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# Electoral Area H

## Official Community Plan Review

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### Report on Deep Bay Workshop

*held September 17, 2016*

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September 26, 2016

#### Introduction

A workshop focused on the Deep Bay area was held as part of the Electoral Area 'H' Official Community Plan (OCP) Review on Saturday, September 17 at the Vancouver Island University Deep Bay Marine Field Station. The workshop ran from 1:00 pm – 5:00 pm and approximately 65 people participated.

An agenda and Participants Guide were prepared in advance of the workshop and made available publically. The workshop was divided into four main parts:

1. Community vision
2. Opportunities, challenges, and criteria for development
3. Presentations from 4 property owners
4. Possible changes to the OCP

For the first, second and fourth part of the workshop, participants worked in 10 groups of approximately 6-8 people, each set up at round tables. After an introduction from Regional District of Nanaimo (RDN) staff each group discussed the topic together, recorded their comments on flip charts, then reported back to the larger group.

#### Purpose

The purpose of this workshop was:

*To: develop goals and a strategy for the future growth and development of the Deep Bay area on which to base updates to the Official Community Plan,*

*so that: future developments, both large and small, contribute to and are consistent with the future vision of Deep Bay identified by the community of today.*

The discussion and comments at the workshop are a step in the direction towards developing new OCP content that focusses on the future growth and development of Deep Bay.

#### Community Vision

In the first part of the meeting groups were asked what they would add, remove or change to the following list of things already said in this OCP Review so far about a future vision for Deep Bay:

**Deep Bay is a place where:**

- there is a strong sense of community and pride of place
- the natural environment is protected
- clean drinking water is protected
- archaeological sites are recognized and protected
- businesses and services compliment the harbour yet do not detract from the growth of Bowser as the commercial and service centre for the area
- the aquaculture industry is supported
- safe roadside walking routes exist, and public trails are part of developing new lands
- a second road access exists

The flip charts from each group have been scanned and are included as Attachment 1. Attachment 2 is the list recorded by an RDN facilitator while each group reported back. The list below attempts to include all new items mentioned during the discussion on the community vision. Note that there was no prioritization or assessment of how much agreement or support for each of these there was in the room, although some if not most items on the list below seemed to be supported by many.

**Deep Bay is a place where:**

- there is a varied demographic
- there is access to jobs
- there are options for ageing in place (home, condo, assisted living)
- public transportation is provided for all demographics and includes connections to Nanaimo, Qualicum and Courtenay, as well as to Bowser for visiting boaters
- natural gas and high speed Internet connections exist
- there are no new cell towers
- business and services support the growth of Bowser
- a diversity of business is supported such as artisans and marine services
- agriculture and local food are promoted
- there are bicycle lanes on new and reconditioned roads
- use of motorized vehicles on the beach is restricted or prohibited
- there are significant setbacks from the ocean for new development (i.e. 200 – 300 feet)
- the E&N railway becomes a trail should it cease of have a future as rail
- there are restaurants
- the protection of natural habitat is increased
- there are beautification projects and the entrances to communities
- there is good access to the foreshore, and beach accesses are maintained, advertised and improved
- there is control of derelict vessels and live-aboards
- there is marine ecotourism and recreational opportunities
- there is a second boat launch
- there are supports for tourism including accommodation
- there are amenities like a washroom, shower and bike rack at the end of the Deep Bay Spit

Cluster housing was also noted by a few groups, with some saying their vision includes cluster housing, and others saying their vision expressly excludes cluster housing.

## Opportunities and Challenges, and Criteria for Development

The next activity had groups look at the Opportunities and Challenges list compiled from input already received, as well as a list of criteria for new development. These lists can be found in the Participants Guide.

A couple of new criteria were mentioned: that new development not cause tax increases, and that contribution to the fire hall is required for new development.

There were additional comments on the criteria already noted, mainly around the need to ensure that requirements for development such as proven water and new road access can be assured. In other words, that development approvals are contingent on certain requirements. OCP policies can be worded in such a way that development approvals are contingent on provision of certain amenities. Attachment 3 includes individual group flip chart notes on this activity, although not all groups recorded their discussion.

## Property Owner Presentations

Representatives from four properties in the Deep Bay area gave presentations:

1. Michael von Hausen for the Baynes Sound Investment (BSI) lands
2. Dr. Dave Witty for the Vancouver Island University Deep Bay Marine Field Station
3. John Stathers for the Cook Family lands
4. Christo Kuun for two lots at the end of Faye Road across from Bowser Elementary

A significant part of the discussion of changes to the OCP for the Deep Bay area involves considering additional development beyond what is currently supported by the OCP and Regional Growth Strategy (RGS). From the outset of the OCP Review it was understood that there was to be discussion of what development would be supported on the BSI Lands prior to the owners' submission of another development proposal to the RDN. Discussion of development on the Cook lands and Faye Road lots have arisen during the course of the OCP Review. For VIU, understanding what amenities are needed to support continued operation of the facility, such as staff/student/visitor accommodation, is important for the OCP Review, because adding support to the OCP for these uses now will make it easier for them to be approved and constructed later.

The Participants Guide goes into detail of the number of lots, dwellings, and lot sizes currently supported in the OCP, and for the BSI lands, provides some information about density if the Rural Residential OCP designation was extended to Lots A and B.

At this point in the workshop these property owners, as well as representatives from VIU, were given the opportunity to speak about their proposals and about how they could meet the community vision and criteria for development that were just discussed by the group.

