

EKISTICS

arrisARCHITECTURE

THE LAKES DISTRICT & SCHOONER COVE
NEIGHBOURHOOD PLANNING PROCESS

PUBLIC OPEN HOUSE #3

SCHOONER COVE SUMMARY BOOKLET

FAIRWINDS

THE LAKES DISTRICT & SCHOONER COVE

NANOOSE BAY, BC

EXECUTIVE SUMMARY

Public Open House #3

- > Schooner Cove May 5th, 2009 Nanoose Place at Red Gap
- > The Lakes District May 6th, 2009 Arbutus Room, Fairwinds Clubhouse

On May 5th and May 6th, Fairwinds hosted the third in a series of Public Open Houses as part an initiative to prepare a new vision and Neighbourhood Plans for The Lakes District and Schooner Cove lands, designated urban growth areas in the Regional Growth Strategy. Separate Open Houses were held for each plan area to provide Nanoose Bay residents the opportunity to thoroughly review and comment on the details of the comprehensive draft Neighbourhood Plans. At Fairwinds, planning for a community in transition at Fairwinds involves a careful re-examination of past planning, identification of the community's core values, a commitment to securing the community's long term goals in the new Neighbourhood Plans, and integrating sustainable design principles in a way that provides a rich experience of place rooted in the land.

The Open Houses featured the display materials from all of the previous public consultation events in addition to new information on the comprehensive draft plans. This provided the opportunity to follow how the plans have evolved through extensive work with the community and government agencies. Fairwinds Planning Team members, RDN Planning staff, and Community Advisory Group (CAG) members were on hand to provide further details, respond to questions, share experiences, and hear feedback first hand. Participants viewed a documentary video of the participatory planning process by Jon Frantz of Ear to the Ground Planning. The informal drop-in period was followed by a focused presentation on each respective draft plan and question and answer period.



The Schooner Cove Open House on May 5th at Nanoose Place drew a wide audience of over 227 Nanoose Bay residents. The display boards and presentation illustrated the vision for a vibrant community heart offering a public waterfront that connects the residential uplands with the ocean. A Maritime Village at Schooner Cove would establish

commercial services and a range of residential choices while enhancing its marine identity. Three key experiences that direct the design of the Schooner Cove Neighbourhood Plan include:

- > ***The Waterfront Experience*** – Providing Nanoose Bay with a publicly accessible waterfront to enjoy via a boardwalk along the extent of the site, a Waterfront Commons gathering space, a marine activity dock, shoreline rehabilitation initiatives that provide opportunity to touch the water, and potentially a breakwater walk out to a viewing pavilion.
- > ***The Village Experience*** – Establishing the mixed-use Maritime Village hub that caters to the day-to-day needs of area residents for food and beverage, services and space for social gatherings. Described as four interconnected areas – The Marina Wharf, The Point, The Village, and The Landing – key overall elements include a jib crane, a market building, a restaurant with outdoor seating, at-grade and underground parking, and pedestrian connectivity via a terraced garden walkway accompanied by a flowing water feature.
- > ***The Residential Experience*** – Creating the housing types and forms needed for a range of lifestyles and life stages. Together with the opportunity to live Oceanside, the plan provides easy walking distance to daily services and helps to manage our collective “environmental footprint.” Designed to integrate with the topography of the site and the retained forest areas, the plan offers waterfront and water view condominiums and apartments with a range of sizes and affordability.

The Open House sought community dialogue on the transition from the past vision for Schooner Cove as a tourist destination in a rural context, to the future opportunity for a neighbourhood centre serving a growing community. Understanding the site in the context of the Regional growth which has established other areas as hubs of tourist-serving commercial was discussed. The response from participants during an extended question and answer period indicated a range of opinions both general and specific on the experience of the draft plan proposed. The goal moving forward is to further refine the draft plan to strike the most favourable balance among the range of stakeholder interests for Schooner Cove.



The Lakes District Open House on May 6th at the Fairwinds Clubhouse welcomed over 114 Nanoose Bay residents. The overarching goal of the draft plan is to sensitively integrate new residential neighbourhoods in a manner that protects the integrity of the natural landscape. Sustainable planning principles establish the framework for

the site design, and a series of plan layers give structure to a diverse residential community that intentionally protects the rugged slopes, wetlands, lakes and significant natural areas so as to leave a lasting legacy for the Fairwinds community. Three key plan layers that structure The Lakes District include:

- > ***The Parks Plan*** – Environmental investigations at the outset of planning identified important habitat, wildlife and natural features which are retained to form a “green spine” for the neighbourhood. The draft plan proposes 47% of the land area as 1 of 3 categories of public park – Conservation Park, Natural Area Park, and Neighbourhood Commons.

- > **The Neighbourhood Structure** – A hierarchy of multi-modal transportation corridors connect land uses within the Lakes District and to adjacent areas, particularly Schooner Cove. Public streets unify public and private realms to establish a compact, pedestrian-oriented neighbourhood with increased opportunity for social connections.
- > **The Housing Plan** – Providing housing types and forms that compliment the character of the existing neighbourhood and provide a transition from traditional single family to smaller single family, semi-detached and multi-family opportunities that ensure housing diversity for increased affordability and ageing-in-place.

The display boards and evening's presentation sought community dialogue on the interrelationships between the components of a healthy community, including public parks that respect the natural environment, housing diversity for a vibrant population, safe and aesthetically pleasing streetscapes, transit choice and mobility, and community amenities. The response from participants during an extended question and answer period were supportive of the proposed relationship between residential density, housing choice, dedication of park space, reduction of development footprint and provision of community amenities.



Working **Towards a Sustainable Fairwinds** involves planning for future growth consistent with the RDN's Regional Growth Strategy in ways that enhance the existing community and landscape. Through the application of sustainable design principles, future development will contribute to a more complete Nanoose Bay community. Vital linkages between The Lakes District and Schooner Cove Neighbourhoods include

ensuring walkable, connected neighbourhoods each with a strong 'sense of place', public park designation and trail system connections, establishing a waterfront village heart, providing for critical population density within Fairwinds to support neighbourhood commercial use, and integrated multi-modal circulation and access. These interrelationships are embedded in the draft Neighbourhood Plans through a strong understanding of context and site-responsive design.

During the summer 2009, the planning process will involve further refinement of the draft plans in consideration of feedback from Public Open House #3, the CAG, and work with the RDN and other government agencies to address technical issues. In the fall, complete draft Neighbourhood Plans for Schooner Cove and The Lakes District are planned to be submitted to the RDN for a bylaw amendment to the Nanoose Bay Official Community Plan in accordance with the *Local Government Act*. It is anticipated that this approval process will take approximately 6 months. The Neighbourhood Plans will provide long term policy and land use direction to guide the implementation of the Regional Growth Strategy at Fairwinds over the next 15 – 20 years, thereby serving to retain Nanoose Bay's rural character.

The display boards from all of the public consultation events can be viewed on the Fairwinds website at: http://fairwinds.ca/futuredevelopment/open_houses.htm.

SCHOONER COVE

Open House #3 : May 5, 2009

The Open House for the draft Schooner Cove Neighbourhood Plan was held at Nanoose Place in Red Gap. A large venue was selected in anticipation of high participation from all Nanoose Bay residents interested in learning about a local-serving waterfront village and marina. The result was a well attended and highly constructive public consultation where members of the community were afforded the opportunity to view and comment on the draft plan. Ultimately, the draft plan for Schooner Cove will become enshrined as RDN policy to guide development consistent with the future needs of the community.

COMMUNITY ADVISORY GROUP INTRODUCTION

Gerry Thompson - Primary Representative for the Schooner Cove Yacht Club

Thanks Chuck and Good Evening Everyone...

I would like to take a very few minutes to introduce the members of the Community Advisory Group (CAG) and to tell you a little bit about our role in the planning process.

Let me start with introductions. When I mention your name, if you would please stand up or wave, it will allow people to identify who you are. The first name in each case will be the primary representative and the second name the alternate(s).

- Pam Straka and Bob Popple (replacing Gary Hackney) represented the Fairwinds Community Association
- Ross Peterson and Al Kirkley represented the Nanoose Naturalists
- David Campbell and Ross Griffiths (replacing Roy Lapp) represented the Fairwinds Golf Society
- Jim Lettic and Diane Pertson represented the Nanoose Property Owners and Residents Association
- Gabrielle Cartlidge and Frank Van Eynde represented the RDN Electoral Area E Parks and Open Space Committee
- Rick Hollinshead and Bill Hamilton served as Members at Large and,
- I together with Karen Herage represented Schooner Cove Yacht Club.

Although not formally members of the CAG, Regional District of Nanaimo Planning Staff have attended all of our meetings and field tours and responded to relevant questions as they arose.

The Community Advisory Group was constituted in conformity with the protocols established for community consultation by the Regional District of Nanaimo (RDN)
Although not a member of the CAG, with the consent of the members, Chuck Brook acted as Chair.

Rules of procedure for our meetings were arrived at by consensus.

The role of the CAG was to:

- Act as a "sounding board" for project ideas
- Review, comment and advise on work prepared by the planning team
- Review materials to be presented at Public Open Houses and RDN Board Meetings to ensure that the information is accurate, fair and comprehensible; and
- Assist in the formation of a Neighbourhood Plan

CAG meetings were open to any interested party, and others in addition to CAG members and alternates, did in fact attend from time to time.

The CAG met formally on 7 formal occasions with additional meetings to address specific concerns and further background work to support the overall planning process.

Collectively, CAG members have invested literally hundreds of hours of their time to ensure that the ideas, views, concerns and questions of their various constituencies were brought forward and dealt with at the table.

Our involvement was premised on the fact that this was to be a development plan consistent with the designation of Schooner Cove as a growth node in the approved RDN Official Plan.

Several words are appropriate to describe the proceedings of the CAG. They include:

- Openness
- Inclusiveness
- Civility
- Creativity; and
- Sincerity

I was personally impressed with the level of competence around the table and individual abilities to articulate and advocate for their respective constituent interests.

All ideas, questions and concerns brought forward were addressed. In some cases, answers involved compromise or alternative ways to achieve common objectives, but I think it is fair to say that the plan as it currently stands, reflects a high degree of congruence with community values and aspirations as expressed in the previous Workshops and Open Houses.

