer rainwater collection or ship in their own water.

Ministry of the Environment Aquifer Classification Worksheet:

The Ministry of the Environment Aquifer Worksheet for the Yellow Point Aquifer, created in 1995, also identifies concerns with water quantity: "Several reports of wells going dry in the late summer and early fall. Several wells have had to be deepened. Nine percent of the wells in Woodley Range are reported to be dry and a significant amount of wells in that area are reported to produce less than 0.06 L/s (1 gpm). ...Population is increasing in this area and there is significant remaining development potential. Within a few years the aquifer classification may become IA (highest priority).

Drinking Water and Watershed Protection Consultation:

The RDN's Drinking Water and Watershed Protection Program recently conducted a public consultation process to identify water resource concerns across the RDN. Local professionals (Ministry of the Environment staff, local hydro geologists, well drillers, etc.) as well as community members identified several concerns with the quantity and quality of water available in the Yellow Point aquifer, as well as potential issues with salt water intrusion. Below are some of the comments that were provided:

- "My neighbors use rainwater because they have no water. I see a development proposal sign down the road. Where are they going to get their water from? We already don't have water"
- "Our wells run dry in summer. I have a 150" drilled well, with only 0.5 GPM at the best of times"
- "Some residents have water delivered all year round. Is this really a desirable situation? Should RDN allow developments here if there is not an ample water supply?"
- "I have a 500 foot deep well that I can only use a few months of the year"
- "As a realtor seeing land use properties in Cedar area – (I have) concerns (over) shortage of water and quality"
- "There are problems with Quality & Quantity of water - over-demand" (local hydro geologist)
- "Impact on water supply due to increase demand. Effects local wells." (local hydro geologist)
- "Salt water intrusion concern" (local hydro geologist)
- "More seaside properties are being developed and wells being drilled too close to the ocean. This increases the jeopardy of salt water intrusion on neighboring wells." (local hydro geologist)
- "Buyers have concern buying properties in Cedar, Yellow point area. My question is RDN will be able to do some research in those areas and find a solution."
- Plus a significant number of concerns over the source of water for the Cable Bay and Ocean View developments and the impact on local water supplies.

Discussion and Recommendations:

Based on existing information, and what we see in areas with the same geology and aquifer characteristics (ie., Gabriola, Gulf Islands), it is unlikely that this aquifer can sustain higher densities than what currently exists and larger water extractions. Although the DWWP Program will be installing a monitoring well in the Yellow Point aquifer, this well will not be able to produce information showing definitive long term trends in this aquifer

for at least 5-10 years. In the meantime, it is important that we utilize the known information and be proactive in protecting water supply in this aquifer for local residents.

The Electoral Area 'A' Official Community Plan (OCP) contains a comprehensive strategy for protecting groundwater resources. The draft OCP includes a section on groundwater protection which includes a number of policies intended to protect groundwater resources including both requirements for new development as well as support for ongoing groundwater data acquisition that would assist us in better understanding and managing land use in relation to groundwater resources. The draft also includes groundwater protection guidelines in a number of the proposed Development Permit Areas. In addition, the draft OCP supports reducing development potential on lands located outside the Growth Containment Boundary (GCB) by increasing the minimum parcel size.

As indicated above, the OCP contains a comprehensive strategy for protecting groundwater resources in Electoral Area 'A'. For it to be effective, OCP implementation actions must occur outside of the OCP. The following provides a summary of what could be done both in terms of the draft OCP and by undertaking implementation actions outside of the OCP in support of protecting the Yellow Point aquifer. It should be noted that the greatest result is likely achieved by undertaking all three approaches. It is possible to do one, two, or none of the following approaches, however, it is likely the result will be less effective than doing all three.

Recognize that there are groundwater quantity concerns in the Yellow Point Aquifer

The OCP could clearly articulate that there are water quantity concerns in the Yellow Point Aquifer. Having a statement in the OCP could alert developers, perspective property owners, and the provincial subdivision approving officer to these concerns. This approach would be informative, but would not introduce additional guidelines or requirements.

Work towards implementing the minimum parcel sizes supported by the Official Community Plan

As explained above, there is growing evidence and uncertainty with respect to the remaining capacity of the Yellow Point Aquifer and its ability to support both existing and future development. In addition, the effects of climate change and resulting higher temperatures and shifts precipitation patterns is an uncertainty which is may not be adequately considered in the development process for rural lots. This is a concern, especially given the fact that the current zoning supports a significant number of additional lots on lands located above the Yellow Point aquifer. Since most of these areas are not currently provided, nor intended to be provided with community water services, each potential new lot would need to drill a well to access groundwater from the Yellow Point aquifer. If the existing data is correct meaning that groundwater levels are dropping, this could place additional stress on an already declining aquifer and could lead to further declines in ground water levels.

This new information has also identified a need for the community to consider and prioritize water allocation. The draft OCP states that Area A residents want to become leaders in local food production. In discussion with various local farmers and identified in the Area 'A' Groundwater Vulnerability Assessment, it has been suggested that there is a water deficit in the summer months which negatively affects agricultural production in Electoral Area 'A'. It has been suggested by some local farmers that having access to water for irrigation purposes would provide an opportunity to expand the range of crops that could be viably farmed in the area. Based on the stated need, the community should consider whether residential or agricultural use should take priority on rural lands and what is required to ensure this happens. The draft OCP gives priority to agricultural uses on lands located outside the GCB. However, this is not reflected in the current zoning which supports a significant number of additional lots in the rural areas.

The Committee has had numerous discussions on various options for limiting future growth on lands located outside the Growth Containment Boundary. As a result of these discussions, it is proposed that the draft OCP support further public consultation following the adoption of the OCP to consider how best to implement the OCP's minimum parcel size policies. It is recommended that information on the water quantity concerns be provided during the consultation process.

Develop a subdivision servicing bylaw that applies to onsite servicing to ensure that each proposed lot will have a sustainable water supply

The draft OCP could support the RDN developing a subdivision servicing bylaw which applies to all proposed rural and rural residential subdivisions where development is proposed to be serviced with onsite servicing. The purpose of the bylaw would be to ensure that all new lots have a sustainable water supply.

For example, the bylaw could ensure that a well is drilled on each proposed lot and that it be pump tested during the dry months to ensure that there is a sustainable source of water.

The role of the OCP in this case would be to support a subdivision servicing bylaw. This approach requires actions which occur outside the OCP.

Introduce a new aquifer protection Development Permit Area

The OCP could include a Development Permit Area (DPA) which applies to all lands located above the Yellow Point aquifer. The purpose of the DPA would be to require that a groundwater assessment be completed prior to subdivision of lands to ensure that new lots would be serviced with a sustainable water supply and would not have a negative effect on groundwater levels.

The DPA would apply to all subdivision applications where 3 or more parcels are proposed to be created. The construction of dwelling units and accessory buildings on existing lots and subdivisions where fewer than 3 lots are proposed to be created would be exempt from the DPA guidelines.

**Map of
Yellow Point Aquifer, OCP Land Use (Draft)
and Water Servicing**

Legend

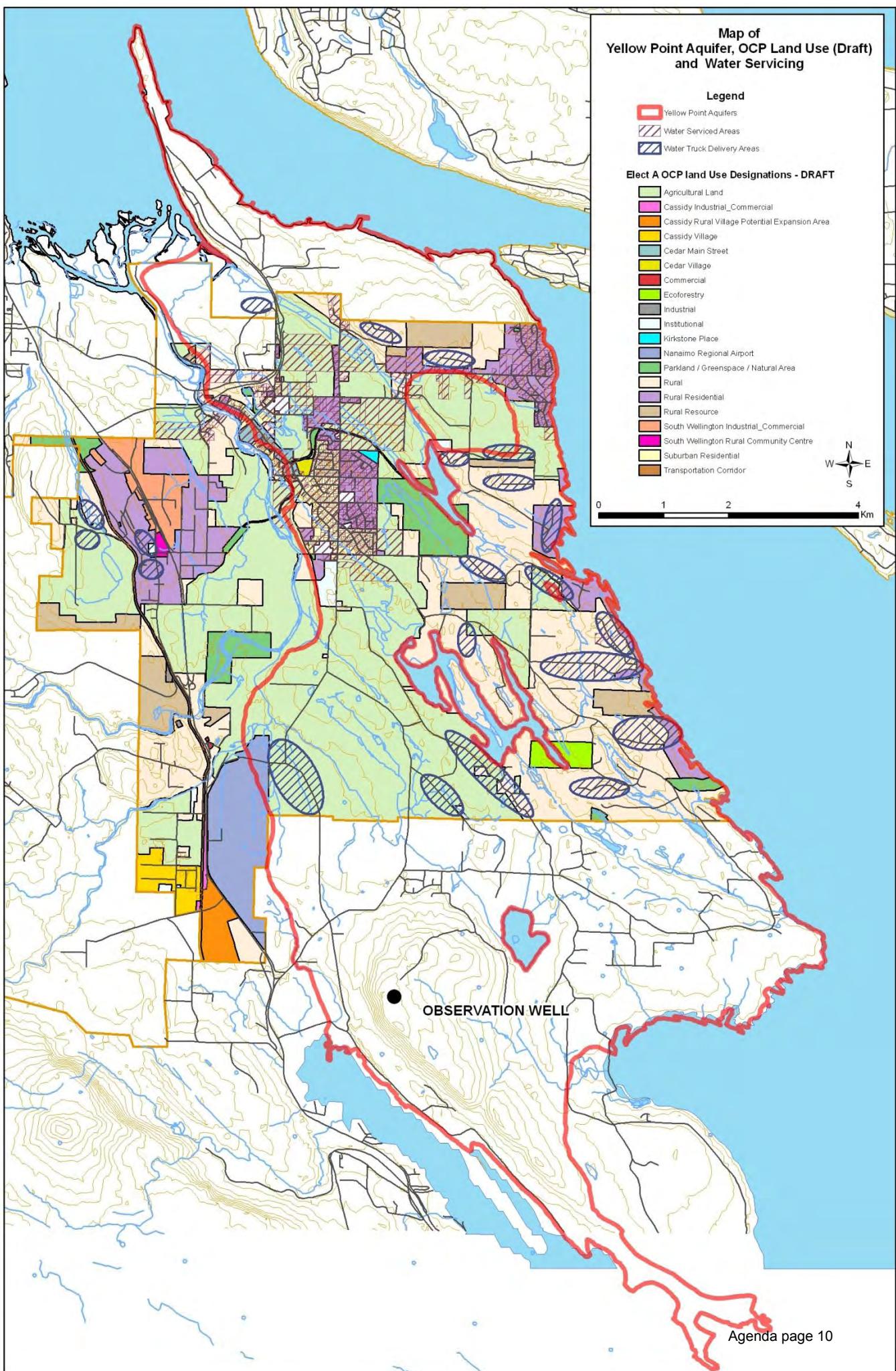
- Yellow Point Aquifers
- Water Serviced Areas
- Water Truck Delivery Areas