Michael Von Hausen spoke to their 2014, three-day Community Design Workshop and the design concepts that were developed. Dr. Dave Witty spoke about the VIU Marine Station and that plans are to refocus their purpose on academic research. John Stathers spoke about the Cook Family lands and their vision for development should the property be successfully removed from the Agricultural Land Reserve. Christo Kuun spoke about his proposal for a conservation development on two lots across from Bowser Elementary School.

With the exception of VIU, a written summary of the proposal from these speakers is included in Attachments 5-7.

## Solutions / Strategies for the OCP

The last part of the workshop had groups filling in a matrix with prepared headings, asking if more development under different land use categories should be supported by the OCP, where and how much, how it would contribute to the community vision, and if it could meet the criteria for development or if new criteria were needed. The lists below include key points from these worksheets. Scans of each worksheet are included in Attachment 4 (note that they may not be legible when printed on 8 ½ x 11 paper but they can be read when zoomed into on the computer).

### Area of convergence

- Some more development close to the Deep Bay Harbour proper is desired provided that there is sufficient, safe parking, although there isn't yet an understanding of scale. For example, should this be accommodated on the existing commercially-designated lots or should more lots be designated commercial to encourage conversion from residential to commercial over time? Additional development could include things like ecotourism, services related to the marine industry, tourism services, and restaurants.
- Depending on what is meant by light industrial, some could be supported related to the marine industry such as marine repair, or boat storage. However, it must not negatively impact the environment including groundwater, surface water and the sea. Seaweed harvest industry on the beach is not supported.
- The off-road trail network should be expanded and maintained (although one person did mention there are enough trails), and roadside walking and cycling facilities should be improved.
- Would like an understanding of how current septic fields are performing and where there are issues with marine contamination due to improperly functioning fields, and have a process to require owners of improperly functioning fields to repair them.

### Areas where direction is not clear

- BSI lands – While there appears to be an acceptance that to obtain community amenities on the BSI lands additional density may have to be allowed, there is not a clear understanding of how much would be supported. There are also opposing views on what form it should take: if flexibility in lot sizes and configurations should be encouraged through allowing clustering, or if minimum lot size should be firm at 0.5 acres as the smallest.
- Cook lands – There appears to be some support for development on the Cook properties, but not a clear understanding of how much and what type.
- Desire for varied housing types versus no clustering and no small lots

## Next Steps

The next steps in the OCP Review for the Deep Bay area is for RDN staff to draft changes or options for changes to the OCP and provide them to the community for review and comment. It is expected that the draft will generate more discussion on some topics, and that there may be a need for more than one revision. In the areas where community direction is not clear, having draft options for OCP content available for review may be what is needed to advance the conversation. It is unlikely that consensus will be reached on all topics, however, the aim will be as much community agreement or acceptance of compromise and trade-offs as possible.

## **Attachment 1: Vision Flipcharts From Individual Groups**

### **Flip Chart 1**

#### Additions to Vision

- examples of service support  
e.g. a) parking lot marina
- avoid competing business  
b) accommodation
- priority of archaeological identification
- diversity of accessible housing  
(e.g. - senior housing  
- affordable)

### **Flip Chart 2**

#### Black Balloon

- pt 5 – Deep Bay is unique therefore other businesses & services support the growth of Bowser
- consider “old Coombs”
- competition is healthy
- Restrictive covenants?
- Recreational opportunities
- “Deep Bay is your oyster”
  - We can create a very special area (? Like Granville Island / Steveston / Downtown Seattle)
- \*Artists!!! \* (Salt Spring Island)  
artisans
- “Live, work play”

### **Flip Chart 3**

- clean water to be protected and proven to be sufficient presently & for future development (with good reserves)
- protect the watershed
- all shore line access reserve / parkland / trails... development setbacks at least 200’ (don’t want a Qualicum Beach)
- Speed bumps on Gainsburg Road (speed indicator lights don’t work)

- any reconditioning and new roadways should have consistent bicycle lanes
- comprehensive bike and walking trail systems & connecting to present trails and future development E&N railway
- limit businesses & services in the harbour to boat storage & marine services

#### **Flip Chart 4**

Deep Bay is a place where:

- Community Centre exists
- Food / Services space are available
- new trail system – Bikes + walking exist
- plan for future public transportation needs for all demographics
  - Deep Bay to Nanaimo, Qualicum, Courtenay
- potential for Natural Gas / alternative energy > if sustainable?
- high speed communications (Fibre optics)

#### **Flip Chart 5**

- We need to increase the protection of our natural habitat. (Beaches, forests, waterways)
- At the moment clean drinking water is protected.
- Keep our watershed protected.
- Archaeological sites are recognized but are they protected.
- Extensive work is needed on trails & walking routes. (safe walking routes along Gainsburg)
- Alternate access route (road) to Deep Bay.
- Parking (boat trailers, visitors)

#### **Flip Chart 6**

- Maintain rural atmosphere – peace quite slow place
- No clustered housing – not crowded
- Min ½ acre lots
- Preserve shoreline + access – no derelict boats – sp for Marina
- Encourage agriculture = eat local
- We OCP into future!
- We need beautification projects at the entrances to our communities emphasis

### Flip Chart 7

- Age in Place (family home / condo / assisted living)
- Access to services
- Varied demographic! (affordability, cluster housing)
- Access to work / jobs
- Public access (+ knowledge + location) to foreshore (maintain old & new ones)
- Control / monitor liveabords and derelict boats
- Supportive development for marine ecotourism
- Parking for trucks + boat trailers (not on road!)
- Public transit for boat / tourists (how to get into Bowser etc.)