The plan on view this afternoon and to be presented this evening has progressed through a collegial, discussion driven critical review. It was generated from the ground up and has changed in meaningful ways as a result of CAG contributions, general citizen input and responsive professional analysis and design.

We look forward to your comments...

Welcome!

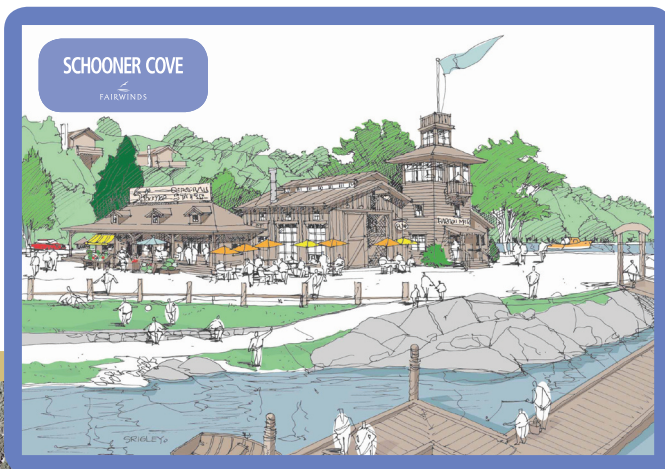
SCHOONER COVE



Public Open House #3

This Open House presents a **draft Neighbourhood Plan** for Schooner Cove. Following the 2nd Open House which presented three structuring concepts, the Fairwinds Planning Team has consolidated the community's preferred elements into a comprehensive draft plan.

Through work with the Regional District of Nanaimo, the Community Advisory Group and additional stakeholders, the draft plan for Schooner Cove proposes a public waterfront within a mixed-use village serving as a community heart for Nanoose Bay in order to achieve the targets set out in the RDN's Regional Growth Strategy.



We look forward to hearing your comments!



Planning Framework



What has been the Planning Process?

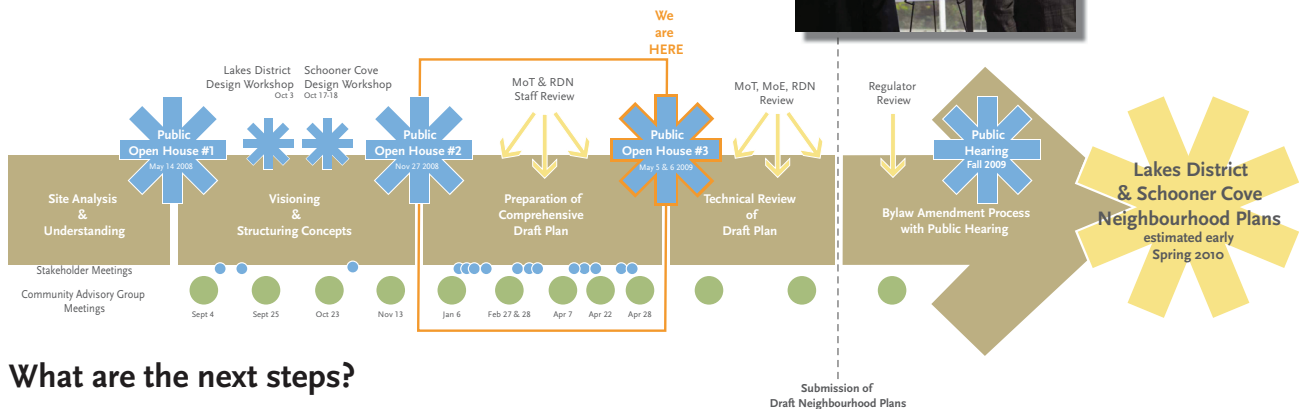
The process currently underway is the preparation of two Neighbourhood Plans for the Lakes District and Schooner Cove by Fairwinds, on behalf of the Regional District of Nanaimo. These lands are future growth areas as designated in the *Regional Growth Strategy - Bylaw 1309, 2003*.

The Plans will provide a detailed framework for land use and servicing to guide future growth in Nanoose Bay within two of its designated Urban Containment Boundaries.

The Neighbourhood Plans are being prepared by a professional multi-disciplinary team of consultants led by EKISTICS Town Planning & Brook + Associates, firms with local and international experience in sustainable community design and consultation.



Levels of Regulatory Approvals



What are the next steps?

Once completed in draft form, the Neighbourhood Plans will be submitted to the RDN for formal review, referral, revision and Public Hearing as part of the legislated bylaw process. The RDN will notify all affected residents and will hold a Public Hearing at which time the public will have an opportunity to express its views directly to the RDN Board.

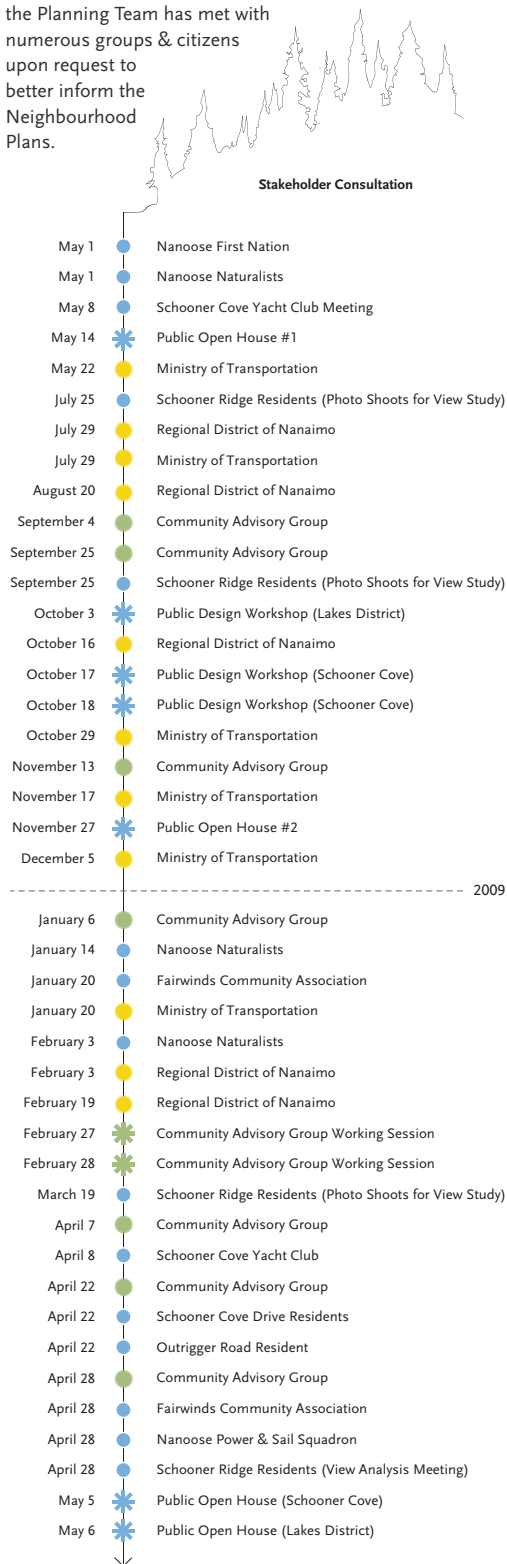
Your active involvement remains a critical component of the comprehensive planning process. Through your attendance at the planned Public Open Houses, your questions and concerns can be heard and your local knowledge can help shape the future of the community.



Public Consultation



The goal of the Neighbourhood Planning Process is to consult with the Nanoose Bay community as extensively as possible. In addition to the on-going work with key stakeholders represented by the CAG, the Planning Team has met with numerous groups & citizens upon request to better inform the Neighbourhood Plans.



Community Advisory Group

The Fairwinds Community Advisory Group (CAG) has been established to ensure that stakeholder groups representing those most affected by future growth within the designated Urban Containment Boundary are given an opportunity to provide input to the planning process. This is a key facet of a broader public consultation process that Fairwinds is pursuing in accordance with the RDN's *Coordinated Public Consultation / Communication Framework* guidelines.

| | |
|---|--------------------------------------|
| Fairwinds Community Association | Pam Straka; Bob Popple |
| Nanoose Naturalists | Ross Peterson; Al Kirkley |
| Schooner Cove Yacht Club | Gerry Thompson; Karen Herage |
| Fairwinds Golf Society | Roy Lapp; David Campbell |
| Nanoose Property Owners & Residents Association | Jim Lettic; Diane Pertson |
| Parks & Open Space Committee | Gabrielle Cartledge; Frank Van Eynde |
| Members at Large | Rick Hollinshead; Bill Hamilton |
| Fairwinds Real Estate Management | Russell Tibbles |
| Nanoose First Nation | Reply Pending |
| Nanaimo First Nation | Reply Pending |

Regional District of Nanaimo

The Regional District of Nanaimo (RDN) oversees the planning process by:

- ensuring the public process undertaken by Fairwinds conforms with the *Coordinated Public Consultation/Communication Framework*, as established by the RDN Board.
- clarifying applicable RDN policies, as required;
- reviewing proposed plans to ensure that they meet the requirements for a Neighbourhood Plan document;
- attending meetings of the CAG and other public meetings; and
- reporting to RDN Board on the results of the planning process and, upon completion of the Neighbourhood Plan, making recommendations to the Board regarding the approval and adoption of any required OCP amendments.

| | |
|--------------------------------------|------------------|
| Chief Administrative Officer | Carol Mason |
| General Manager Development Services | Paul Thokelsson |
| Manager of Current Planning | Geoff Garbutt |
| Senior Planner | Susan Cormie |
| Manager of Parks | Wendy Marshall |
| Parks Planner | Elaine McCulloch |
| Sustainability Coordinator | Chris Midgley |