Elect A OCP land Use Designations - DRAFT

- Agricultural Land
- Cassidy Industrial_Commercial
- Cassidy Rural Village Potential Expansion Area
- Cassidy Village
- Cedar Main Street
- Cedar Village
- Commercial
- Ecoforestry
- Industrial
- Institutional
- Kirkstone Place
- Nanaimo Regional Airport
- Parkland / Greenspace / Natural Area
- Rural
- Rural Residential
- Rural Resource
- South Wellington Industrial_Commercial
- South Wellington Rural Community Centre
- Suburban Residential
- Transportation Corridor



0 1 2 4 Km



Potential Amendments to the Draft Official Community Plan
Applicable to Boat Harbour

Page (June 21, 2010 draft)	Policy/ Section	Potential Amendment/ Concern	Rationale/Concern	Consistency with Draft OCP Vision, Sustainability Principles, and Goals	RDN Planning Staff Recommendation
n/a	n/a	<p>A request by Keith Brown and Associates (attached) to recognize Boat Harbour Marina and support its continued use and improvement including support for the establishment of uses which are accessory to the marina. This could be accomplished by adding an additional objective and policies on page 88 as follows:</p> <p>Objective 9.2.4 Support the continued use and improvement of Boat Harbour Marina</p> <p>Policy 9.2.19</p> <p>This Plan recognizes the importance of the Boat Harbour Marina in providing local boat moorage and facilitating access to the outer islands including Mudge, Link, De Courcy, Ruxton, and Pylades.</p> <p>Policy 9.2.20</p> <p>The RDN may support rezoning of land to accommodate a service repair shop, caretaker's residents, marina office, and washroom facilities with a total building area not exceeding 280m².</p>	<p>The proposed 'Townline' subdivision adjacent to the marina has left Boat Harbour without a service repair shop, office, and accessory dwelling unit. There are examples of marinas along the coast that both have and do not have these facilities. The ability to provide a repair shop, office, washrooms, and an accessory dwelling unit could provide increased security and convenience with little impact to surrounding properties.</p> <p>This amendment is consistent with Community Goals 16 and 17.</p>	<p>This potential amendment could help the community achieve the vision of becoming more economically sustainable.</p> <p>This amendment is consistent with the following sustainability principles:</p> <ul style="list-style-type: none"> • Principle 7 A Diverse Community; and • Principle 8 A Diversified Local Economy. 	Amend as suggested.

Bert & Christine

From: "Ken Lockhart" <kenlockhart43@hotmail.com>
To: <coastalexploration@shaw.ca>
Sent: Wednesday, October 27, 2010 8:27 AM
Subject: FW: Letter from Mr Keith Brown Re Boat Harbour Status in OCP

Date: Wed, 27 Oct 2010 08:23:39 -0700
 Subject: Letter from Mr Keith Brown Re Boat Harbour Status in OCP
 From: ngayou@gmail.com
 To: kenlockhart43@hotmail.com

Oct 25, 2010
 Ken Lockhart
 2300 Kendall Rd
 Nanaimo BC V9X 1W8

Attention

: Mr. Gary Keller Nanaimo Regional District (NRD) Senior Planner **Subject:**
 Mr. Keith Brown & Associates letter to Mr. Greg Keller, Nanaimo Regional District (NRD) Senior Planner to revise/revisit the Electoral Area 'A' OCP's Committee's designation of Boat Harbour as a 'Sensitive Eco-system Protection' area. Dear Mr. Keller,
 Further to our recent telephone discussion, I would like the Electoral Area 'A' OCP Committee to consider my following comments.

I agree with Mr. Keith Brown that Boat Harbour has indeed been a hub for island commuters to travel to the islands and has provided moorage for a small number of local boaters. The number of commuters and boaters has remained relatively stable and is accommodated adequately by the existing marinas.

In the past, several shipwrights have tried to make a business servicing boats from a shed near the marina. Services were provided to a relatively few boats, most of which were not moorage patrons of the docks. Nevertheless, these endeavors were not viable and have not existed for many years. Currently services to boats have been easily managed by the multitude of mobile marine companies that service all local marinas except for the large shipyard style enterprises.

Mr. Brown's suggestion that a building with a 3,000sq footprint must be built to replace former services is questionable. The only way it makes economic sense is if the intention is a dramatic expansion of the marina.

Potential expansion raises a number of issues. The current owners of the marina own almost no property where access to the marina is enabled. In fact, marina parking is accommodated on surrounding public lands (MOT) and neighbors' properties. It appears that in the future the parking issue will be resolved by the RDN making a unique arrangement with the marina owner.

The marina property is almost exclusively the result of dredged material contained by a stack of used chemical containers, placed there by previous marina operators. This portion of the shoreline and foreshore has been obliterated. Aside from this desecration the harbour remains natural. It contains naturally sculpted sandstone cliffs, large firs and cedars and some shores abundant with inter-tidal species.

In our telephone conversation, I questioned the possibility of further filling in of the harbour and the destruction of the natural shoreline. You confirmed that there had been discussions regarding this matter and that filling the harbour is not the RDN's issue rather, it is an issue to be raised with Fisheries & Oceans and the Ministry of the Environment. I fail to understand how RDN defines this as a 'non issue' while the Electoral Area 'A' OCP Committee states that one of their primary goals is to preserve the area's natural beauty and the sensitive ecosystem of the harbour.

At this time the marina is fairly compatible within the geographical limits of the harbour. Dramatic expansion will overcome the natural features and attractiveness of the area. It would create noise and light pollution and, if onshore servicing is actually undertaken, the environmental risk of harmful pollutants. Dramatic expansion would likely cater to vessel owners from the overcrowded urban marinas and the United States looking for boat storage. This growth would be of little benefit to residents of Area 'A' while creating a situation incompatible with the goals of the Electoral Area 'A' OCP Committee.

The needs of the island commuters and local boaters are currently being met and do not require a dramatic development of the marina. In the past, neighbors have occasionally been contracted to care take and office needs can continue to be economically met by off site resources.

I encourage the OCP Committee to continue to make decisions and recommendations that enhance the Rural-Residential lifestyle of Area 'A', promote and protect the natural beauty of the area, and reject the potential commercialization of Boat Harbour.

Yours truly,
Kenneth Lockhart
Boat Harbour resident

Cc Joe Burnett Chair Electoral Area 'A' Official Community Plan (OCP) Committee
Electoral Area 'A' OCP Committee Members

October 25, 2010
Nancy Gayou
2300 Kendall Road,
Nanaimo, BC V9X1W8

Attention: Joe Burnett Chair Electoral Area 'A' Official Community Plan (OCP) Committee

Subject: Mr. Keith Brown & Associates letter to Mr. Greg Keller, Nanaimo Regional District (NRD) Senior Planner to revise/revisit the Electoral Area 'A' OCP's Committee's designation of Boat Harbour as a 'Sensitive Eco-system Protection' area.

I am requesting that the OCP Committee review Mr. Keith Brown & Associates letter to Mr. Greg Keller, Nanaimo Regional District (NRD).

In the letter Mr. Keith Brown is informing the senior planner that Boat Harbour Marina is currently a terminus for those boaters with recreational properties on the outlying islands (these boaters, that for the most part are not Nanaimo Regional District community members). He then identifies marina services that are no longer available to the boaters as the result of the sale of a portion of the marina's land. He further recommends that a new 3,000-sq. ft. building be built on his client's property so that these services are again available. He suggests to the planner that their designation of the area as a 'Sensitive Eco-system Protection' area be modified to acknowledge the marina as a terminus and allow the construction of the building that will house the marina services.

I ask the committee to consider the following questions in reviewing Mr. Brown's request.