## Attachment 2: Vision Flip Charts from Reporting Back

- Support a diversity of small businesses, such as artisans
  - Marine based businesses
- \*A community of all ages
- Supports tourism / visitors
  - Accommodation
- Quasi-rural atmosphere
- Restrict / limit motorized vehicle access to beach
- Prohibit est. of additional cell towers
- Promote agriculture
  - \*support local food
- Multi – modal transportation
- Continue to update & keep up with technological changes (innovation)
  - High – speed Internet (fibre optic)
  - Transportation
- Adequate boat launch + trailer parking
- Protect natural environment
  - Shoreline
  - Oyster beds
- Public washroom + bike rack at end of Deep Bay spit
- Green built – dockside homes
- support a variety of tourism uses...
- protect shoreline access
- rails & trails – E&N lands – supports
- support ageing in place

### **Attachment 3: Development Criteria Flip Charts from Individual Groups**

#### **Flip Chart 1:**

##### Criteria

- a) Prove up water for future development by developer
- b) As done in Area E (Nanoose)
- c) How?
- e) No strip malls in Deep Bay (outside Bowser)
- i) 2<sup>nd</sup> road access is a requirement before development approval
- j) Where would boat trailer parking be located? Determine this before approval

#### **Flip Chart 2:**

##### Opportunities / Challenges

- Add opportunity – more specific solutions to issues
  - e.g. septic seepage, parking, walk-ways & connectivity
- Add opportunity – development can support community values
  - Required – create a net community gain
- Add challenge – action required or opportunity lots
- Add opportunity – plan for green space
- Add challenge – plan to ensure growth that can support solving issues in community

Attachment 4: Changes to OCP Worksheets from Individual Groups

What changes do you want to see in the OCP for the Deep Bay Area?			
Land use	Where and how much?	How does this help achieve the community vision?	Can it meet the criteria for development? Any other criteria needed?
Commercial	-eco tourism -Development in Bowser. -small hotels in bowser		
Industrial / Light industrial	Conditional Definitions of Industrial/light industrial		
Residential	prefer in-fill development  1/2 acre lots - new dev.		
Parks, trails and open space			
Other	more parking in marina		

## What changes do you want to see in the OCP for the Deep Bay Area?

Land use	Where and how much?	How does this help achieve the community vision?	Can it meet the criteria for development? Any other criteria needed?
Commercial	Increase or maintain around current DB harbour, close to harbor proper.	Fits the OCP current plan.	
Industrial / light industrial	None - heavy Potential light industrial with community support. (eg. marine repair facility)		
Residential	<p>Look lands - should be classified as a development permit area where the landowner has the ability to create zoning proposal if. Subject to public hearing debate. ::</p> <p>Zoning is based on water demand + impact plus topography and the variety of uses of residential for the young to the very old.</p> <p>For Cluster houses - less impact on usage of natural environment.</p> <p>Against Cluster houses - Concerns of <del>other</del> people being forced to hook up !!.</p>	Provides flexibility in land use, with the public being able to see the actual design proposals at the public hearing stage of the DP application stage for approval or rejection.	
Parks, trails and open space	Interconnecting trails between current + potential development opportunities should be considered (non-motorized except ambulatory vehicles → light house Community Trail)	links all communities + addresses roadside services safety issues !!.	
Other			

# What changes do you want to see in the OCP for the Deep Bay Area?

Industrial / Light Industrial has confusion, so instead what MOU is it we are trying to protect?

Domestic Well protection (Input of pathogens, etc.)  
 150m setbacks from lakes, streams  
 900m distance setbacks from domestic septic systems  
 300m from ALR farm yard cow, cattle, pig, sheep and fowl feedlot waste sources  
 500m buffers from sources of waste oil and lubricants  
 1000ft buffers from toxic sources of wastes

Fisheries protection (aka Riparian zones along streams, lakes, rivers and Joona)  
 Noise protection (distances, erect barriers or heavy vegetation / berms)  
 Visual protection (fencing, vegetative screens, curved entrance roads etc)

Wildlife Protection (fuel reduction, multiple access / egress for emergency vehicles & responders)  
 30m "firemar" areas around structures  
 100m fuel treatment zones strategically placed around community structures, village nodes etc.  
 Removal of fuels 2x width of road along both sides for entry / escape routes

Wildlife Protection (Red, Blue Listed and?)  
 Habitat: set aside areas (aka Rapture nest, UWR, WTP as example)  
 Habitat connectivity