Fairwinds Planning Team

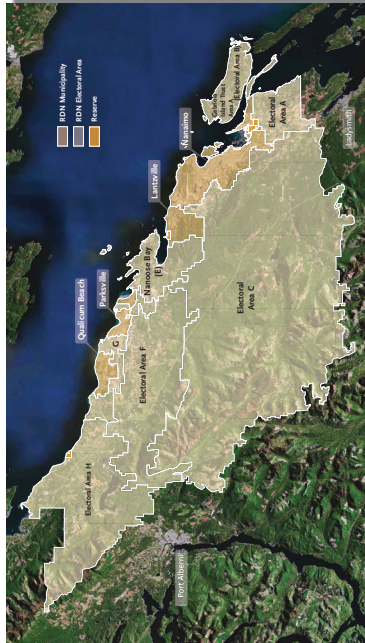
The Neighbourhood Planning Process is being led by a team of multi-disciplinary professionals in the following areas:

| | | |
|----------------------------|------------------------------|------------------------------|
| Fairwinds | Fairwinds/Bentall | Russell Tibbles; Rebekah Sax |
| Planning & Design | Ekistics Town Planning | Paul Fenske; Karly Henney |
| Public Consultation | Brook + Associates | Chuck Brook |
| Civil Engineering | Koers + Associates | Dave Schillabeer |
| Geotechnical Engineering | TROW Associates | Jim O'Brien |
| Traffic Engineering | Opus International | Sany Zein |
| Environmental Planning | Cascadia Biological Services | Thomas Roy |
| Marine Environmental | Archipelago Marine Research | Brian Emmett |
| Archaeological | IR Wilson | Ian Wilson |
| Consultation Documentation | Ear to the Ground Planning | Jon Frantz |

RDN Framework ~ Regional Growth Strategy



REGIONAL DISTRICT OF NANAIMO
ELECTORAL DISTRICT AND MUNICIPALITIES



Regional District of Nanaimo

The RDN consists of 7 electoral areas and 4 municipalities, each with their own Official Community Plan (OCP). Within Electoral Area E (Nanoose Bay), the proposed Lakes District and Schooner Cove Neighbourhoods are provided services (such as community water and sewer) by the Regional District and governed by the RDN's Board of Directors.

Regional Growth Strategy

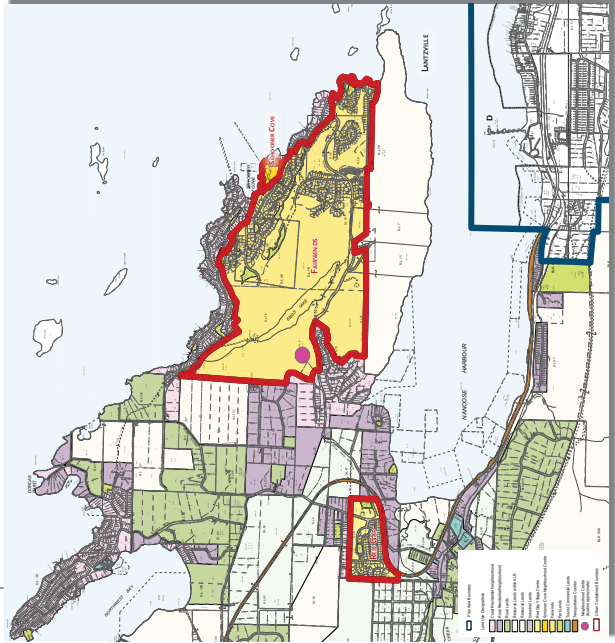
The RDN's Regional Growth Strategy addresses concerns regarding the impacts of growth in the Region. It encourages new development within urban growth areas (delineated by Urban Containment Boundaries) to promote compact walkable neighbourhoods, maintain the integrity of rural and resource areas, and protect the environment and increase civic servicing efficiency. Only three urban growth areas are currently located in Electoral Area E (Nanoose Bay): the Lakes District (being part of Fairwinds proper), Schooner Cove and Red Gap. Concentrating regional growth in these areas will help build more complete, sustainable communities and reduce the extent of urban sprawl elsewhere. The RDN's Regional Growth Strategy defines an Urban Containment Boundary as:

“a line that defines urban versus rural areas. The Urban Containment Boundary is intended to control urban sprawl and to encourage the development of compact, complete communities.”

Regional Growth Strategy Bylaw No. 1309, p.23

Electoral Area E (Nanoose Bay) OCP

ELECTORAL AREA E (NANOOSSE BAY)
OCP LAND USE DESIGNATIONS



Nanoose Bay's Official Community Plan (OCP) sets out a number of strategic principles for land use within the Urban Containment Boundaries, described as:

“land where new growth is expected and encouraged. These boundaries contain... a wider range of housing types and densities, greater densities of commercial or institutional uses, community sewer and community water services, and roads that may have urban features like curbs, gutters, sidewalks, and street lighting.”

Nanoose Bay Official Community Plan Bylaw No. 1400, 2005 Section IV (4.1) P.1

Red Gap

OCP Objectives and Policies:

- Recognize the Red Gap area as the primary place to obtain goods and services in Nanoose Bay by designating Red Gap as a Village Centre.
- Encourage a mix of different types of residential uses, commercial uses and public uses compatible with the Centre.
- Encourage safe pedestrian and vehicular movement through the Area.
- Respond to the changing housing needs of the population
- An equivalent of 500 dwelling units may be accommodated in Red Gap Village Centre in the future.

Lakes District

OCP Objectives and Policies:

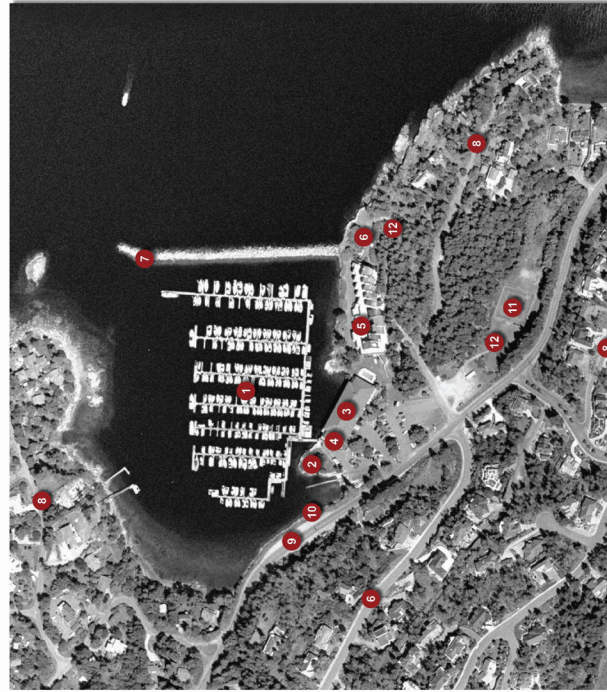
- Recognize the Fairwinds Urban Containment Boundary as a containment boundary for urban-style development.
- Respond to the changing housing needs of the population.
- Encourage safe pedestrian and vehicular movement.
- Total development at Fairwinds may include a maximum of 2,500 residential units.
- The area will include a mix of housing types and densities, including single detached units, pockets of multi-family units clustered in neighbourhoods, and some higher density development within a Neighbourhood Centre.

Schooner Cove

OCP Objectives and Policies:

- Recognize Schooner Cove as a Neighbourhood Centre.
- Enhance Schooner Cove as a destination for tourists and residents.
- Promote pedestrian movement between uses within the Neighbourhood Centre.
- Schooner Cove Neighbourhood Centre shall remain a neighbourhood level service centre with a focus on the marina resort environment.
- Approximately 188 dwelling units may be accommodated in the Schooner Cove Neighbourhood Centre

Schooner Cove - A Community in Transition



- 1 Marina with Limited Amenities
- 2 Limited Public Access to the Waterfront
- 3 Conference Centre / Hotel (Closed)
- 4 Local Pub (Closed)
- 5 Schooner House
- 6 Vacant Waterfront Site
- 7 Incomplete Breakwater
- 8 Single Family Residential
- 9 Main Road with Limited / Dangerous Pedestrian Access
- 10 A Shoreline with limited Marine Life and Diversity
- 11 Remote Tennis Courts
- 12 Undeveloped Property

The Past Vision Reflects a Tourist Destination in a Rural Context

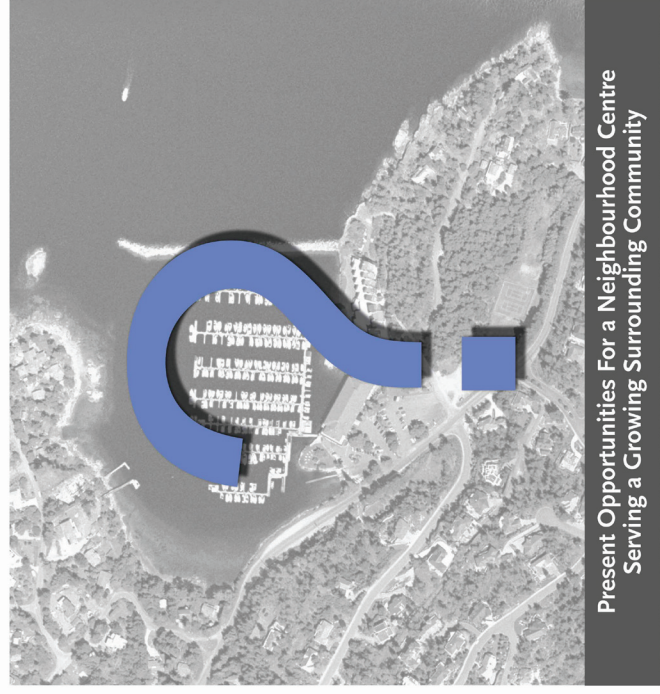
The hotel site was developed in the 1970s. The original vision for this site encompassed a larger resort hotel, conference centre and tourist destination. This vision was never fully realized and many of the underlying economic and land use decisions made at the time were in the context of a more rural location and a smaller projected surrounding population. Evidently, the original plans for the Schooner Cove site as outlined in the OCP were narrow in scope, reflective of an entirely different mandate and context.

Present Score Card

- Public Access and Enjoyment of the Waterfront
- Neighbourhood Shops & Village Amenities
- Residential Housing Choices, Diversity & Character
- Access & Quality of Sidewalks, Trails & Open Space

Limited & Incomplete

On May 14, 2008 we commenced a public consultation process to unveil the community's vision for Schooner Cove and understand the spirit of this remarkable site. The goal is to chart a new and fulfilling direction for this neighbourhood and envision a more vibrant and sustainable future for this site.