- Where will the 3,000sq ft. building be built? Currently there is only enough property on the foreshore of the marina to accommodate vehicle parking.
- Would additional fill of the marina's foreshore be required to enable the construction of the building?
- Is the request the initial step in an extensive expansion of the marina and the development of the surrounding properties as outlined by the developer at the 2009 Cedar Community Meeting of 2009?
- How would the OCP Committee rationalize its designation of Boat Harbour as a 'sensitive ecosystem protection' area and at the same time approve Mr. Brown's request?

I would greatly appreciate your consideration of the questions I have posed and hope that committee's concern for our environment is not ignored when the developers' plan for our community comes to the table.

Respectfully,

Nancy Gayou
Boat Harbour Resident

Cc. Bert Vermaskari

Bert Vermaskari
3162 Hewstone Rd.
Cedar B.C.
V9X1W1

Attention:
Greg Keller, Snr. Planner, all members of the OCP Committee and guests.

Subject:
Boat Harbour and Keith Brown & Associates letter to Greg Keller, dated Sept. 6/10.

I agree with Mr. Brown that Boat Harbour Marina is a vital link to the outer islands and I support it's existance. The boaters using Boat Harbour recognize the hazards of navigation in this area. There have been no incidents regarding safety at sea.

The so called "must have" service repair shop has never been a requirement for the boats moored at Boat Harbour Marina. These boats have been serviced by mobile repair and maintenance contractors. The existing shop is on private land and has only been used as a storage facility for the up-land owners.

Presently there is a Wharfinger employed by the Marina owners and he resides on a lot adjacent to the Marina. He maintains and does up-grades to the dock facilities. Out-side contractors can also do Marina maintenance; therefore, no large shop would be required. Billing for moorage has been done by the previous leasee (Town Line Developments) and presently be the Marina owners (Yamato Developements Canada) from Vancouver. The present Wharfinger could also do the billing. No office space would be required.

As for the toilets (washroom), the up-land one is no longer useable. A "Porta-Pottie" has been placed by the Marina by Yamato Dev.

Now about the "must contain" structure (3000 sq. ft.): if allowed it would eat up the majority of land that is owned by Yamato Dev.. That land is made up of dredgings from Boat Harbour and is of questionable quality. This will minimize the amount of parking available on their land. Presently, 80% to 90% of the Marina parking is on the up-land owners property, which at present is for sale. Once sold. that parking space may be lost to the Marina owners.

My learned guess is that Yamato Dev. will want to fill in part of Boat Harbour to accomodate their "must have" structure and to create additional parking for 100 plus cars. The addition of this fill, when placed in the harbour will impact sensitive eco-systems, species and the natural beauty of the harbour. The new fill will affect many aquatic species. At present there are encouraging signs of recovery from previous dredgings. Where the fill would be placed now has a renewed growth of eel grass and shows a vibrant betterment for crab, oyster and clam habitat. Recently herring have again begun to spawn in Boat Harbour. Why even contemplate on burying that habitat?!

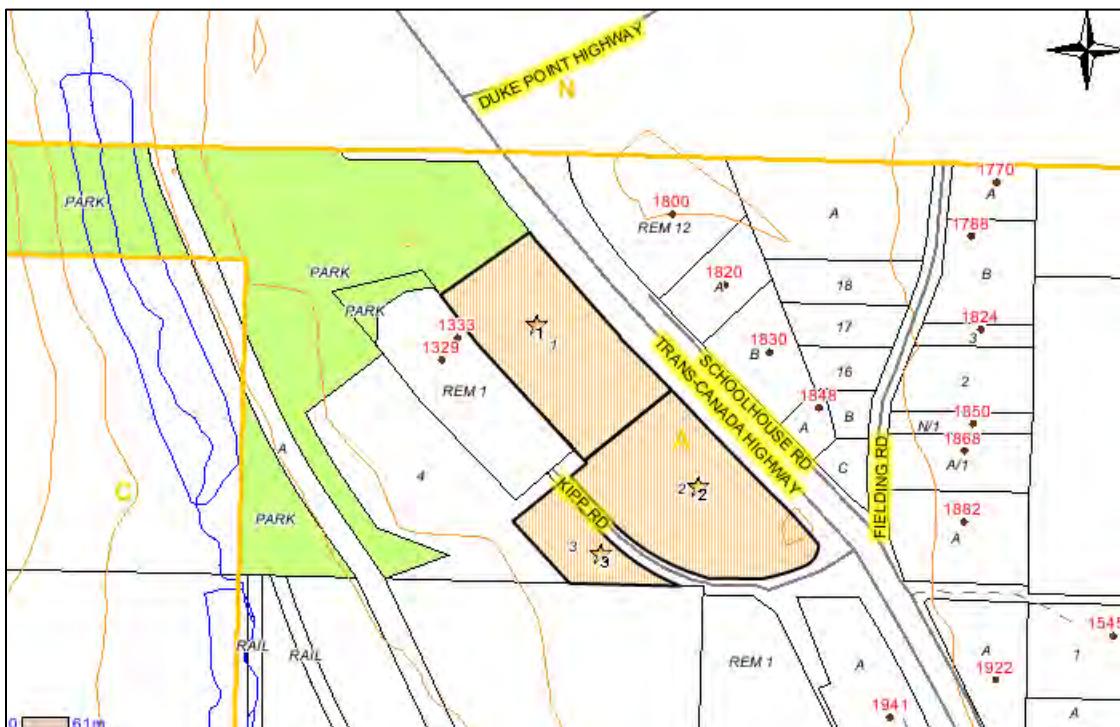
I want the Marina to exist but the loss of habitat (bury Paradise to put in a parking lot) is NOT acceptable in today's thinking. Surely the Marina owners can make a deal with the up-land owners for the needed parking space.

For your consideration,
Bert Vermaskari,
Long-time resident of Boat Harbour

Electoral Area 'A' Official Community Plan Review Kipp Road Discussion and Recommendation

Background

As part of the Electoral Area 'A' Official Community Plan (OCP) review process, a request from ABC Precast (the proponent) came forward to include properties adjacent to Kipp Road (as shown below) within the South Wellington Light Industrial – Commercial land use designation.



Currently the subject properties are zoned Residential 2 Subdivision District 'F' (RS2F) and are designated within the Rural Residential land use designation in both the existing and draft Official Community Plans (OCP).

The proponent approached the South Wellington and Area Residents Association (SWACA) and made a presentation. There was concern and discussion at the SWACA meeting which opposed the proposal to expand the South Wellington Light Industrial Commercial Area. Since then the RDN has received 27 letters in support and three letters opposed to the proposal. In addition, the proponent has submitted a poll with 111 signatures in support of the proposal. Please refer to the attached letters and poll.

Discussion

The subject properties are situated on the west side of the Trans Canada Highway between the highway and Kipp Road. Kipp Road is currently used by heavy truck traffic which accesses the industrial site (VMAC) at the north end of Kipp Road. According to the proponent, traffic counts have indicated over 100 large trucks use Kipp Road per day. Visual separation between the subject properties and the Highway is provided by a 30 metre screen consisting of existing native vegetation which was secured through covenant when the properties were consolidated. The RDN has been advised by BC Hydro that some of the trees may need to be managed and/or removed to reduce the potential of trees falling on the

power lines. As a result, there may be a need to reassess the situation to ensure the intent of the Island Highway Corridor agreement (agreement with MOTI to maintain a visual natural buffer adjacent to the highway) is met should additional development on the subject properties be considered.

From a planning perspective, there are concerns with the suitability of the subject properties for residential use as a result of traffic noise from the Highway, frequent heavy truck traffic using Kipp Road, and noise and other potential conflicts from adjacent industrial uses.

In addition to the above, the subject properties are separated from adjacent residential uses by Kipp Road and the existing VMAC industrial site. It is expected that if industrial uses were permitted on these sites that the potential impacts on adjacent rural uses could be minimized through the establishment of a vegetated buffer separating industrial uses from adjacent rural residential uses and the provision of landscaping and good site design including the use of full cut off lighting. These considerations could be addressed and secured during the rezoning process and/or the extension of the South Wellington Industrial Commercial Development Permit Area.

At this time, the primary factor in support of the proponent's proposal to expand the South Wellington Light Industrial land use designation is the suitability of the subject properties for residential use due to the concerns identified above.

The proposal to expand the South Wellington Light Industrial Commercial Area is not consistent with the Regional Growth Strategy. Therefore, in order for any industrial development to proceed on the subject parcels, the RGS would need to be amended. The RGS is currently under review and there are no plans, as part of this review, to consider amendments to the RGS which are not consistent with the OCP. In addition, the RDN does not have data which suggests that more land is needed for industrial purposes at a regional scale. The draft RGS supports a region-wide industrial commercial needs assessment to determine if there is a need for more land for industrial purposes.