Land use	Where and how much?	How does this help achieve the community vision?	
<p><b>Commercial</b></p> <p><i>"MUST BE VISIBLE"</i></p> <p><b>MARINE BASED ECO TOURISM</b></p> <p>TOURIST SUPPORTING RESTAURANT                      PARKING FOR WORKERS</p>	<p>IN &amp; AROUND HARBOUR                      IN ADJACENT VIL</p> <p>CLOSE TO DOCKS &amp; TO TAKEN UP BY                      AQUACULTURE WORKERS</p>	<p>MAINTAIN "QUASI" RURAL ENVIRONMENT</p>	<p>OCP UPDATE                      &amp; LAW CHANGES</p>
<p><b>Industrial / light industrial</b></p> <p>DON'T WANT ANY HAZARDOUS MATERIAL AFFECT AQUACULTURE EQUILIBRIUM</p>	<p>"AQUACULTURE NEEDS                      UP LAND" LIGHT INDUSTRIAL SUPPORT FACILITIES</p>	<p>Protection of                      of                      Aqua Culture                      Environment</p>	<p>DEVELOPMENT WILL BE FAR ENOUGH FROM TIDE WATER TO NOT AFFECT THE AQUACULTURE</p>
<p><b>Residential</b></p> <p>GOOD MIX OF HOUSING UNITS                      CLUSTER, MIDDLE AGE HOUSING.                      "AGING IN PLACE"                      HEIGHT RESTRICTIONS FOR VIEWSCAPE ONLY</p>	<p>BUILT ON LANDS BS1 AND LOU'S PROPERTY</p>	<p>AFFORDABLE HOUSING</p>	<p>OCP WILL NEED TO MAKE CHANGE TO ALLOW PAID HOMES, SMALL LOTS, CLUSTER HOUSING                      RESERVATION / LODGES / PUBS</p>
<p><b>Parks, trails and open space</b></p> <p>PUBLIC FACILITY AT SPIT</p>	<p>WORK CONNECTED AND OPEN FOR PUBLIC TO USE                      TRAILS FOR WALKING BICYCLES</p> <p>WE HAVE BENCHES, GREAT BEACH BUT NO PORT-A-POTY FACILITY NEED RDN? TO DON'T MAINTAIN.</p>	<p>NOT HAVING "NO" ACCESS SIGNS</p>	
<p><b>Other</b></p> <p>ROAD ACCESS IS REQUIRED FOR AQUACULTURE, CARP ZIG ZAG THROUGH A COMMUNITY CURRENT CHAINS ZIG ZAG WORKS WELL FOR INDUSTRIAL USES.</p> <p>MARINE TPT "LINK" TO DOCK / HIAB LIFTS</p> <p>SEWAGE PLANT                      "EMERGENCY" ROAD ACCESS</p>	<p>WORKERS NEED BOAT / DOCK ACCESS</p> <p>MOUL THOMPSON CLARK TO FACE ROAD</p>	<p>MUST BE WORLD CLASS 3 STAGE</p>	<p>RDN, OCP TO ALLOW M&amp;T AND INSTALL OF SEWAGE TREATMENT FACILITY, THIS ALLOWS FIRE ACCESS, EMERGENCY VEHICLES AND SCHOOL ACCESS...</p>

# What changes do you want to see in the OCP for the Deep Bay Area?

Land use	Where and how much? <i>* TOUGH QUESTIONS.</i>	How does this help achieve the community vision?	Can it meet the criteria for development? Any other criteria needed?
Commercial	<i>Needs to support community i.e. shell fish, * New boat launch (upgrade?)</i>	<i>Restaurant to eat local shellfish or other locally grown products</i>	<i>- no drive-thru food places</i>
Industrial / light industrial (gym, daycare, etc.)	<i>There is a need for trailers + boats.</i>	<i>LIVE, WORK, PLAY.</i>	
Residential - retirement	<i>- need for varied housing types i.e. #2</i>	<i>- stronger sense of community</i>	<i>* limit height not sure how high 2 f loors? * positive cluster housing * meet "FireSmart" criteria</i>
Parks, trails and open space	<i>- public <del>water</del> facilities on Spit (ie. shower, bike parking) - connect to ocean trail and bowser school</i>	<i>- enhance + transportation without cars, better mobility.</i>	
Other	<i>1) * below to monitoring of septic systems (inspection reports) periodically OR snapshot assessment study by (ROW, UV?)</i>	<i>* reduces unwanted failing systems into ecosystem</i>	<i>* ensures proper function of septic fields * current system has no feedback loop. How many are there in Deep Bay? How are they functioning?</i>

# What changes do you want to see in the OCP for the Deep Bay Area?

Land use	Where and how much?	How does this help achieve the community vision?	Can it meet the criteria for development? Any other criteria needed?
Commercial	VIU PARCEL	MIXED Rental New opportunity for accommodation	1M 120 LOTS BTD O C A T U A L P O S S.
Industrial / light industrial	NONE		
Residential	BSI a) NEXT TO b) Bowser School (CHRISTU) ON BSI 1/2 ACRE LOTS MIN    ON BSI	MAINTAIN RURAL ATMOSPHERE	YES - 1/2 ACRE LOTS!
Parks, trails and open space	CONSISTENT WITH 1/2 ACRE LOST	YES - BUT	
Other	Cook Farm Property - Larger Lots = 5 ACRE plus C W R E community NONE STAY WITH O C P / 1/2 acre LOTS		(keep in mind - 2nd house - no needed)

## What changes do you want to see in the OCP for the Deep Bay Area?

Land use	Where and how much?	How does this help achieve the community vision?	Can it meet the criteria for development? Any other criteria needed?
Commercial	<p>Bay - Eco Tourism sounds promising. (very slowly done)</p> <p>Harbour - Most Development *parking continues to be a Major Issue.</p>	<p>-compliments the harbour &amp; bay... doesn't detract from Bowser</p>	
Industrial / light industrial	<p>Need to define what these are!!</p> <p>Does this include the seaweed harvesting?</p>		
Residential	<p>Create a separate Zoning classification for "cluster developments"</p> <p>ie "maximum 20 (including secondary suites) residences on a 10 acre area ... not necessarily uniform sizing of lots (density cannot exceed the number determined using .5 acres per resident unit. (refer to p.8)</p>	<p>- keep the "rural" feel - density lower</p>	
Parks, trails and open space	<p>300 ft. setback from the ocean (high water). *as much as possible &amp; connected.</p>	<p>ecologically acceptable....</p>	
Other	<p>*no development until new paved access is in</p>		