Present Opportunities For a Neighbourhood Centre Serving a Growing Surrounding Community

- 1 How can we fulfill the RDN's designation of this land as a neighbourhood centre within the regional growth strategy?
- 2 How do we manage this change?
- 3 What makes a great village and how can we create this village atmosphere?
- 4 How can we renew social vitality at the waterfront?
- 5 How can we provide increased public access to the waterfront?
- 6 What amenities will best serve the community?
- 7 What tourism opportunities exist / remain?
- 8 Can we create a new community heart for Nanoose and service the needs of the local residents?
- 9 How can services and amenities be improved for the marina to create a premier facility?
- 10 How can we best serve the needs of local boaters?
- 11 What measures can be implemented to enhance marine habitat?

Can we devise a better plan for the Schooner Cove neighbourhood?

The past vision for this neighbourhood is dated, does not embrace the full potential of this location and until now has remained the de-facto road map for the Nanoose Community. Today, Schooner Cove is designated as a neighbourhood centre for the surrounding Urban Containment areas of Fairwinds and Schooner Cove. We recognize the opportunity to pro actively manage change and rechart the course of Schooner Cove to serve the daily needs of the growing community that surrounds it.

Improved Score Card

- Public Access and Enjoyment of the Waterfront
- Neighbourhood Shops & Village Amenities
- Residential Housing Choices, Diversity & Character
- Access & Quality of Sidewalks, Trails & Open Space

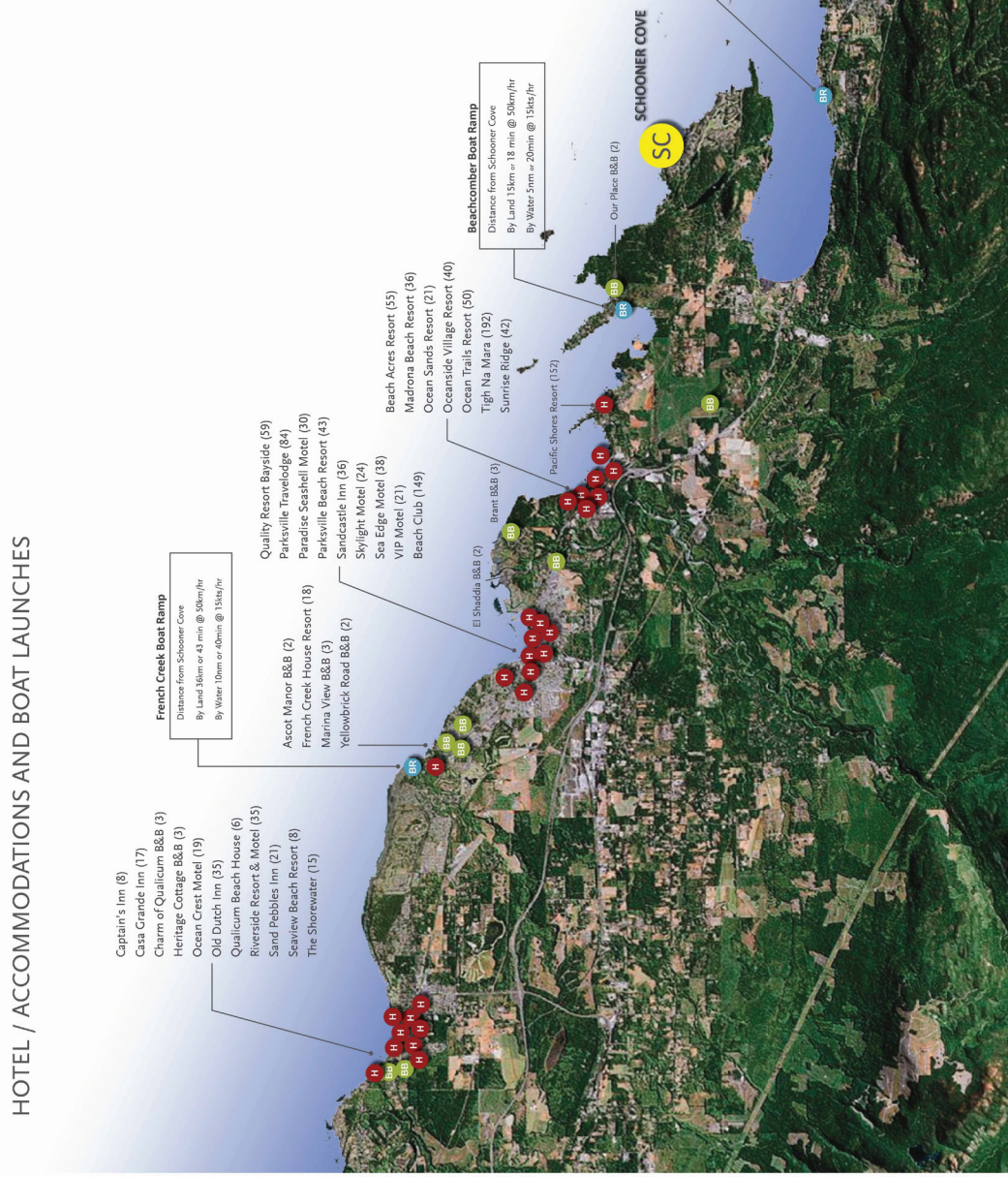
Diverse & Vibrant

Schooner Cove - Regional Context



AERIAL CONTEXT MAP

HOTEL / ACCOMMODATIONS AND BOAT LAUNCHES



Schooner Cove - Understanding the Site

DRAFT NEIGHBOURHOOD PLAN
Public Open House - No. 3
May 5th, 2009

STRUCTURING CONCEPTS

During the October 17th & 18th, 2008 Workshop sessions the Site was analyzed to unveil the characteristics of the land and possible patterns for development and Schooner Cove. Through a process of interactive working sessions with the community, three site structuring diagrams were developed.

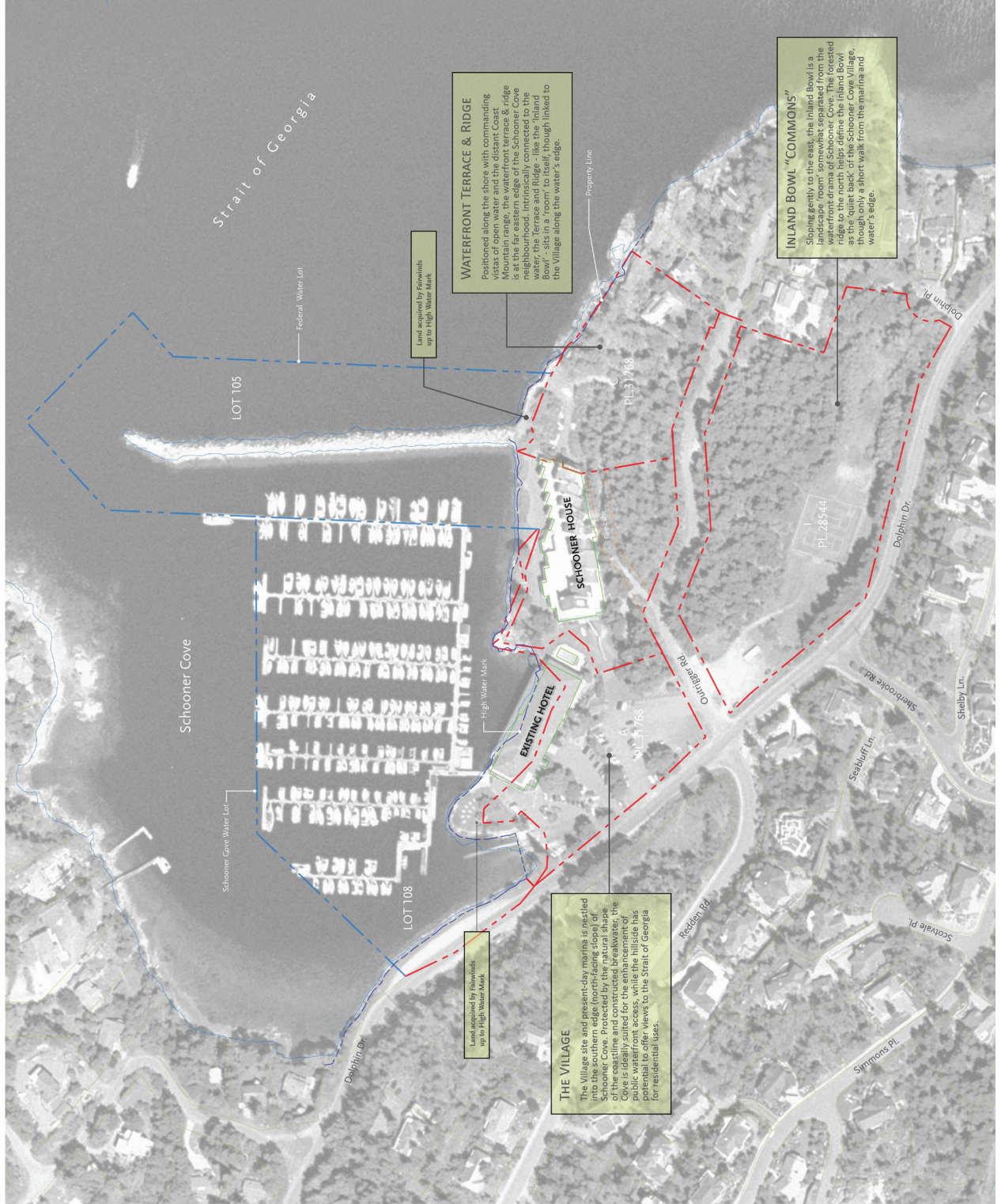
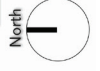
Structuring Concept #1 "Water's Edge Landing"



Structuring Concept #2 "Waterfront Village" (Preferred)



Structuring Concept #3 "Village High Street"