As part of the OCP review, an industrial commercial inventory of all lands within the South Wellington Industrial Commercial land use designation was done. This was a high level preliminary review of all properties within the designation. The findings of the inventory included:

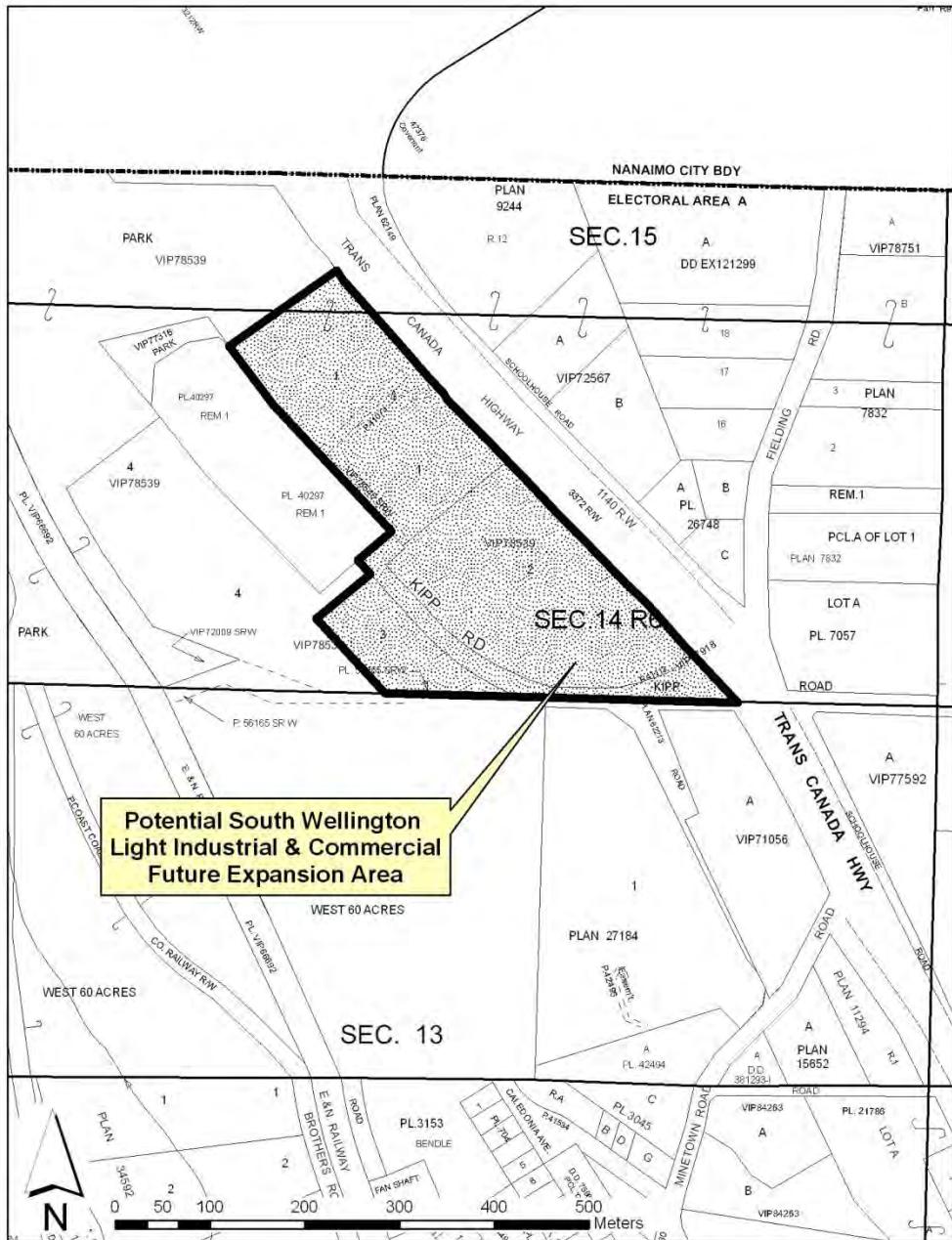
- There are 66 properties in total within the South Wellington Industrial Commercial Area
- There were 20 vacant properties
- The average parcel coverage was about 7% indicating an abundance of outdoor uses
- The site utilization was modestly at 65% meaning that most of the land, although not currently covered in buildings was being utilized.
- There is opportunity for significant infill (more buildings) development on existing lots
- There is limited opportunity for more outdoor uses

Recommendation

Based on the above, RDN planning staff recommends:

1. That the subject properties be identified below as a potential expansion of the South Wellington Light Industrial Commercial Area subject to:

- i. following the adoption of the new RGS, an RDN initiated region-wide industrial commercial needs assessment is conducted and that study indicates that there is a need to consider additional industrial lands;
 - ii. the RDN amends the RGS to support industrial uses on the subject properties.
2. That the subject properties be identified as a potential expansion to the South Wellington Industrial Commercial Development Permit Area.



To: Greg Keller, Planner, Regional District of Nanaimo,
Joe Burnett, Area "A" Director, and
Members of the Area "A" Official Community Plan Review Citizens' Committee

From: Marjorie Stupich, 1287 Scotchtown Rd, Nanaimo November 1, 2010

First of all, at the public open meeting on the draft OCP we were given a questionnaire and were asked to reply no later than September 24th, 2010. Since the Kipp Road Merchants' Group proposal for redesignation was not included in the draft we could not comment on it at the time. Sections 8.4, 8.6 and 8.7 in the draft seemed to reflect the input presented at various meetings. I think Mr. Keller, at the October 18th meeting gave us an explanation as to why the Kipp Road Merchants' Group proposal for redesignation was added to the agenda for consideration, comments, whatever. This new proposal was not presented and discussed at any local meetings in South Wellington.

At the October 18th meeting, Ms Pilcher verbally gave a rapid presentation consisting of the "compelling reasons" (her words) for why this proposal should become part of the OCP. I tried to make some notes at the time. She said the properties they wanted redesignated were surrounded by industrial areas. When I look at maps I see the VMAC property surrounded by residential lands and RDN parkland. Fronting the highway is the ABC property with entrances and exits on Kipp Road and Minetown Road. All the rest of the Kipp Road Merchants' Group proposal for redesignation is presently designated as Rural Residential as well as the properties on the south side of Kipp Road. If the Kipp Road Merchants' Group proposal for redesignation was accepted, how long would it be before all of the owners on both sides of Kipp Road ask for the same consideration? Then the rural residential lands on the north side of Minetown Road could end up bordering industrial lands on Kipp Road. (The map presented at the meeting does seem to include one area on the south side). To the north of the Kipp Road Merchants' Group proposal for redesignation area are lands I believe may be part of the Sandstone Developments. On a plan they presented last year that section was designated as residential with green open spaces.

I believe it is necessary to review a little history concerning some previous meetings.

- In November 2009, a RDN planning meeting was held in Cranberry Hall. The attendees (which included some of you) were divided into several large table groupings. When, at the end of the meeting, summaries were given from each group, it was quite clear that those residents who were in attendance clearly stated they did not want the Industrial/Commercial area enlarged. There was some dissension from one table, which just happened to contain a group of non-residents, who sat together and were representatives of the area now being touted for redesignation.
- At another RDN meeting, held upstairs in Cranberry Hall one morning, we discussed possible redesignation for community use the areas around the Morden Road/South Wellington Road areas. Four proposals were presented to us. Although the area did not include the Kipp Road Merchants' Group proposal for redesignation a majority of those in attendance once again chose the proposal which would least affect the rural lifestyle. They didn't want any more Industrial/Commercial areas.
- On May 18, 2010 a group of guests requested attendance at the SWACA meeting. Mr. Keller and Mr. Burnett were present. As well, Ms Pilcher and eight others with an interest in Kipp Road Properties attended. They made a "pitch" to the

- residents in attendance to consider a request for redesignation of Kipp Road Properties. They did not receive any endorsements from SWACA.
- And so, here we go again on October 18th, with yet another attempt to get support. To my knowledge they did not make an attempt to meet again with South Wellington residents. On the agenda papers made available to those in attendance, two letters in support of the Kipp Road Merchants' Group proposal for redesignation were included. I understood from Ms Pilcher's remarks that 35 letters plus a petition with 200 signatures were also obtained. Where do the 200 people live? Did all members of the Committee have access to copies of those letters and of the petition? (I understand someone was paid to gather signatures.) I asked 18 residents who live on 8 different roads on both sides of the highway in South Wellington and not one of them had been approached and did not seem to be familiar with anyone who had been.

One of the “compelling reasons” given to us was that the Kipp Road Merchants’ Group proposal for redesignation has access to the Highway. Well, as someone pointed out on October 18th, the access is only if vehicles are going south. Traffic wishing to go north has to go south on South Wellington Road (from the ABC property) to Morden Road (through a school zone), left on Morden Road and left onto the Highway. Traffic from Kipp Road would travel south on the Highway to the Morden Road intersection, turn left, and then make another sharp left-hand turn on to School House Road and go north until they reach the junction with Fielding Road and then get into a yield land to head north on the Highway. At various meetings comments have been made about traffic problems that exist now and more Industrial/Commercial designation would only exacerbate the situation. To say traffic is not in the RDN jurisdiction is not a reason to ignore it. What we choose to do affects the problem.

Some speakers at the October 18th meeting tried to allay our concerns by saying their proposal was not for rezoning at the time, but for an Industrial/Commercial designation. Yet, when a request for rezoning is made, that very designation is the main claim that is made for why their rezoning request should be approved. (Just look at the last two recent rezoning requests in this area.) Is it any wonder that myself and others become skeptical?

Within the RDN, concern is expressed about urban sprawl and having containment boundaries. Why should we not be paying more attention to Industrial/Commercial sprawl? At meetings in the past two years, questions have been asked about how much land presently in the Industrial/Commercial designation is still available and has not yet been developed. The answer was that there was still considerable unused land in the present Industrial/Commercial designated area. Also, look again at the Sandstone plans. There are two large areas on either side of the Duke Point Highway which have been included as Industrial. So why are we being asked to designate even more? (It’s occurred to me to wonder how long it would be before there were attempts to up-zone some of the Industrial areas from “light” industrial, which the Kipp Road Merchants’ Group proposal for redesignation seems to emphasize in their presentation?).