# What changes do you want to see in the OCP for the Deep Bay Area?

Land use	Where and how much?	How does this help achieve the community vision?	Can it meet the criteria for development? Any other criteria needed?
Commercial	<ul style="list-style-type: none"> <li>• encourage Eco tourism</li> <li>• SUPPORT NEW ZONING CLASSIFICATIONS</li> </ul>	Keeps character of area	
Industrial / light industrial	<ul style="list-style-type: none"> <li>* LIVE &amp; WORK IN SAME PLACE</li> <li>* FLOAT OPTIONS</li> <li>* DEFINITIVE <sup>MARINE</sup> SANIT-DUMP FOR VISITORS, ETC.</li> </ul>		
Residential	<ul style="list-style-type: none"> <li>→ ALLOW Tiny Homes</li> <li>→ SUSTAINABLE DEVELOPMENT e.g. development proposals from Christo Kuum</li> <li><del>Large developments</del></li> <li>→ NO CLUSTERED HOUSING</li> <li>→ RESPECT BIODIVERSITY</li> </ul>		
Parks, trails and open space	<ul style="list-style-type: none"> <li>Sup Support trail network from Deep Bay to Cook Point.</li> <li>1</li> </ul>	SELF-EXPLANATORY	WILL OF THE RDN & SUPPORT OF GOVT AGENCIES
Other	<ul style="list-style-type: none"> <li>IF BLOCKS 13, 14 &amp; 15 of Cook Lands ARE REMOVED (FROM THE ALR) <sup>we support</sup> zoning for eco tourism &amp; Rural Residential &amp; Business (live-work-play)</li> <li>→ ROADWAYS ← LOGICAL PROGRESSION</li> <li>→ AGE IN PLACE, locally → KEEPS COMMUNITY &amp; SERVICES SECURE / STABLE</li> <li>→ TO SUPPORT DESIRES OF LOCAL COMMUNITY</li> </ul>	<ul style="list-style-type: none"> <li>COOK PROPERTY LINE ENTRANCE IS ALREADY ON BC HWYS SYSTEM (ie) IS ALREADY SURVEYED</li> <li>← WILL VS ROADBLOCKS</li> </ul>	

\* 2ND ROAD ACCESS

\* POPULATION —  
\* EDUCATION —  
(OCP TO SUPPORT)  
RDN

## What changes do you want to see in the OCP for the Deep Bay Area?

Land use	Where and how much?	How does this help achieve the community vision?	Can it meet the criteria for development? Any other criteria needed?
<b>Commercial</b> (pub, bar Marine repair, Marina, retail, accommodation, <del>etc</del>	* increase (plan for growth to next OCP) * close proximity to Marina	- business services that compliment the harbour - Marina needs parking	- more specificity for permitted location - no significant impact on neighbours
<b>Industrial / light industrial</b> (important sector) - boat repair - support services staff etc - generate \$ for community -	* limited location * increase frequency * community service - businesses	- provide services to community - especially w/ increased population	- criteria that provide security for business investment
<b>Residential</b> - seniors - diversity of homes	- density remains same to balance w/ ecological values (no net loss in increase in home density) - increase availability	- yes - secondary access for community - sense of community pride	- need to attract people - require criteria to ensure affordable housing
<b>Parks, trails and open space</b>	- linkage & connectivity of existing trail	- yes	
<b>Other</b> Parking	- close proximity to marina	- yes	

# DEEP BAY COMMUNITY DESIGN WORKSHOP SUMMARY

May 2<sup>nd</sup> to May 4<sup>th</sup>, 2014

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## Executive Summary

### **Purpose and Results**

Baynes Sound Investment (BSI), represented by Amar Bains, Jim Crawford and Theresa Crawford, held a three-day Deep Bay Community Design Workshop at the Field Research Station of Vancouver Island University (VIU) from May 2<sup>nd</sup> to May 4<sup>th</sup>, 2014. The purpose of the design workshop was to explore alternative development concepts for the BSI property with the residents and businesses of the Deep Bay community. A mix of community representatives were invited Friday night for a three hour discussion around the concept framework, program elements, and other ideas. The six table discussion provided a rich basis for design and programming ideas. The rest of the weekend was open to the general public with a drop-in on Saturday afternoon and a formal public presentation on Sunday afternoon. As the accompanying chart shows (Attachment 3), there is an indication of support for the project to proceed further with broader public engagement.

### **The Project Consulting Team**

Michael von Hausen, President of MVH Urban Planning & Design facilitated the public consultation supported by an architect, landscape architect, environmental engineer, illustrator, and other planners. The MVH team consisted of Michael von Hausen, Sunny Mangat, Kim Perry, Calum Srigley, Alan Endall, Sita Walia, and Athena von Hausen. The weekend workshop included four formal opportunities for public involvement and the team was open for public interaction and observation throughout the entire weekend. The idea was to work in and with the community to generate a preliminary concept that the community generally supported.

### **Background Information**

A Process Approach and Workshop description, as well as an 11 Question and Answer sheet was distributed at the weekend events. These documents were also emailed to the group before the weekend Workshop. There was a constant interaction throughout the weekend with community members. Many public concerns and innovative ideas were brought up and the possibilities were discussed which contributed to the development concepts.

### **Weekend in Review**

#### **Friday night community workshop from 7:00 – 10:00pm; (23 community members attended)**

At the Friday evening workshop started at 7:00pm. Six tables discussed six questions which were presented at the commencement of the workshop. They were answered by each group and then presented at the end of the discussion period. A community member was selected as a spokesperson from each table (Attachment 1). The design team started the design and planning process the next morning following the Friday night Workshop.



**Saturday morning community focus group from 10:00am – Noon (6 community members attended)**

Saturday, May 3<sup>rd</sup> entailed more public opportunity for discussion of concerns and opportunities in the morning, with a focus group of six community members (Attachment 2). As the design team was busy creating drawings that were visible to the public in process, constant input was given to inform the planning of the new proposal. The team also prepared conceptual drawings that showed required setbacks, green space, trails, walkways, roadways, various land uses, and pocketed areas of potential development.