Schooner Cove - Waterfront Experience

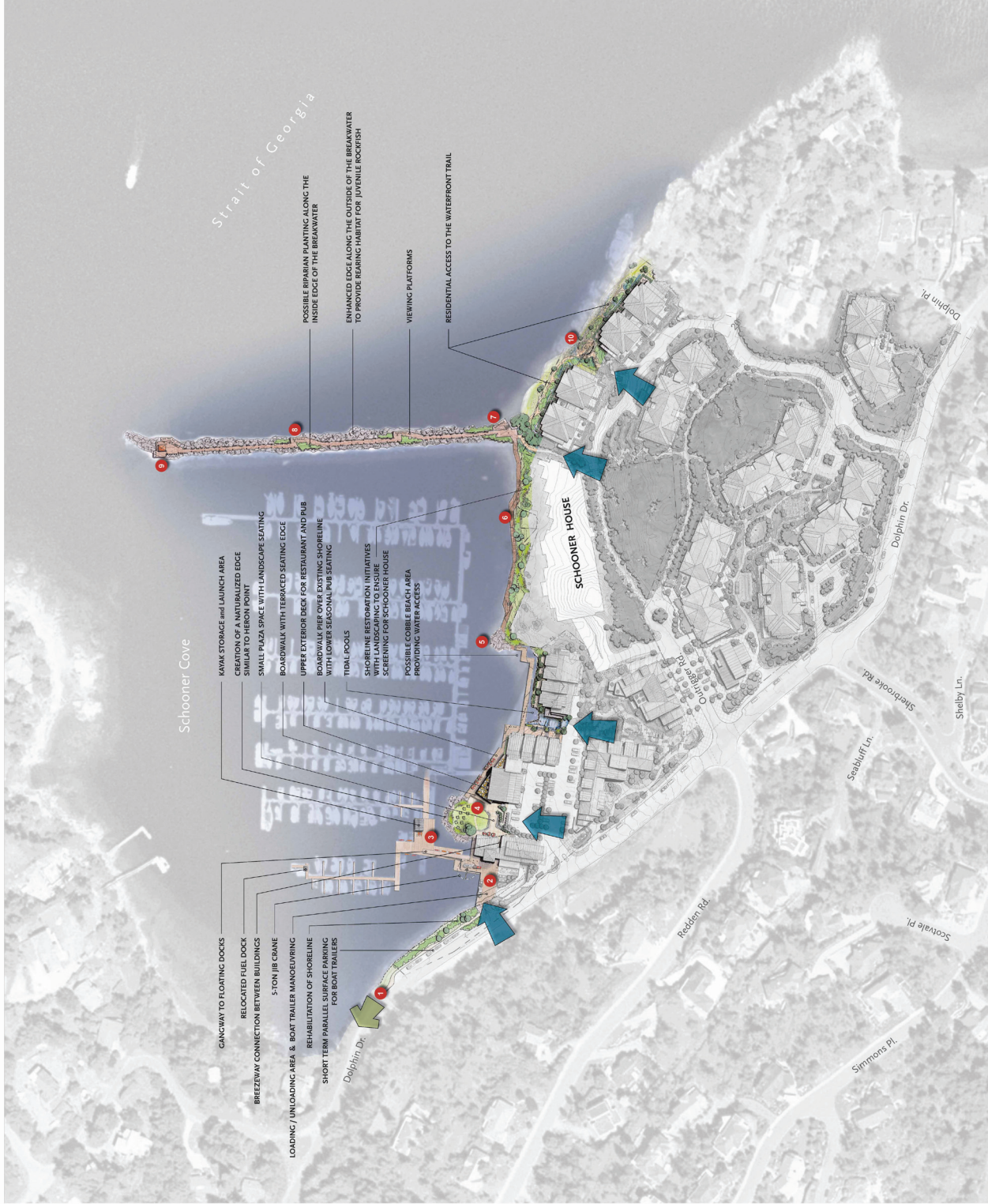
DRAFT NEIGHBOURHOOD PLAN

Public Open House - No. 3
May 5th, 2009

LEGEND

1. **Trail System Connection**
 - An opportunity to create pedestrian connections to the Lakes District and the greater Naroose community.
2. **Marina Wharf**
 - Strategies to revitalize marine habitat are being explored to improve the existing rip rap condition.
 - A 5 - Ton Jib Crane situated adjacent to the marina offices and amenities will provide for the launch and retrieval of boats.
 - A gangway is provided for pedestrian and kayak access to the docks and marine activity area. Several surface parking stalls are provided for loading / unloading within close proximity.
 - Underground marine parking is provided with close proximity to the docks and marina office.
3. **Marine Activity Dock**
 - Kayak / Boat Rentals, Outfitting and Tour Operators
 - Access to Private Boat Slips and Fuel Dock
4. **Village Point**
 - The point will be retained and revitalized as the physical and emotional heart of the community.
 - The design provides access to the water's edge around the point while providing opportunities for enhanced marine habitat.
 - Adjacent commercial uses will complement activities on the point and create an active waterfront village.
5. **Heron Point**
 - The existing rocky point will be retained and accessed by the waterfront boardwalk.
6. **Boardwalk**
 - Public access to the waterfront extends from the Marina Wharf out to the existing breakwater and will incorporate natural features such as Heron Point.
 - Locations to re-vegetate the shoreline and the creation of habitat for marine habitat and public access are being explored.
7. **Breakwater Landing**
 - The boardwalk will respond to and respect views from Schooner-House by locating the walking surface along the face of the rip-rap slope at a lower elevation.
 - A gathering place for viewing waterfront activities such as the "Yacht Club's" Race around the Rocks"
8. **Breakwater**
 - Enhancements to the existing breakwater are being explored to reduce wave action in the marina and provide a path / boardwalk on top.
 - Opportunities to rehabilitate the marine habitat along the shoreline edges are also being explored.
9. **Breakwater Pavilion**
 - A destination point and sheltered viewing area.
10. **Waterfront Commons**
 - A terraced gathering place on the water for outdoor BBQ's and small social events.

Access and Views to the Waterfront



Schooner Cove - Village Experience

DRAFT NEIGHBOURHOOD PLAN

Public Open House - No. 3
May 5th, 2009

LEGEND

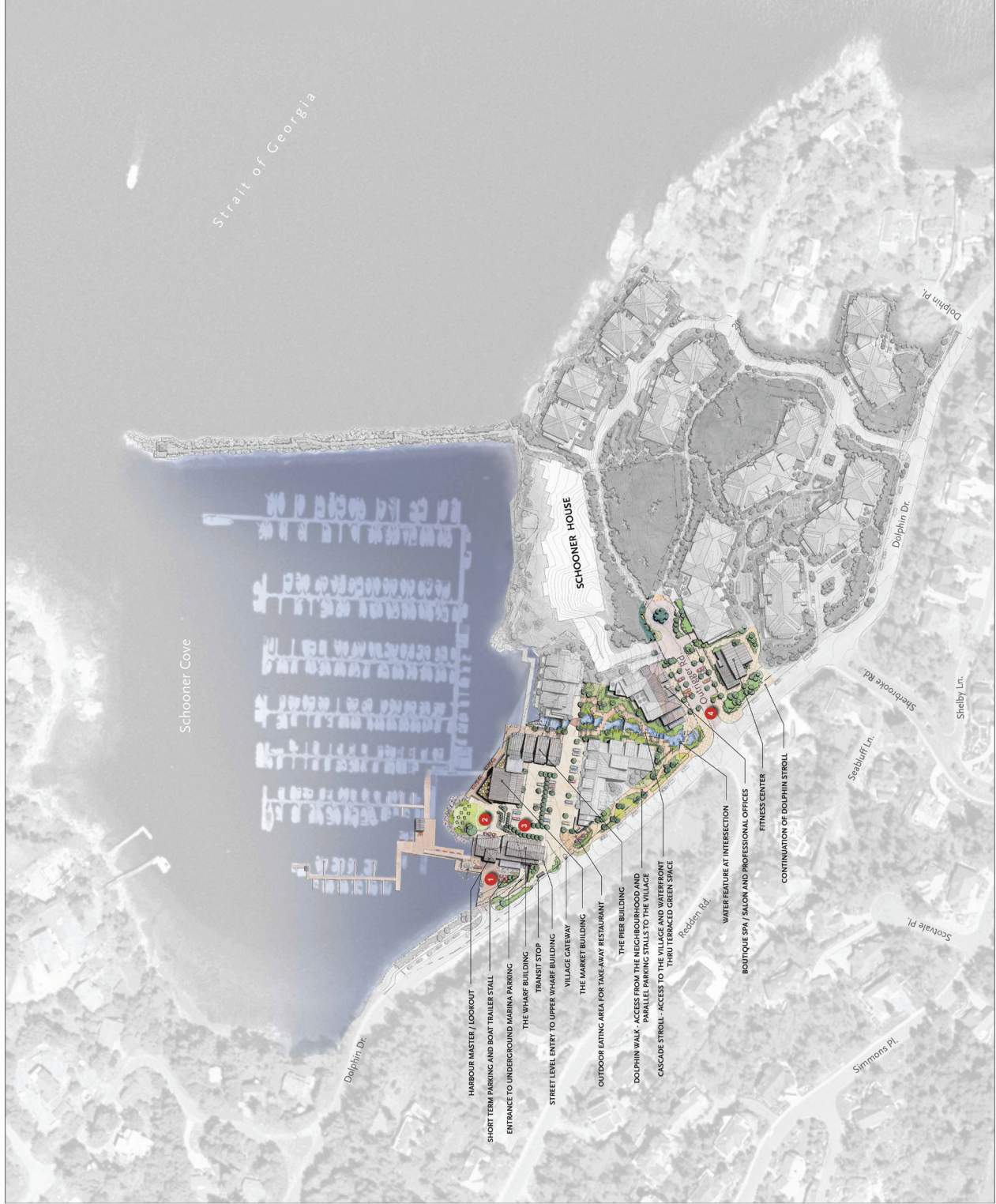
- 1 The Marina Wharf**

 - The primary vehicular access point for the marina from Dolphin Dr.
 - A staging area for loading and unloading activity complementary to the marina.
 - The operational heart of the marina.
 - Provides direct access to marina administrative offices and amenities.
 - Affords direct views and access to the marina docks from administrative offices.
 - The Job Crane location provides an opportunity to view a working element of the functional day to day operations of the marina from the Village Point.
- 2 The Village Point**

 - Maintains an open "green" on the water's edge.
 - Provides a physical anchor point on the water for the village.
 - Continues to function as the social heart of the community.
 - Provides flexible seating and event space.
 - The arrangement of landscape seating and stairs creates an informal amphitheater.
 - Buildings in the village are oriented and scaled to maintain the point as a sunny gathering spot on the water.
 - Waterfront commercial activities such as a market, pub/restaurant and bakery / cafe, engage the point and populate the village with retail activity.
- 3 The Village**

 - An inland court providing surface convenience parking provides direct access to commercial shops and the Village Point.
 - Overflow commercial parking is located below grade to minimize surface stalls and maintain a more intimate scale for the village.
 - Direct access to the Wharf building and the Quarterdeck multi-purpose space provides the marina and community an indoor event and gathering space.
 - Location for a take-away restaurant (i.e. sushi)
- 4 The Landing**

 - A commercial and community gateway at the intersection of Dolphin, Redden and Orrigger Rd.
 - The location of professional offices and wellness activities such as a boutique spa and fitness centre.
 - Landscaped open space connections create a pedestrian loop between the waterfront Village and the Landing.
 - Pathways and trails from the Commons and Waterfront provide a network of walking creating a natural activity node for the community.