Another note about urban “sprawl”. At the June 15, 2009 meeting held in Cedar Community Hall, Island Timberlands was one of the groups who had some preliminary information on what they saw as development for their 170 acres in

Cassidy. Reference was made to a 100-acre business park, commercial, and low impact industrial area which would front the Highway and Timberlands Road. Some 15 years or so ago a person who had been involved with the community planning made the remark that if we weren't diligent we'd have a commercial/industrial corridor from Nanaimo City limits south to the Cowichan District. Very recently I heard the same concern expressed by someone who was relatively new to the area.

With reference to the OCP draft:

- Section 8.4.9 "Expansion to this designation shall not be supported"
- Section 2.7 of the Draft refers to greenhouse gas emissions reduction targets. How does an increase in the Industrial designation fit with this?
- Section 3.1 page 19 – second paragraph – How does the Kipp Road Merchants' Group proposal for redesignation fit in with this vision?
- Section 3-2 (first five principles refer to rural characteristics and livability
- Section 7 – Protecting Rural Integrity
- Section 9.1.6 -0 point five "improved access from South Wellington to Kipp Road Community Park" - where? Through the centre of the Kipp Road Merchants' Group proposal for redesignation? At one meeting a spokesperson for the Kipp Rd area asked why would people want to have their residence on Kipp Road (with reference to all the traffic, etc.) So, following that argument, would you want to go through an Industrial area to get to this park? Would you want to walk your dog along Kipp Road to the park if the whole area was industrial?

I could continue to attempt to refute, challenge, and/or disagree with the "compelling reasons" made by the Kipp Road Merchants' Group. (I'm sure some of you may feel the same way about my stand). I ask that you give consideration to the points I've tried to make.

For the record, I do not own any property in the present industrial/commercial area or in or next to the new proposed area. I do not own or have any financial interest in any business, commercial or industrial property that would be adversely affected by the Kipp Road Merchants' Group proposal for redesignation. So, financially, I have nothing to gain or likely to lose, by this Kipp Road Merchants' Group proposal for redesignation. But I care! I am weary of attending meetings where those who attend and are interested in our community have had to repeatedly say we do not want an expansion of the Industrial/Commercial designation. And, I am disheartened by the number of residents who are so discouraged they feel it's a waste of time to continue to attend meetings.

I commend those volunteer members of the Citizens' Committee who have persevered for the past two and a half years.

Respectfully submitted by,
M. Stupich, lifetime resident of South Wellington

Keller, Greg

From: Michelle and Doug Catley <catley@telus.net>
Sent: Monday, November 01, 2010 12:18 PM
To: Keller, Greg
Cc: catley@telus.net
Subject: Letter about re zoning.doc

L.D. Catley
P.O. Box 86 Stn.A
Nanaimo, B.C.
V9R 5K4.

Nov.1, 2010.

Regional District of Nanaimo,
Development Services
6300 Hammond Bay Road
Nanaimo, B.C.
V9T 6N2

Re: NOT including the Kipp Road Properties and others as potentially desirable lands to be zoned for Industrial or Commercial Use in the Official Community Plan that is to be passed.

Attn: Mr. Paul Thompson, Mr. Greg Keller and Area A OCP Review Citizens Committee.

At a recent meeting of the OCP review committee a presentation was made to include several properties in the Kipp Road area as possibly desirable for future industrial use. The presenters stated that there was little or no opposition to the idea of increasing the amount of land that is zoned as industrial in the South Wellington area.

I feel that this is not a reasonable statement and needs to be challenged by Greg Keller and other members of the committee. At a previous meeting with Greg Keller in the South Wellington Fire Hall, regarding commercial nodes, it was made clear that many in attendance were NOT in favor of increasing the amount of industrial or commercial land. At a subsequent meeting the maps had been changed by Mr. Keller and this concern seemed to have been accommodated.

A presentation by the Kipp Road group also made a presentation at a SWACA meeting and the SWACA group stated that although they appreciate the businesses that are presently in the community they would not support the idea of increasing the amount of land that was industrial as this would take away from the rural and residential land base. A part of the mission statement of the SWACA group is to protect the rural flavor of the area. The SWACA group is, as far as I know, the only group OPEN TO EVERYONE in the South Wellington

area, and officially registered under the societies act and meets once a month to consider community issues and interests.

Surely that statement of overwhelming support for the proposal needs to be challenged.

I am a resident of South Wellington and I am concerned and NOT in favor of the proposal being made to include the properties along Kipp Road in the Official Community Plan as being desirable for re zoning to Commercial or Industrial or Light Industrial .

The rezoning and increased industrial rezoning in our neighborhood WOULD NEGATIVELY IMPACT the residential and rural lifestyle of the residents in the South Wellington area.

There is sufficient land in South Wellington that is designated for commercial and industrial use and to rezone more land that is presently residential or rural would only serve to further compromise the rural lifestyle of the community.

South Wellington is a small area and already heavily industrialized. We do not need more industrial property in our rural community.

Sincerely,

L. D. Catley

Keller, Greg

From: Lavonne Garnett <lavgarn@yahoo.ca>
Sent: Wednesday, October 27, 2010 1:45 PM
To: Keller, Greg
Cc: Krista Seggie; Brian Collen
Subject: Fw: Letter about re zoning.doc

Regional District of Nanaimo,
Development Services
6300 Hammond Bay Road
Nanaimo, B.C.
V9T 6N2

Re: Including the Kipp Road Properties as potentially desirable lands to be zoned for Industrial or Commercial Use in the Official Community Plan that is to be passed.

Attn: Mr. Paul Thompson, Mr. Greg Keller and Area A OCP Review Citizens Committee.

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There is sufficient land in South Wellington that is designated for commercial and industrial use and to

ezone more land that is presently residential or rural would only serve to further compromise the rural lifestyle of the community.

South Wellington is a small area and already heavily industrialized. We do not need more industrial property in our rural community.

Sincerely,

Lavonne Garnett

(resident)

2219 Gomerich Road, Nanaimo, BC V9X 1R8

(address)

Regional District of Nanaimo,
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2

Tuesday, October 19, 2010

Re: Kipp Road Properties – South Wellington – Area A

Attention: Mr. Paul Thompson, Mr. Greg Keller and Area A OCP Review Citizens Committee.

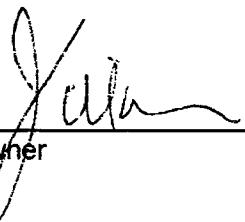
I am in support of the initiative to re-designate the properties bordering Kipp Road (Lots 1,2,3 and 4 on Kipp Road and portions of 1979 Minetown Road and 2003 Brothers Road) to the South Wellington Light Industrial and Commercial Designation in the Area A Official Community Plan (OCP), currently being drafted.

I feel that the *South Wellington Light Industrial and Commercial Designation* better reflects the present use of these properties, which includes a range of highway-oriented industrial and commercial uses adjacent to the Trans Canada Highway. Traffic counts have indicated over 100 large trucks per day, including concrete mixers, B-trains, flat decks and cranes, utilize Kipp Road. The companies along this road need quick and easy access to the highway for the movement of cargo, and Kipp Road affords them that, without affecting any residential areas.

This area, predominantly industrial in nature, does not negatively impact residential properties and will not compromise the rural lifestyle of the residents of the South Wellington area, but will secure the future of important industrial companies that headquarter and provide jobs in the community.

I look forward to your support of this initiative.

Sincerely,



Owner

JOE VILLALOBOS

Print Name

1852 HAMPTON CIR E Nanaimo, BC
Property Address V9X-1X1

Regional District of Nanaimo,
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2

Tuesday, October 19, 2010

Re: Kipp Road Properties – South Wellington – Area A

Attention: Mr. Paul Thompson, Mr. Greg Keller and Area A OCP Review Citizens Committee.

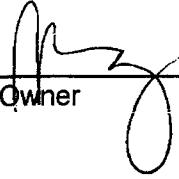
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I look forward to your support of this initiative.

Sincerely,



Owner

ANNE PENNEY

Print Name

208 Hubert Rd.

Property Address Nanaimo, BC

Regional District of Nanaimo,
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2

Tuesday, October 19, 2010

Re: Kipp Road Properties – South Wellington – Area A

Attention: Mr. Paul Thompson, Mr. Greg Keller and Area A OCP Review Citizens Committee.

I am in support of the initiative to re-designate the properties bordering Kipp Road (Lots 1,2,3 and 4 on Kipp Road and portions of 1979 Minetown Road and 2003 Brothers Road) to the South Wellington Light Industrial and Commercial Designation in the Area A Official Community Plan (OCP), currently being drafted.

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I look forward to your support of this initiative.

Sincerely,

A handwritten signature in black ink, appearing to read "Karen Brew".
Owner

A handwritten signature in black ink, appearing to read "Jennifer Browne".
Print Name

2085 Grieve Rd
Property Address
Nanaimo, BC

Regional District of Nanaimo,
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2

Tuesday, October 19, 2010

Re: Kipp Road Properties – South Wellington – Area A

Attention: Mr. Paul Thompson, Mr. Greg Keller and Area A OCP Review Citizens Committee.

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I look forward to your support of this initiative.