**Saturday afternoon drop-in from 5:00 pm- 7:00 pm**

Saturday afternoon after 5:00 pm was open to the public for a drop-in session to view and comment on the emerging conceptual design as it was being developed by the MVH Team.

**Sunday afternoon Public Presentation from 4:00 pm to 6:00 pm (38 people attended/24 completed comment sheets)**

The final public presentation included a one hour PowerPoint presentation followed by a one hour question and answer discussion (Attachments 3 and 4). The drawings were placed on presentational boards for the community members to see and analyze. Michael von Hausen and the team presented what the design team had created from the input of the Friday night Workshop and other associated discussions that followed. The phased development proposal focused on Lot A. Lot B would be considered later which would include a second road access and trail connects.

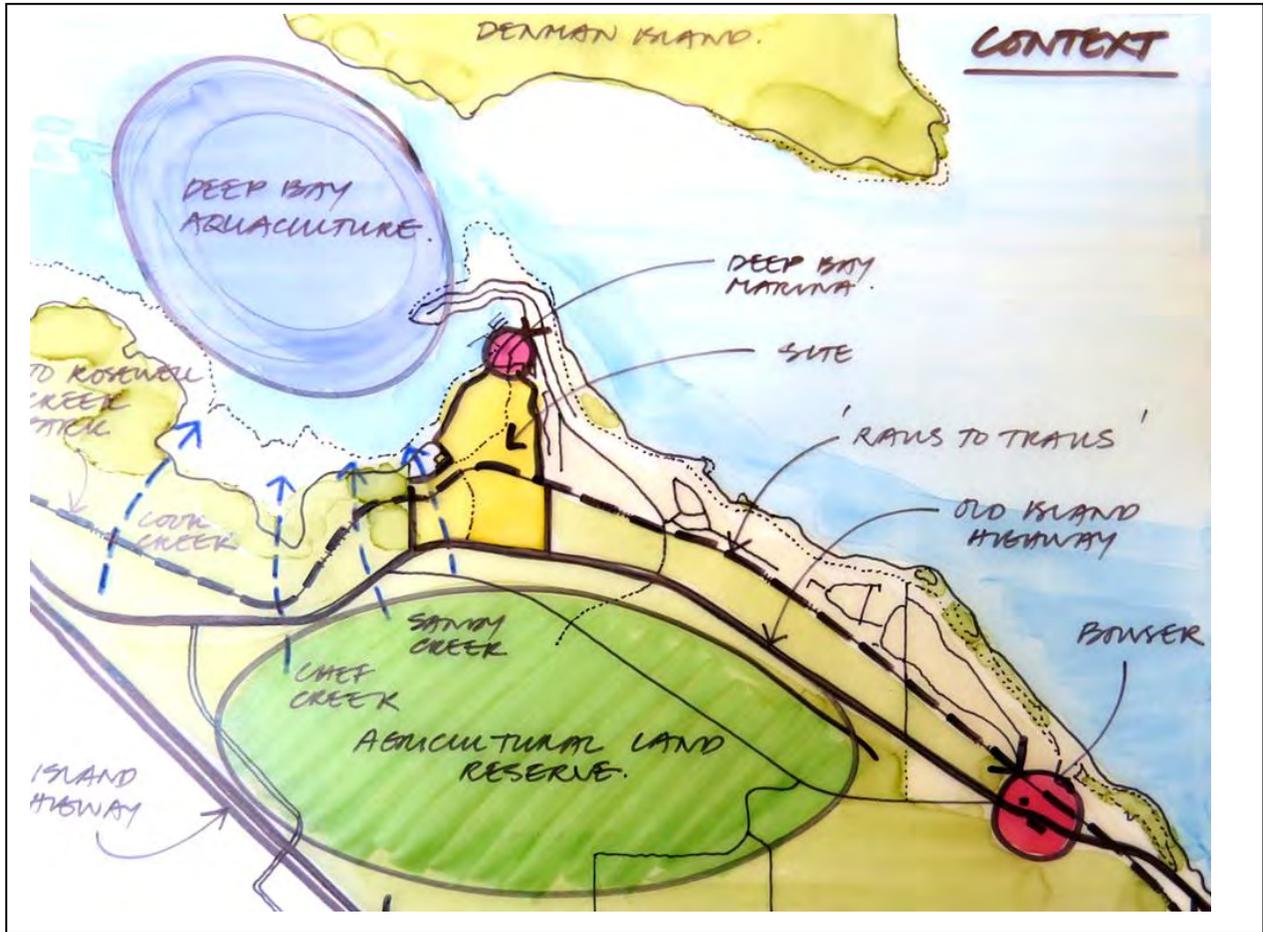
The attendees at this session received a comment sheet of eight questions prior to the presentation which gave another opportunity for feedback. These comment sheets were compiled and the data will be used for future reference (Attachment 3 and 5). Nine flash drives containing the presentation were distributed to the public. The community members who attended the final presentation were generally supportive of the preliminary development concept (Attachment 3).

**FINAL PRESENTATION AND FEEDBACK - MAY 4<sup>TH</sup>, 2014**

A public presentation was held on May 4<sup>th</sup>, 2014 as part of the Public Engagement Process. Residents were able to review the Plan concepts and provide comments. **38 participants attended. 24 participants completed the comment sheets.** Summaries of the responses provided below, are divided into five categories.