Schooner Cove - Residential Experience

DRAFT NEIGHBOURHOOD PLAN

Public Open House - No. 3
May 5th, 2009

LEGEND

1 The Village

- 2 - 6 Storey Buildings
- A mix of Water view and Waterfront Condominiums
- The Village is characterized by stepped building forms responding to the sloping site.
- A landscaped spine with water features and terraced gardens provides an open space system for the residential units and the neighbourhood.
- The reduced scale of buildings complements the village atmosphere.
- Residential units are oriented to maximize the views to the water and are designed to create physical and visual waterfront connections.
- Building faces angle away from Dolphin Drive and are enhanced further with landscaping thus minimizing their visual impact from the road and sound transmission.

2 The Commons

- 2 - 3 Storey Buildings
- A mix of Independent Service Living Units and Commons Condominiums.
- A vibrant internal garden experience with a public trail system offering a variety of programmed and flexible spaces for community activities.
- This trail system provides access to the Landing, Waterfront Village and the Boardwalk.

- Building faces angle away from Dolphin Drive and are enhanced further with landscaping thus minimizing their visual impact from the road, while providing opportunities for varied building forms and reduced sound transmission.
- Along the north edge of this neighbourhood, buildings are nestled into the sloping terrain while bordering the retained forest, providing forested views for residential units.

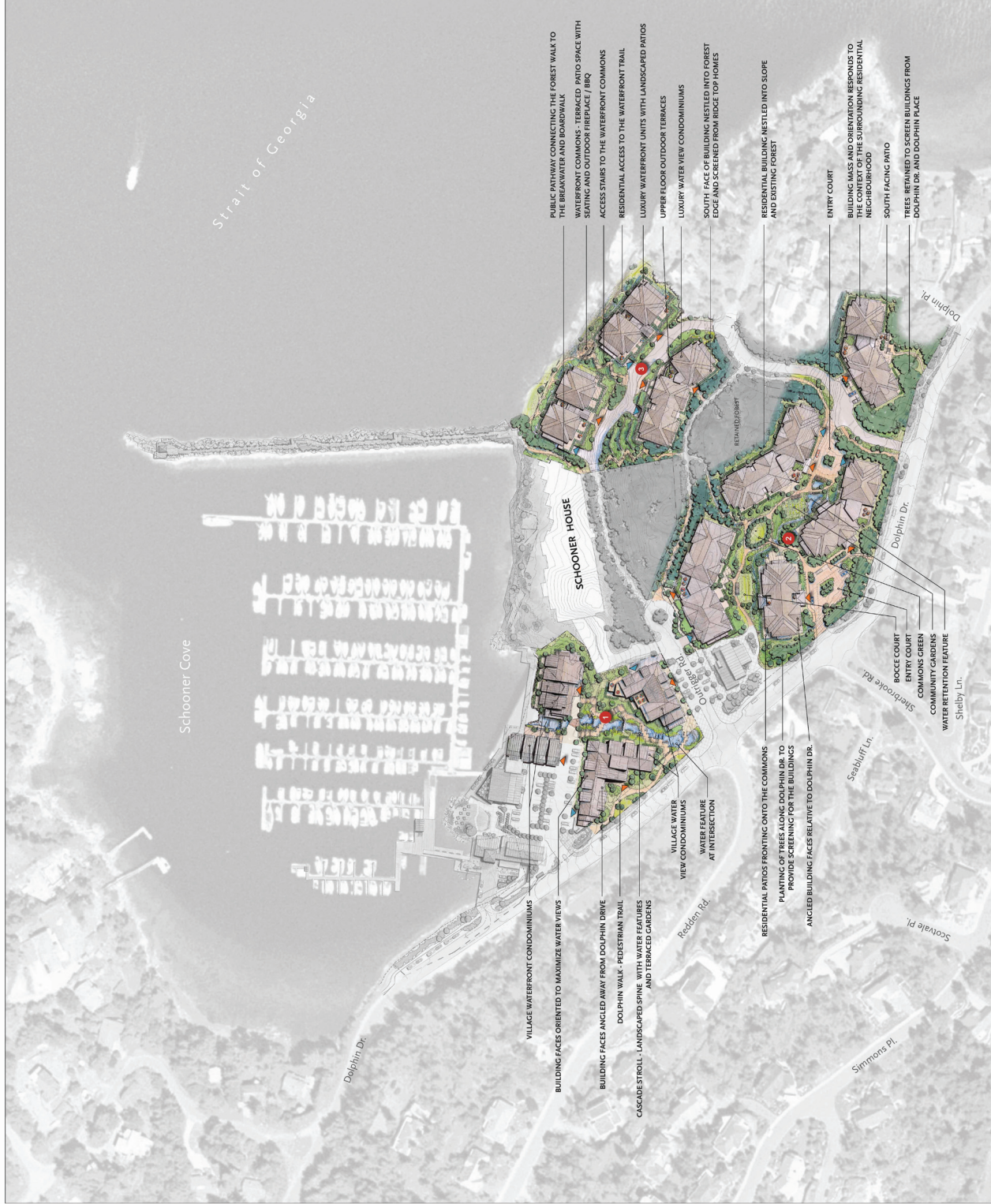
- The retained forest provides a natural backdrop for this neighbourhood when viewed from Dolphin Dr. and the ridge, allowing building massing to follow the existing treeline.

3 The Waterfront & Ridge

- 3 - 5 Storey Buildings
- A mix of Luxury Water View and Waterfront Condominiums with underground parking structures for residents.
- Buildings are built into a sloping site and are perched along / above the rocky shoreline.
- 2 smaller waterfront buildings create a view corridor for the building behind and a public access point to the waters edge.
- Connections to the village are provided thru the forest walk and waterfront boardwalk.

Main Entrance to Building

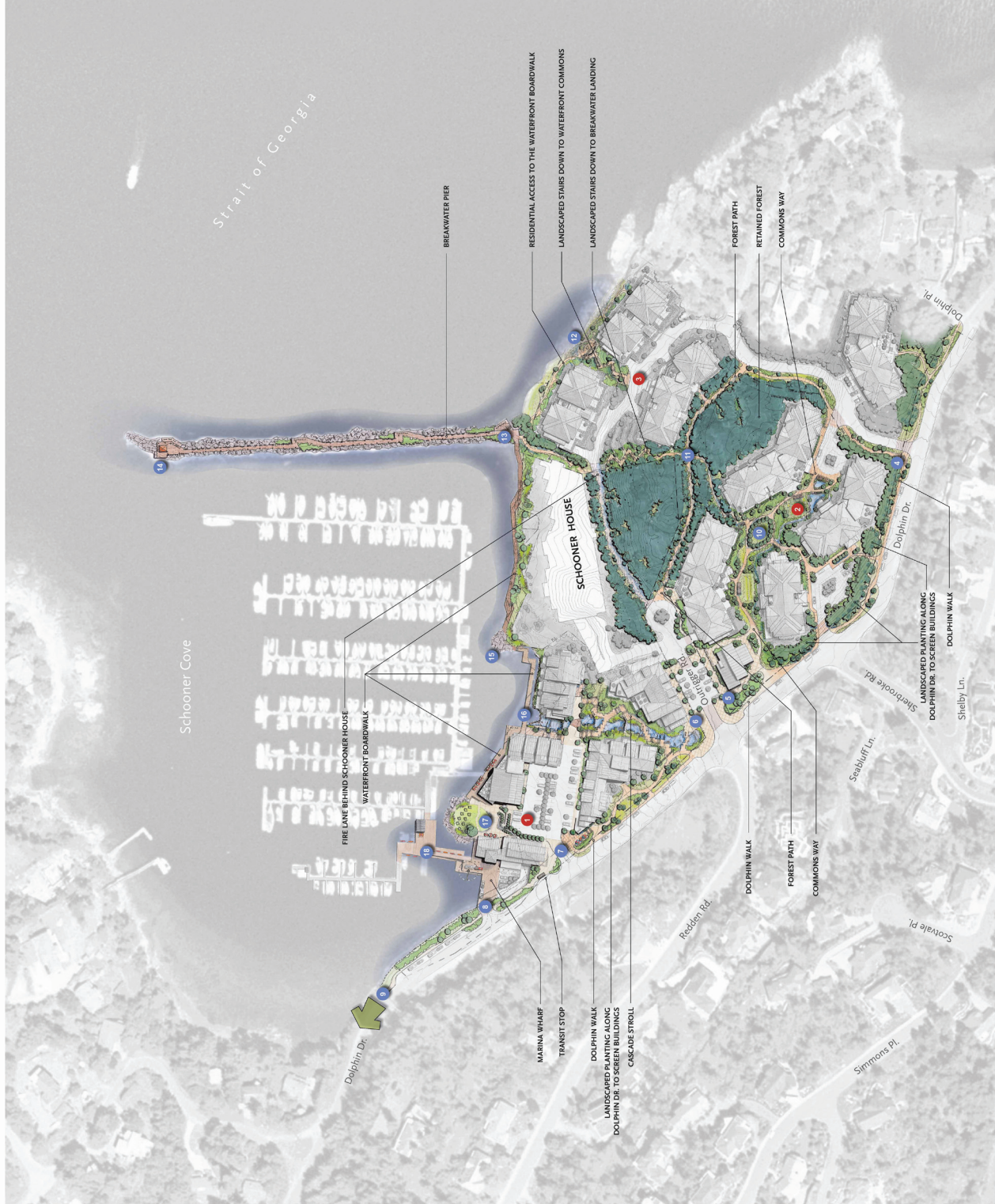
Parking Entrance



Schooner Cove - Pedestrian Circulation Patterns

LEGEND

- 1 The Village
 - 2 The Commons
 - 3 The Waterfront
- Circulation Nodes**
- 4 Dolphin Walk and Commons Way
 - 5 Fitness Centre
 - 6 Landing Plaza
 - 7 Village Gateway
 - 8 Marina Entry
 - 9 To Nanoose Bay Trail System
 - 10 Commons Green
 - 11 Forest Clearing
 - 12 Waterfront Commons
 - 13 Breakwater Landing
 - 14 Breakwater Pavilion
 - 15 Heron Point
 - 16 Tidal Pools
 - 17 Village Plaza and Amphitheater
 - 18 Marina Docks