Sincerely,


William Pack
Owner

Print Name

2071 GRIEVE RD Nanaimo, BC
Property Address

Regional District of Nanaimo,
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2

Tuesday, October 19, 2010

Re: Kipp Road Properties – South Wellington – Area A

Attention: Mr. Paul Thompson, Mr. Greg Keller and Area A OCP Review Citizens Committee.

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I look forward to your support of this initiative.

Sincerely,

Cassandra Smith
Owner

Csmith
Print Name

2090 Grindre Rd.
Nanaimo, BC
Property Address

Regional District of Nanaimo,
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2

Tuesday, October 19, 2010

Re: Kipp Road Properties – South Wellington – Area A

Attention: Mr. Paul Thompson, Mr. Greg Keller and Area A OCP Review Citizens Committee.

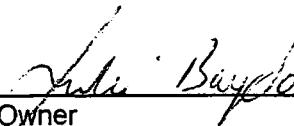
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I look forward to your support of this initiative.

Sincerely,



Owner



Print Name

2098 James Edward Pl. Nanaimo, BC
Property Address

Regional District of Nanaimo,
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2

Tuesday, October 19, 2010

Re: Kipp Road Properties – South Wellington – Area A

Attention: Mr. Paul Thompson, Mr. Greg Keller and Area A OCP Review Citizens Committee.

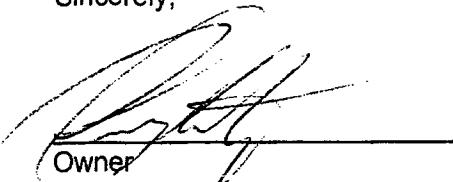
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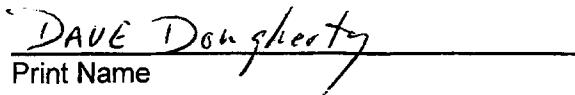
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I look forward to your support of this initiative.

Sincerely,



Owner



Print Name

2090 James Edward Pl.
Nanaimo, BC
Property Address

Regional District of Nanaimo,
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2

Tuesday, October 19, 2010

Re: Kipp Road Properties – South Wellington – Area A

Attention: Mr. Paul Thompson, Mr. Greg Keller and Area A OCP Review Citizens Committee.

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I look forward to your support of this initiative.

Sincerely,

Jane Clancy
Owner

2015 Grieve Rd.
Property Address

J. Clancy
Print Name
Nanaimo, BC

Regional District of Nanaimo,
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2

Tuesday, October 19, 2010

Re: Kipp Road Properties – South Wellington – Area A

Attention: Mr. Paul Thompson, Mr. Greg Keller and Area A OCP Review Citizens Committee.

I am in support of the initiative to re-designate the properties bordering Kipp Road (Lots 1,2,3 and 4 on Kipp Road and portions of 1979 Minetown Road and 2003 Brothers Road) to the South Wellington Light Industrial and Commercial Designation in the Area A Official Community Plan (OCP), currently being drafted.

I feel that the *South Wellington Light Industrial and Commercial Designation* better reflects the present use of these properties, which includes a range of highway-oriented industrial and commercial uses adjacent to the Trans Canada Highway. Traffic counts have indicated over 100 large trucks per day, including concrete mixers, B-trains, flat decks and cranes, utilize Kipp Road. The companies along this road need quick and easy access to the highway for the movement of cargo, and Kipp Road affords them that, without affecting any residential areas.

This area, predominantly industrial in nature, does not negatively impact residential properties and will not compromise the rural lifestyle of the residents of the South Wellington area, but will secure the future of important industrial companies that headquarter and provide jobs in the community.

I look forward to your support of this initiative.

Sincerely,

TERRY MOSHER
Owner

Terry Mosher
Print Name

1973 WOOBANK RD Nanaimo, BC
Property Address

Regional District of Nanaimo,
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2

Tuesday, October 19, 2010

Re: Kipp Road Properties – South Wellington – Area A

Attention: Mr. Paul Thompson, Mr. Greg Keller and Area A OCP Review Citizens Committee.

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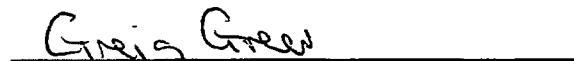
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I look forward to your support of this initiative.

Sincerely,


Owner


Print Name

1881 Marlott PL
Property Address

Nanaimo, BC

Regional District of Nanaimo,
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2
Phone: (250) 390-6510
Fax: (250) 390-7511
e-mail: planning@rdn.bc.ca

Tuesday, October 19, 2010

Re: Kipp Road Properties – South Wellington – Area A

Attention: Mr. Paul Thompson, Mr. Greg Keller and Area A OCP Review Citizens Committee.

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I look forward to your support of this initiative.

Sincerely,

Owner

BRIAN HENDERSON

Print Name

2057 CALDONIA AV
Property Address Nanaimo, BC

Regional District of Nanaimo,
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2
Phone: (250) 390-6510
Fax: (250) 390-7511
e-mail: planning@rdn.bc.ca

Tuesday, October 19, 2010

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I look forward to your support of this initiative.

Sincerely,

Mario M. Milner
Owner

J. Maibach
Print Name

2060 Caledonia Ave Nanaimo, BC
Property Address Nanaimo.

Rick Tomlinson
2029 South Wellington
Nanaimo, BC V9X 1T4
Phone: (250) 755-1994

Tuesday, October 05, 2010

Regional District of Nanaimo,
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2

Re: Kipp Road Properties – South Wellington – Area A

Attention: Mr. Paul Thompson, Mr. Greg Keller and Area A OCP Review Citizens Committee.

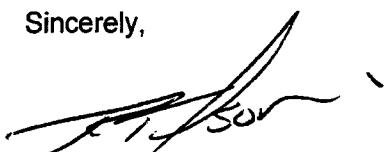
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I look forward to your support of this initiative.

Sincerely,

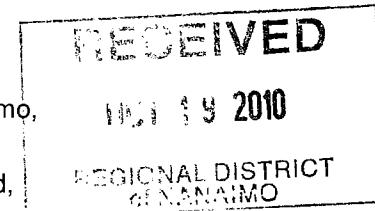


Rick Tomlinson
Owner
2029 South Wellington
Nanaimo, BC V9X 1T4

VISION | BUILT



Regional District of Nanaimo,
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2



Wednesday, September 29, 2010

1848 Schoolhouse Rd.
Nanaimo BC V9X 1T4
Canada

TEL. 250-754-1238
FAX. 250-754-3699

info@armtec.com
armtec.com

Re: Kipp Road Properties – South Wellington – Area A

Attention: Mr. Paul Thompson, Mr. Greg Keller and Area A OCP Review
Citizens Committee.

I am in support of the initiative to re-designate the properties bordering Kipp Road (Lots 1,2,3 and 4 on Kipp Road and portions of 1979 Minetown Road and 2003 Brothers Road) to the South Wellington Light Industrial and Commercial Designation in the Area A Official Community Plan (OCP), currently being drafted.

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I look forward to your support of this initiative.

Sincerely,

A handwritten signature in black ink that reads "Dave MacPherson".

Dave MacPherson
VP Operations Pacific Region

A.E. CONCRETE
ARMTEC
BOUCHER PRECAST CONCRETE
BROOKLIN CONCRETE
CON-FORCE CONCRETE PRODUCTS
CON-FORCE STRUCTURES
DURISOL
GROUPE TREMCA
PRE-CON

Agenda page 39

Regional District of Nanaimo,
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2

Tuesday, October 19, 2010

Re: Kipp Road Properties – South Wellington – Area A

Attention: Mr. Paul Thompson, Mr. Greg Keller and Area A OCP Review Citizens Committee.

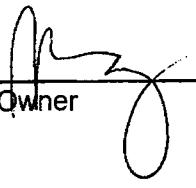
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I look forward to your support of this initiative.

Sincerely,



Owner

ANNE PENNEY

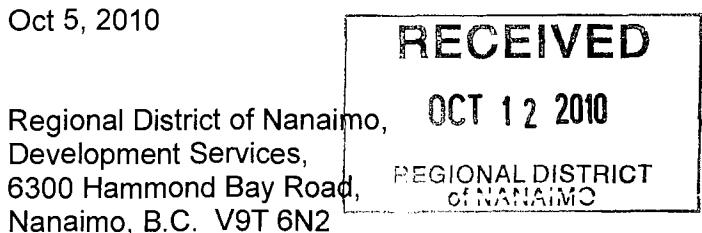
Print Name

2078 Hubert Rd.

Property Address Nanaimo, BC

0703262 BC Ltd.
dba Schoolhouse Road Developments
7025 Aulds Road
Lantzville, BC
V0R 2H0

Oct 5, 2010



Attention: Mr. Paul Thompson
Mr. Greg Keller
Area A OCP Review Citizens Committee.

Re: Kipp Road Properties – South Wellington – Area A

As an owner of property located on Schoolhouse Road, I am in support of the initiative to redesignate the properties bordering Kipp Road (Lots 1, 2, 3 and 4 on Kipp Road and portions of 1979 Minetown Road and 2003 Brothers Road) to the South Wellington Light Industrial and Commercial Designation in the Area A Official Community Plan (OCP), currently being drafted.

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This area, predominantly industrial in nature, does not negatively impact residential properties and will not compromise the rural lifestyle of the residents of the South Wellington area, but will secure the future of important industrial companies that headquarter and provide jobs in the community.