**Statistical Summary: Deep Bay Public Engagement Process Results**

QUESTION	STRONGLY SUPPORT %	SOMEWHAT SUPPORT %	TOTAL STRONG SUPPORT & SOMEWHAT SUPPORT %	NON SUPPORT %
1. VISION & PRINCIPLES	58%	42%	100%	0%
2. PARKS, TRAILS, OPEN SPACE & WETLAND AMENITIES	92%	8%	100%	0%
3. LAND USES	54%	42%	96%	4%
4. DIVERSITY OF HOUSING	79%	21%	100%	0%
5. ROADWAY CONCEPT	50%	46%	96%	4%

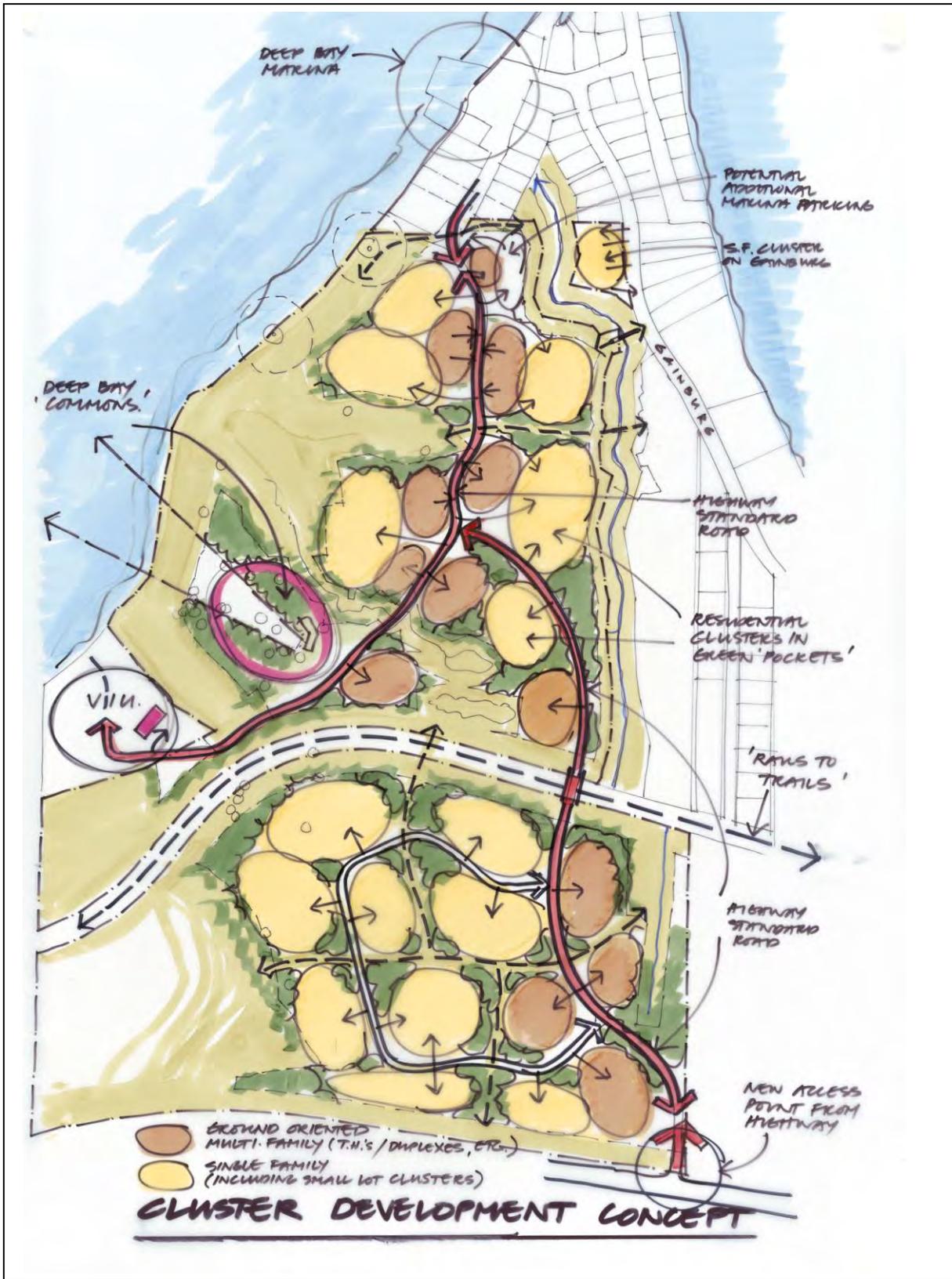


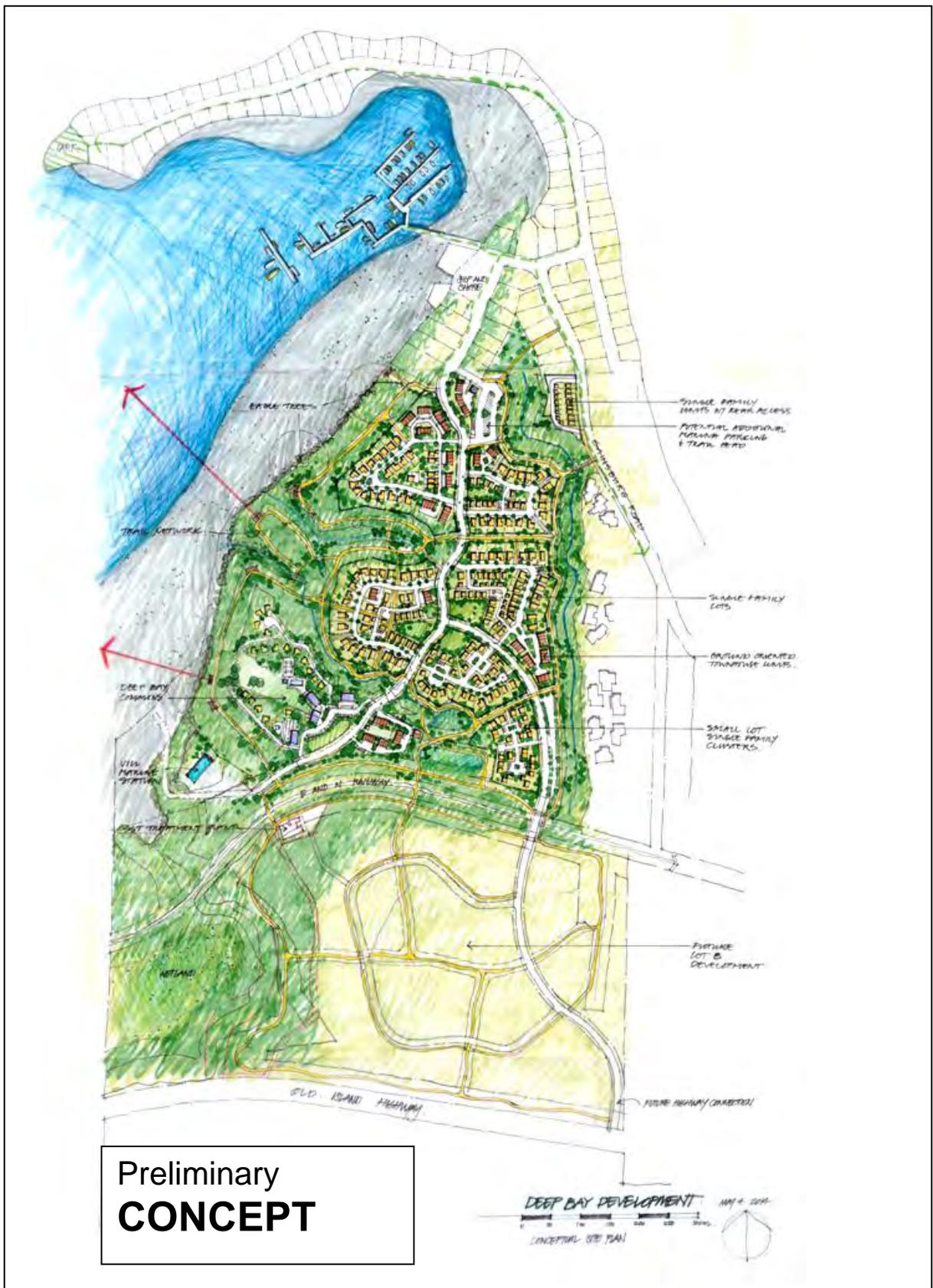
**VISION**

TO PROTECT THE NATURAL BEAUTY OF BAYNE'S SOUND AND RESPECT THE PRISTINE WATER QUALITY BY CREATING AN INTEGRATED AND AFFORDABLE COMMUNITY THAT PRESERVES THE DIVERSE RURAL CHARACTER.









Preliminary  
**CONCEPT**



## **Cook Properties Initiative**

This initiative is to include the Cook properties from Deep Bay to Cook Creek in the OCP review discussion with the intention that these lands be part of the vision of Deep Bay's future.

## **A world Class Eco Friendly Community**

Large Wetland Conservation areas and Access to the Waterfront Parkland

A trail network from Deep Bay to Cook Creek and beyond.

Low density housing consistent with the rural character of Deep Bay

Conservation design tourist/commercial

Live/Work/Play community

Fostering of the shellfish industry /VIU Collaboration

No agriculture above the shellfish industry.

No Farming/no farm fertilizing/no manure washing into the bay.

Stream Protection

Full community involvement in the design of this property addressing community desires and needs.

Proposal for a Conservation Development

Subject Property: Lot 6 & 7, Faye Road, Bowser

The purpose of this development proposal is to demonstrate how green planning can be incorporated into a multi-unit development. The definition of green planning includes designing the development in conjunction with the existing landscape (with minimal disturbance to native plant, trees, and wildlife habitat), following sustainable construction practices, and ensuring an environmentally sound operation. As a contractor with 40+ years of designing and building experience, as well as having Built Green and R2000 certification, I feel it is important to take these issues into consideration. New