Schooner Cove - Vehicular Circulation and Parking

DRAFT NEIGHBOURHOOD PLAN

Public Open House - No. 3 May 5th, 2009

LEGEND

- 1 The Village Parking - (See Diagram)
 - 2 The Commons Parking - 366 Stalls (Res.)
 - 3 The Waterfront Parking - 172 Stalls
- Circulation Nodes**
- 4 New Residential Road Connection to Dolphin Dr.
 - 5 Auto Court Entrance to the Commons Residential
 - 6 New Pedestrian Crossing at Dolphin Dr. & Outrigger Rd.
 - 7 Village Gateway - New Entrance off Dolphin Dr.
 - 8 Marina Entry - New Entrance off Dolphin Dr.
 - 9 New Road for Adjacent Waterfront Residential Homes
 - 10 Fire Lane
 - 11 Outrigger Rd. - New Cul De Sac and Parking Entrances
- Entrance to Underground Parking

Parking Summary

OPUS International Consultants (BC) reviewed parking requirements at Schooner Cove with the following objectives:

To establish the parking supply in order to satisfy the planned development at Schooner Cove. The parking supply should be consistent with the vision of a sustainable, walkable, and highly livable mixed-use neighbourhood. A circulation plan needs to be developed to provide the necessary parking and healthy travel modes like walking, biking, and carpooling will be encouraged.

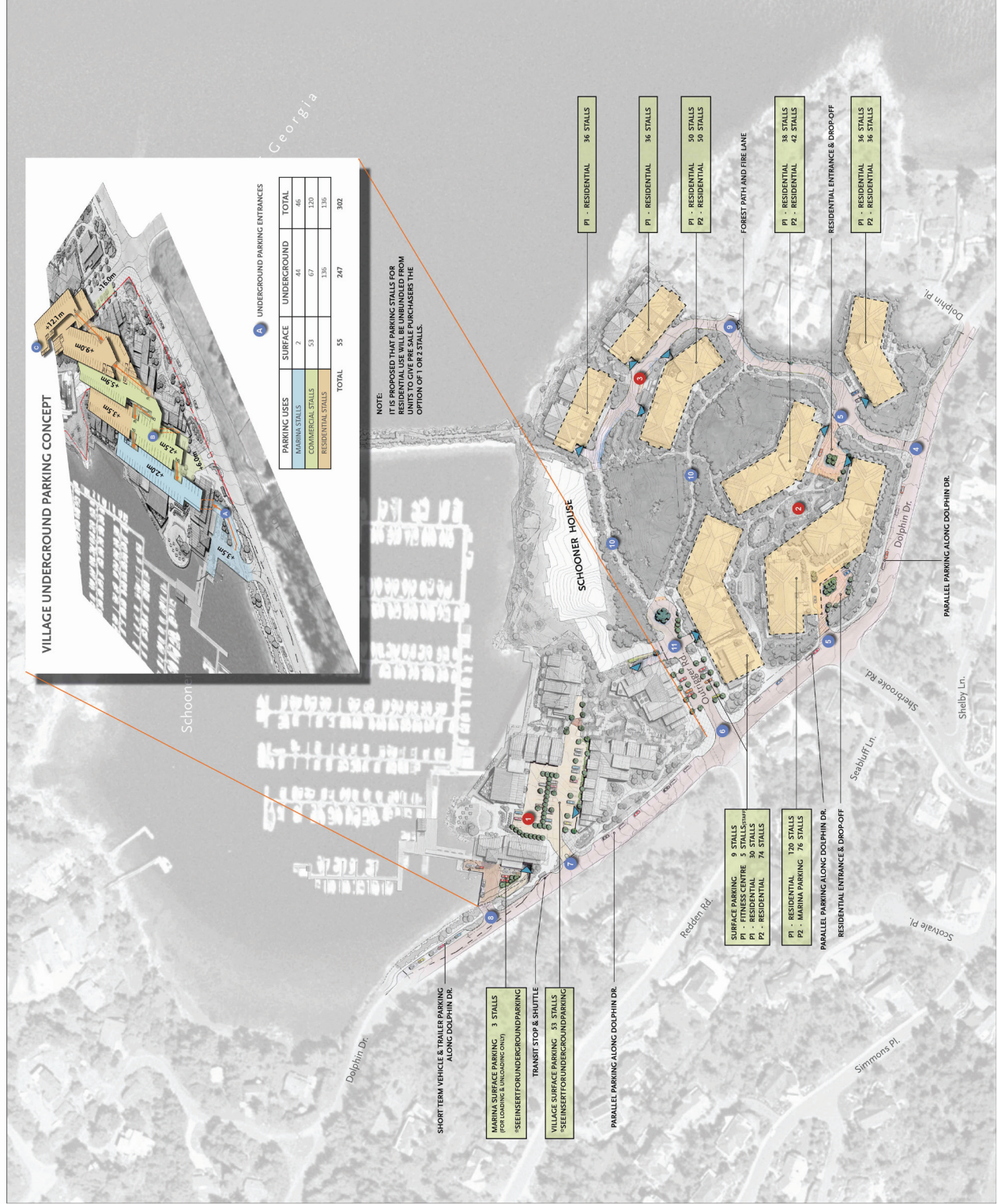
The required parking supply was established by taking into account the Schooner Cove concept and vision, namely as a stably oriented waterfront village that primarily serves the needs of local residents.

The parking analysis included

- Reviewing parking generation data specific to retail, office, and other commercial uses from the Ministry of Transportation, Institute of Transportation Engineers, and the Urban Land Institute;
- Researching parking requirements for other similar resort developments;
- Reviewing parking requirements specific to marina-oriented developments;
- Reviewing parking requirements for similar residential uses; and
- Additional sustainability-oriented considerations that may influence parking demand at Schooner Cove.

COMMERCIAL PARKING AND MARINA / BOAT TRAILER PARKING

To achieve an appropriate scale for the village while maintaining a high quality of life, the parking requirements were reviewed to reduce the amount of surface parking. Parking requirements are achieved through a combination of surface stalls and tiered underground parking integrated into the sloping site. Marina parking stalls are located along the waterfront and are designed to be accessible to long distance boat and trailer parking stalls. These stalls be handled at an off-site location. In the short to medium term this will remain on the "temis court" site. (prior to development)



Schooner Cove - Neighbourhood Plan

SCHOONER COVE
FAIRWINDS

DRAFT NEIGHBOURHOOD PLAN
Public Open House - No. 3
May 5th, 2009

LEGEND

- 1 The Village
- 2 The Commons
- 3 The Waterfront
- Water Lot Lease
- Property Lines
- H.W.M. - High Water Mark



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Schooner Cove - Village Plan

SCHOONER COVE



DRAFT NEIGHBOURHOOD PLAN

Public Open House - No. 3
May 5th, 2009

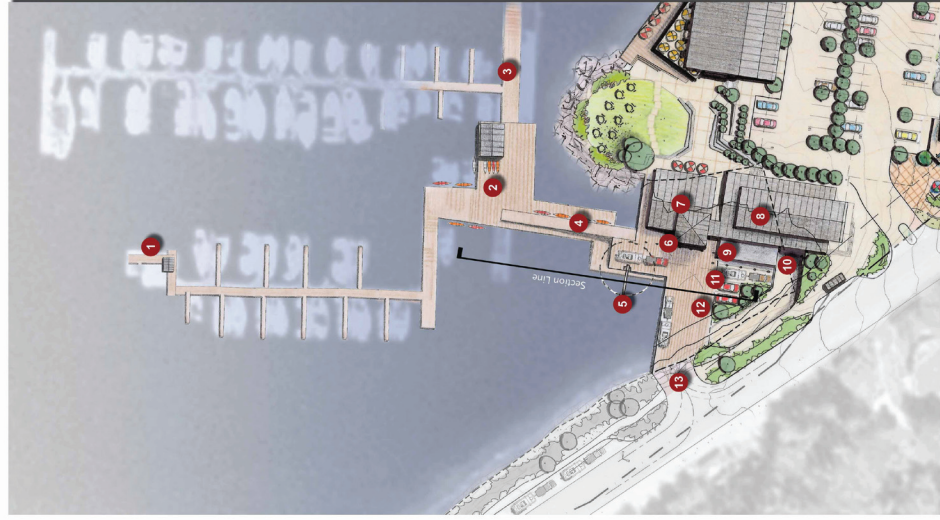
LEGEND

- 1** The Wharf Building
- 2** The Quarter Deck Multi Purpose Room and U.P.S. Store
 - Upper Floor
- 3** Marina Office and Store / Harbour Master Tower
 - Upper Floor
- 4** Marina Amenities
 - Main Floor
- 5** Beer and Wine Store
 - Main Floor
- 6** Bakery Cafe
 - Main Floor
- 7** The Market Building
- 8** The Market and Seasonal Dock Side Pub with Boardwalk Seating
 - Main Floor
- 9** Pub and Restaurant
 - Upper Floor
- 10** The Discovery Center Building
 - Main Floor
- 11** Discovery Center
 - Main Floor
- 12** Design Suite Condo
 - Upper Floor
- 13** The Village Gateway
- 14** Take Away Restaurant (i.e. Sushi)
 - Main Floor
- 15** The Landing
- 16** Boutique Spa and Salon - Main Floor
- 17** Professional and Medical Offices, and Naturopath
 - Main Floor
- 18** Fitness Centre
 - 2 Floors
- 19** Public Amenities
- 20** Water Feature
- 21** Cascade Stroll
- 22** Dolphin Walk
- 23** Outdoor Food and Beverage Seating
- 24** Transit Stop
- 25** Boat and Trailer Access
- 26** Jib Crane
- 27** Marina Access - Gangway
- 28** Village Point
- 29** Plaza with Amphitheater Seating
- 30** Boardwalk
- 31** Tidal Pools
- 32** Main Entrance to Building
- 33** Entrance to Underground Parking

Schooner Cove - Marina Experience

A Premier Facility Catering to Local Recreational Boaters.