I look forward to your support of this initiative.

Sincerely,



Dave McNaught
President
0703262 BC Ltd.



RECEIVED

OCT 14 2010

REGIONAL DISTRICT
of NANAIMO

NANAIMO 250-591-2151
TOLL FREE 866-683-2617
FAX 250-591-2161
EMAIL: robcon@robinson.shawbiz.ca

2093 SOUTH WELLINGTON RD.
NANAIMO, BC V9X 1R5

REGIONAL DISTRICT OF NANAIMO
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2

Attention: Mr. Paul Thompson, Mr. Greg Keller and Area A OCP Review Citizens Committee.

Re: Kipp Road Properties – South Wellington – Area A

I am in support of the initiative to re-designate the properties bordering Kipp Road (Lots 1,2,3 and 4 on Kipp Road and adjacent portions of 1979 Minetown Road and 2003 Brothers Road) to the South Wellington Light Industrial and Commercial Designation in the Area A Official Community Plan (OCP), currently being drafted.

I feel that the *South Wellington Light Industrial and Commercial Designation* better reflects the present use of Kipp Road and local properties, which includes a range of highway-oriented industrial and commercial uses adjacent to the Trans Canada Highway. Kipp Road provides quick and easy access from these properties to the highway for the movement of cargo without affecting any residential areas. Thus Kipp Road properties are an ideal location for light industrial and commercial enterprise.

This area, predominantly industrial in nature, does not negatively impact residential properties and will not compromise the rural lifestyle of the residents of the South Wellington area, but will secure the future of important industrial companies that headquarter and provide jobs in the community.

Yours truly,

D. ROBINSON CONTRACTING LTD.

John Barker, P.Eng.



Grove Service Ltd.
2118 School House Road
Nanaimo, BC V9X 1T4
Phone: (250) 753-4448
Fax: (250) 753-4463

Wednesday, September 29, 2010

Regional District of Nanaimo,
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2

Re: Kipp Road Properties – South Wellington – Area A

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I look forward to your support of this initiative.

Sincerely,



Ron Burrows

Regional District of Nanaimo,
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2

Wednesday, September 29, 2010

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I look forward to your support of this initiative.

Sincerely,

Chris Ball
President

Rajan Jaswal
2047 South Wellington Road
Nanaimo BC

Friday, October 1st, 2010

Regional District of Nanaimo,
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2

Wednesday, September 29, 2010

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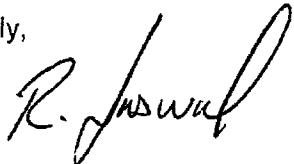
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I look forward to your support of this initiative.

Sincerely,



Rajan Jaswal

Regional District of Nanaimo,
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2

Wednesday, September 29, 2010

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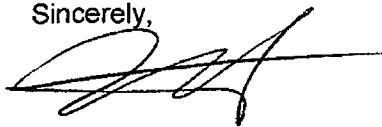
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I look forward to your support of this initiative.

Sincerely,



Name and
Property Address

Rod Soderstrom - NANAIMO MINI-STORAGE LTD.
10 - 2180 SOUTH WELLINGTON RD.
NANAIMO, B.C.
V9X 1V8

Re: Kipp Road Properties – South Wellington – Area A

Attention: Mr. Paul Thompson, Mr. Greg Keller and Area A OCP Review Citizens Committee.

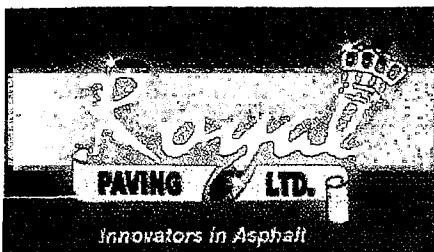
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I look forward to your support of this initiative.

✓



Nanaimo 250 754.0848
Duncan 250 746.1702
tollfree 866 754.0848
fax 250 754.0849
email info@royalpaving.com
2020 Schoolhouse Rd Nanaimo, BC V9X1T4

Regional District of Nanaimo,
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2

Wednesday, September 29, 2010

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We do not believe that this area, predominantly industrial in nature, negatively impacts residential properties nor will compromise the rural lifestyle of the residents of the South Wellington area, but will secure the future of important industrial companies that headquarter and provide jobs in the community.

I look forward to your support of this initiative.

Sincerely,

Don Howell
2020 Schoolhouse Rd

Visit us at www.royalpaving.com



Commercial, Residential Asphalt Paving
Authorized Applicators of StreetPrint Stamped Asphalt Products
Exclusive Dealer of Bagela Portable Asphalt Recycling Equipment





HEAD OFFICE

COQUITLAM - 98 Fawcett Road V3K 6V5
604-540-1232 Fax: 604-525-9847

Regional District of Nanaimo,
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2

Wednesday, September 29, 2010

Re: Kipp Road Properties – South Wellington – Area A

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I look forward to your support of this initiative.

Sincerely,

Sheldon Schlesinger
(Island Manager)

Surfwood Supply (1964) Ltd
2130 Schoolhouse Road
Nanaimo, B.C.
V9X 1T4
250-716-0443

KAMLOOPS - 585 Cree Drive V2H 1H9
250-314-3600 Fax: 250-314-3656

NANAIMO - 2130 Schoolhouse Road V9X 1T4
250-716-0443 Fax: 250-716-0442

VICTORIA - 827 Station Ave. V9B 2S2
250-478-8860 Fax: 250-478-8875

COURtenay - 123 Island Hwy. V9N 3N9
250-313-0144 Fax: 250-313-0133

CONSTRUCTION & INDUSTRIAL EQUIPMENT

BOBCAT

INGERSOLL-RAND

TRAILTECH

HONDA

STIHL

Regional District of Nanaimo,
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2

Wednesday, September 29, 2010

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I look forward to your support of this initiative.

Sincerely,


Name and
Property Address Tammy Patterson

U-Haul Canada
2180 S. Wellington Road
Nanaimo BC V9X 1V8 QSC 741.0067



Regional District of Nanaimo,
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2

Wednesday, September 29, 2010

Re: Kipp Road Properties – South Wellington – Area A

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This area, predominantly industrial in nature, does not negatively impact residential properties and will not compromise the rural lifestyle of the residents of the South Wellington area, but will secure the future of important industrial companies that headquartered and provide jobs in the community. VMAC is proud to be a key business in this area, providing more than 70 green manufacturing jobs which help to revitalize the community. We anticipate continued strong growth, and a re-designation to these properties will allow us to continue as a valuable member of this community.

I look forward to your support of this initiative.

Sincerely,

A handwritten signature in black ink, appearing to read "James V. Hogan".

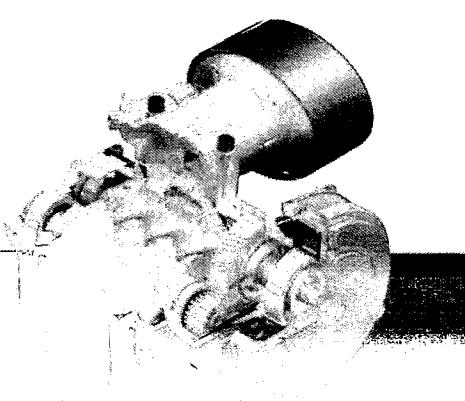
James V. Hogan
President

250-740-3200

250-740-3201

1-800-733-8322

A Division of Marquette Investments Corporation
1333 Kipp Road Nanaimo, BC, V9X 1R3 www.vmac.com



Ron Billett
2080 Schoolhouse Road
Nanaimo, BC

Friday, October 01, 2010

Regional District of Nanaimo
Development Services,
6300 Hammond Bay Road,
Nanaimo, B.C. V9T 6N2

Re: Kipp Road Properties – South Wellington – Area A

Attention: Mr. Paul Thompson, Mr. Greg Keller and Area A OCP Review Citizens Committee.

I am in support of the initiative to re-designate the properties bordering Kipp Road (Lots 1,2,3 and 4 on Kipp Road and portions of 1979 Minetown Road and 2003 Brothers Road) to the South Wellington Light Industrial and Commercial Designation in the Area A Official Community Plan (OCP), currently being drafted.

I feel that the *South Wellington Light Industrial and Commercial Designation* better reflects the present use of these properties, which includes a range of highway-oriented industrial and commercial uses adjacent to the Trans Canada Highway. Traffic counts have indicated over 100 large trucks per day, including concrete mixers, B-trains, flat decks and cranes, utilize Kipp Road. The companies along this road need quick and easy access to the highway for the movement of cargo, and Kipp Road affords them that, without affecting any residential areas.

This area, predominantly industrial in nature, does not negatively impact residential properties and will not compromise the rural lifestyle of the residents of the South Wellington area, but will secure the future of important industrial companies that headquartered and provide jobs in the community.

I look forward to your support of this initiative.