developments, such as those in Parksville, do not take green planning into consideration and seem to value quantity more than quality in the construction of the residences and the landscape. Developments that simply squeeze as many homes in as possible can negatively alter the atmosphere of the surrounding area and affect the overall community.

Lot 6 & 7 is a combined 10 acre parcel. It is situated across from Bowser School and is at the end of a dead end road. These features make the property ideal for individual family-orientated housing. If 20% of the land is designated for roads, parks, septic systems and retaining environmentally sensitive areas, the remaining 8 acres would accommodate 16 lots (at 0.5 acres per lot). Keeping the home sites smaller and grouped to suit the geography (as illustrated on the sketch plans) result in more natural area being retained. Another feature of this property is that the aquifer runs out across a portion of the land (where there is already a pond), and therefore has water year-round.

Example features of the proposed conservation development:

- Manage storm water onsite by designing roads and driveways that allow rainwater to permeate and soak into the soil, thus preventing run off.
- Recommend that the housing units are built in accordance with green building and R2000 standards, as well as being solar ready.
- Retain as many trees as possible.
- Retain existing native plants.
- Create wildlife friendly landscapes.
- Protect land and vegetation around the pond to ensure that the pond ecosystem is undisturbed.
- Create walking trails throughout the development.

These development features illustrate four important aspects of a green development: following sustainable construction practices, retaining and respecting the existing landscape, maintaining the rural residential setting of the surrounding

community, and creating a functional space that the residents of the development, the community, and the wildlife can enjoy together. Overall, this proposed development would focus on conserving the existing environment and promoting the quality of housing (rather than quantity).

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