Sincerely,



Ron Billett

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KIPP ROAD MERCHANT GROUP PETITION FOR INDUSTRIAL DESIGNATION IN THE AREA A OCP

	<u>Signature</u>	<u>Name</u>	<u>Address</u>
1	Louise Myhren	Paris Maran	2083 Waring Rd
2	Curt Myhren	CURT MYHREN	2083 Waring Rd
3	Yvonne Fee	YVONNE FEE	2149 Waring Rd
4	Don Fee	Don Fee	2149 Waring Rd.
5	Kelly Nelson	Kelly Nelson	2148 Waring Rd.
6	Dakota Hills	Dakota Hills	2149 Afterfield Rd.
7	Dale Bartold	DALE BARTOLD	2168 WARING Rd
8	Shawna Baldwin	Shawna Baldwin	1691 Morden Rd
9		in Partz.	2130 Schoolhouse Rd
10		John Benedict	2130 Schoolhouse Rd.
11		Ryan Ogilvie	2130 Schoolhouse
12		Ron Burrows	2118 "
13		Ron Burrow	" "
14		Mike Cootier	2156 Sdnst
15		Merv Fleming	Box 263 Cassidy
16		██████████ ECO Tire + Auto Parts	2100 S
17		ROBERT GARDIN MALAKIE Auto Parts	2090 Schoolhouse rd man
18		Nicely Martes	Malibut + Auto Parts 2040 Schoolhouse
19		Ron Biellie	"
20		Steve Johnke	B.C. Auto. 2071111
21	Lee Champagne	Lee Champagne	B.C. Auto " "
22	Gerry Ciesbrecht	Gerry Ciesbrecht	Thermal Equipment

(2) KIPP ROAD MERCHANT GROUP PETITION FOR INDUSTRIAL DESIGNATION IN THE AREA A OCP

	<u>Signature</u>	<u>Name</u>	<u>Address</u>
1	<u>Todd Wilson</u>	Todd Wilson	1650 EGLINTON AVE.
2	<u>Mark W. Wilson</u>	MARK W. Wilson	1650 EGLINTON AVE
3	<u>L. Borserio</u>	Laureen Borserio	1728 Morden Rd.
4	<u>Rob Hall</u>	Robert Hall	1728 Morden Rd.
5	<u>Shannon Guyon</u>	Shannon Guyon	2029 - South Wellington Rd.
6	<u>Vivian Champagne</u>	Vivian Champagne	2130 School House
7	<u>Anna Fassbenfer</u>	Anna Fassbenfer	1773 Aros Rd. nan
8	<u>Linda L. McFarlane</u>	Linda L. McFarlane	336 Maple Cres. Nanaimo
9	<u>Bill Earle</u>	Bill Earle	2100 School House
10	<u>Alisen Anderson</u>	Alisen Anderson	1013 Bruce Ave
11	<u>Stewart Wilkinson</u>	Stewart Wilkinson	#105-250 Selby St.
12	<u>Candace Aebig</u>	Candace Aebig	2031 Waring Rd Nanaimo
13	<u>Wade Wilson</u>	Wade Wilson	2031 Waring Rd Nanaimo
14	<u>Delaney Phillips</u>	Delaney Phillips	1763 Eglinton
15	<u>Tammy Patterson</u>	Tammy Patterson	2180 South Wellington Road.
16	<u>Nanaimo Mini Storage</u>	Nanaimo Mini Storage	2180 South Wellington Road.
17	<u>ABC WATER SYSTEMS Ltd.</u>	ABC WATER SYSTEMS Ltd.	2180 S. Wellington Rd #9-
18	<u>GREAT WEST EQUIPMENT</u>	GREAT WEST EQUIPMENT	- 2115 S. Wellington Rd
19	<u>NAJAK IND</u>	NAJAK IND	2093B S. Wellington Rd.
20	<u>Dennis Schackwicht</u>	Dennis Schackwicht	2097 South Wellington Rd
21	<u>Mike Deering</u>	Mike Deering	2071 Sweeting Ln Rd Nanaimo B.C.
22	<u>Jim Starr</u>	Jim Starr	2059. South Wellington

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KIPP ROAD MERCHANT GROUP PETITION FOR INDUSTRIAL DESIGNATION IN THE AREA A OCP

	<u>Signature</u>	<u>Name</u>	<u>Address</u>
1	Laurie Carlson	Terry Carlson	1531 Harold Rd
2	C. Ban		x "
3	J.Z.	Tonia Leronowich	1531 Harold Rd.
4	Matt Michaluk	Matt Michaluk	1531 Harold Rd.
5	Mike Cousins	Mike Cousins	128 12Wm St.
6	Bryan Gregson	BRYAN GREGSON	1920 BALSAM RD.
7	Danielle Awala	Danielle Awala	2050 Balsam rd
8	Maya Corrie	Maya Corrie	1631 HAROLD Ro.
9	Pat Androl	Pat Androl	1638 Harold Rd.
10	Keyrin Carlson	Keyrin Carlson	717 SPRINGBOK Rd.
11	Haymae Sinclair	Haymae Sinclair	770 Colonia DRIVE
12	D. MUNICIPALITY	D. MUNICIPALITY	2061 WARING RD.
13	E.J. Sherriff	E. SHERIFF	1991 MORDEN RD.
14	Brayden Furze	Brayden Furze	2083 waring Rd.
15	Janice Campbell	Janice Campbell	1809 Morden Rd.
16	Dell Plensky DM	Dell Plensky DM	1798 Morden Rd.
17	Lori Phillips	Lori Phillips	1763 Eglinton Ave.
18	Pete Pallini	Pete Pallini	2049 Akenhead Rd
19	Debbie McNALLY	Debbie McNALLY	1763 Eglinton Ave
20	Ben Zargari	Ben Zargari	1718 Eglinton Av.
21	Tom Rott	Tom Rott	1675 Eglinton Rd
22	J. Gibson	J. Gibson	1650 Eglinton Rd

KIPP ROAD MERCHANT GROUP PETITION FOR INDUSTRIAL DESIGNATION IN THE AREA A OCP

	<u>Signature</u>	<u>Name</u>	<u>Address</u>
1	S. Greer	Sandra Greer	1985 S. Wellington Rd
2	Jessica Chenery	Jessica Chenery	1979 Minetown Rd.
3	Terri Henderson	Terri Henderson	2057 Caledonia Ave.
4	Mark Cowe	MARK COWE	2091 Caledonia
5	Ginger Warden	Ginger Warden	2133 Caledonia Ave
6	BRENDA DIABLO	BRENDA DIABLO	1503 SONTERA RD
7	Gerrard Wood	Gerrard Wood	2218 S. Wellington
8	Jalene Dick	Jalene Dick	2322 S. Wellington
9	Guy Somerville	Guy Somerville	2230 S. Wellington
10	Sylvia Wright	Sylvia Wright	2254 S. Wellington
11	Tori Robarge	Tori Robarge	2268 South Wellington Rd.
12	TORRIE JONES	TORRIE JONES	2305 S. Wellington Rd
13	Joe & Shirley	Joe & Shirley	2347 "
14	Dawn Somerville	Dawn Somerville	2361 Meadow Rd
15	Dan Somerville	DAN Somerville	2361 Meadow Rd.
16	Bob PEACE	Bob PEACE	1750 STARLING
17	JANE Moir	JANE Moir	1760 STARLING
18	CLIFF Cookman	CLIFF Cookman	1795 STARLING
19	Sean Lowe	Sean Lowe	1805 Starling Rd.
20	Cecy Hines	Cecy Hines	1823 STARLING Rd.
21	Sheryl Ellis	Sheryl Ellis	1835 Starling St
22	Sandra Newton	Sandra Newton	1814 Meadowlark Cres.

KIPP ROAD MERCHANT GROUP PETITION FOR INDUSTRIAL DESIGNATION IN THE AREA A OCP

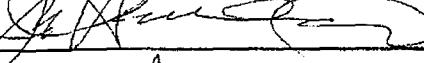
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[Signature]

	<u>Signature</u>	<u>Name</u>	<u>Address</u>
1	Janet Roberts	Janet Roberts	1822 Meadowlark Cr.
2	M. Dixon	MARGARET DIXON	1830 MEADOWLARK CR
3	A. Hawley	N. Hawley	1842 Meadowlark Cr.
4	J. Neuman	Jane Neuman	1860 Meadowlark Cres
5	B. Guenette	BARBARA GUENETTE	2255 BLUEJAY WAY
6	M. Fedorowich	Mike Fedorowich	2234 Blue Jay Way
7	C. St. John	Stephen St. John	2226 " "
8	R. Egan	Rob Egan	2219 " "
9	R. Holtom	ROGER HOLTOM	2201 W 414
10	P. Mulholland	Pauline Mulholland	2202 Bluejay Way
11	Finn Røggense	Finn Røggense	2181 BLUEJAY WAY
12	M. Thierstein	Marie Thierstein	2077 HEMER RD.
13	J. Randen	John Randen	2063 Hemer Rd.
14	D. Olim	DWANE OLIM	2358 Gold rd EAST
15	T. Whidner	TREVOR Whidner	2194 Hemer Rd
16	S. Taylor	S Taylor	2047 Hemer Rd
17	L. Ebert	L. EBERT	1999 Woodridge Rd.
18	Nadene Jones	Jones	1968 Woodridge Rd
19	Toby Morgan	Toby Morgan	1959 Woodridge Rd
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File # 714-0757

KIPP ROAD MERCHANT GROUP PETITION FOR INDUSTRIAL DESIGNATION IN THE AREA A OCP

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	<u>Signature</u>	<u>Name</u>	<u>Address</u>
1		Grant PIERCE	2115 S. WELLINGTON
2		Tim HENNANSON	2115 S. WELLINGTON
3		Al DENNIS	2115 S. WELLINGTON
4		Scott CRANS	700 Beach Dr. Nanaimo
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