The Schooner Cove planning process is focused on developing a comprehensive plan that will service and benefit a broad segment of the local community. The marina is, and will remain an integral part of the village experience and will continue to animate the waterfront.



The Wharf Building & Marina

Jib Crane

As part of the draft Neighbourhood Plan, a 5 tonne Jib Crane is proposed to replace the existing boat ramp. Due to the land intensive nature of boat ramps and the lack of a compelling business case, the jib crane will offer an alternative means to launch small boats that is more aligned with the development vision at Schooner Cove and the requirements of the marina.



Typical Jib Crane

Plan Key

- 1 Relocated Fuel Dock and Sanitary Pump (upgraded)
- 2 Activity Dock & kayak storage
- 3 Private Boat Slips
- 4 Gangway
- 5 Jib Crane
- 6 Marina Office Entrance
- 7 Marina Office and Store
- 8 Multi-Purpose Room "Quarter Deck" etc...
- 9 Marina Amenities (laundry, showers)
- 10 U/J Marina Parking Entrance
- 11 Marina Unloading Spaces (3)
- 12 Wharf
- 13 Dedicated Marina Entrance

Marina Enhancements

To achieve the desired amenities and superior level of service at Schooner Cove, the marina must coexist within the village in order to achieve a viable business plan. The redevelopment of the village site will revitalize the waterfront and create a vibrant public marine experience for boaters and non-boaters alike.

With the redevelopment of Schooner Cove, the following Marina amenities are envisioned:

- New relocated computerized fuel pump
- Upgraded marine sanitary pump station
- Marina office with view over berths
- Multi-purpose room (The "Quarter Deck")
- Marina supply store
- Washroom facilities
- Showers
- Lockers
- Kayak & canoe launch
- Valet service
- Tour operators
- Kayak rentals
- Dock side kayak storage
- Security gates
- Power & potable water at berths
- Tender storage at berths
- Concessions (cafe, pub, restaurant and beer/wine merchant)
- Short term unloading stalls (parking)
- Dedicated underground marina parking



Section Through Wharf @ Low Tide (note: all datum lines are geoidic)

Schooner Cove - Aerial Perspective

DRAFT NEIGHBOURHOOD PLAN Public Open House - No. 3 May 5th, 2009



* Artist Concept Sketch of the Draft Neighbourhood Plan

➤ Aerial View of Village

The proposed Village at Schooner Cove provides the residents of Nanoose Bay with a vibrant access point to the waters edge and Marina. The enhancement of the existing point and the form and character of adjacent buildings provides the framework for a waterfront village that is active, functional and accessible. The proposed plan reinforces this location as the physical and emotional heart of the community.

➤ Key Plan



Schooner Cove - Village Green Perspective

SCHOONER COVE



DRAFT NEIGHBOURHOOD PLAN

Public Open House - No. 3

May 5th, 2009



View Across Village Green Towards Marina

The arrival experience into the Village respects views over the marina and into the Cove. Buildings situated on either side of the Village Green frame this view and provide commercial activities to support and enrich the waterfront experience. The Market Building to the right, houses amenities such as a grocer, restaurant and pub, while the Wharf Building to the left incorporates a bakery/cafe, marina office and multipurpose room for community groups and other events.

Key Plan



* Artist Concept Sketch of the Draft Neighbourhood Plan

Schooner Cove - Building Form & Massing

Creating a Plan That “Fits”.

When considering the form, massing and placement of buildings, many design opportunities and constraints need to be analyzed. The complexities associated with a project like Schooner Cove demands not only an understanding of the site, views, climate, functional program, demographics, economics and district regulations, but also the relationships between them and potential opportunities for synergies.

Some key guiding principles leading to the development of the draft plan for Schooner Cove include:

- Building placement and form should respond to the existing topography and responds to natural site features.
- Existing vegetation should be used to screen development and help define smaller neighbourhood clusters.

- Building placement should reinforce or create views to the water.
- Limit building height and/or locate taller buildings or elements in areas that will minimally impact views.
- Orient buildings to maximize sun exposure onto public gathering and activity areas.
- Break down larger roof areas into smaller elements to give the development a finely scaled texture when viewed from above.
- The scale of buildings should reflect a smaller village atmosphere.



Existing View - Autumn 2008



Note: A storey is shown as 10' (3m) for building massing.

View of Draft Neighbourhood Plan - May 2009

DRAFT NEIGHBOURHOOD PLAN

Public Open House - No. 3
May 5th, 2009



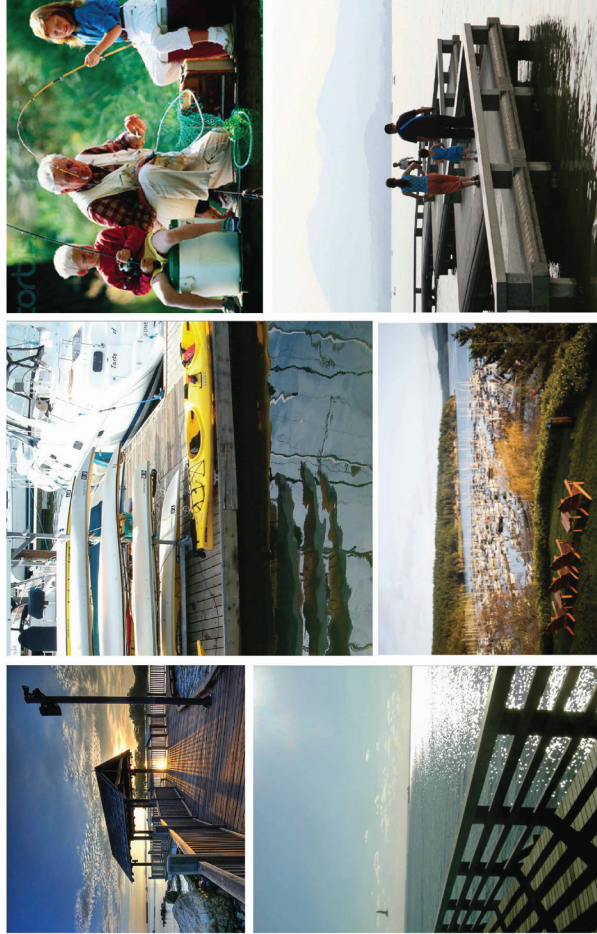
View Analysis

On April 28, 2009 a draft view analysis from 22 locations was presented to residents of Schooner Ridge who had responded to our invitation to participate. 3 dimensional modelling, photography and GPS coordinates were used to create before and after composites of the draft Neighbourhood Plan. This ongoing study has provided important feedback that will inform the form and massing of the development and ensure that the plan compliments the site and community.

Schooner Cove - Diverse & Vibrant

SCHOONER COVE
FAIRWINDS

Public Access and Enjoyment of the Waterfront



Neighbourhood Shops & Village Amenities



Residential Housing Choices, Diversity & Character



Access & Quality of Sidewalks, Trails & Open Space



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Towards a Sustainable Fairwinds

LINKAGES

In planning for future growth consistent with the RDN's Regional Growth Strategy, the draft Neighbourhood Plans combine the respective strengths of the Lakes District and Schooner Cove through design principles to create a more complete and sustainable community for Nanoose Bay.



Walkable Neighbourhoods & Sense of Place

The draft Plans establish distinct neighbourhoods by responding to the natural landscape, creating "outdoor rooms" that cultivate an authentic Spirit of Place. Each neighbourhood has been structured around community gathering areas and linked via a network of public pathways to form a coherent, pedestrian-scale experience.



Public Parks & Trails

An expansive green network within The Lakes District provides a greater range of site-sensitive recreational experiences serving as a natural legacy for the community. Public parklands will enhance management of environmentally sensitive areas, including a robust network of trails designed to link community destinations while raising environmental stewardship values through a program of interpretive signage.



A Waterfront Village Heart

In addition to providing neighbourhood shops and services, the mixed-use village at Schooner Cove will introduce housing options to accommodate a greater range of lifestyles and life stages. The village will provide Nanoose Bay residents with a community heart on the waterfront with strong connection to the marine environment.



Circulation & Access

The extension of Schooner Cove Drive as a community pathway through the Lakes District provides a new neighbourhood access and front door to Schooner Cove.



SCHOONER COVE COMMENT FORM

Open House participants could complete the two-sided form below and at right either at the event, or submit it to Fairwinds by May 27. Comment forms were still accepted until June 1.

Welcome to Public Open House #3

draft Schooner Cove Neighbourhood Plan



This Open House presents a comprehensive *draft* Neighbourhood Plan for Schooner Cove, an RDN designated urban growth area. The draft Plan is the result of a year-long public planning process involving extensive community consultation, a multi-disciplinary planning team and work with the RDN.

Please take a few moments to provide your comments.

1. Does the proposed Village structure & commercial mix meet locals' future daily needs? Provide a vibrant community gathering place? _____

2. Does the proposed public waterfront with associated boardwalks, trails, and shoreline restoration provide a revitalized experience for boaters and non-boaters? _____

3. Does the proposed mix of housing respond to the terrain? Meet Nanoose Bay's future needs for growth and for accommodating a range of lifestyles and life stages? _____

Are there additional elements that the Plan could address? _____

Do the proposed marina amenities including the new harbour building, jib crane and dedicated underground parking meet boaters' future needs? _____

Are there further housing concerns that the Plan could address? _____

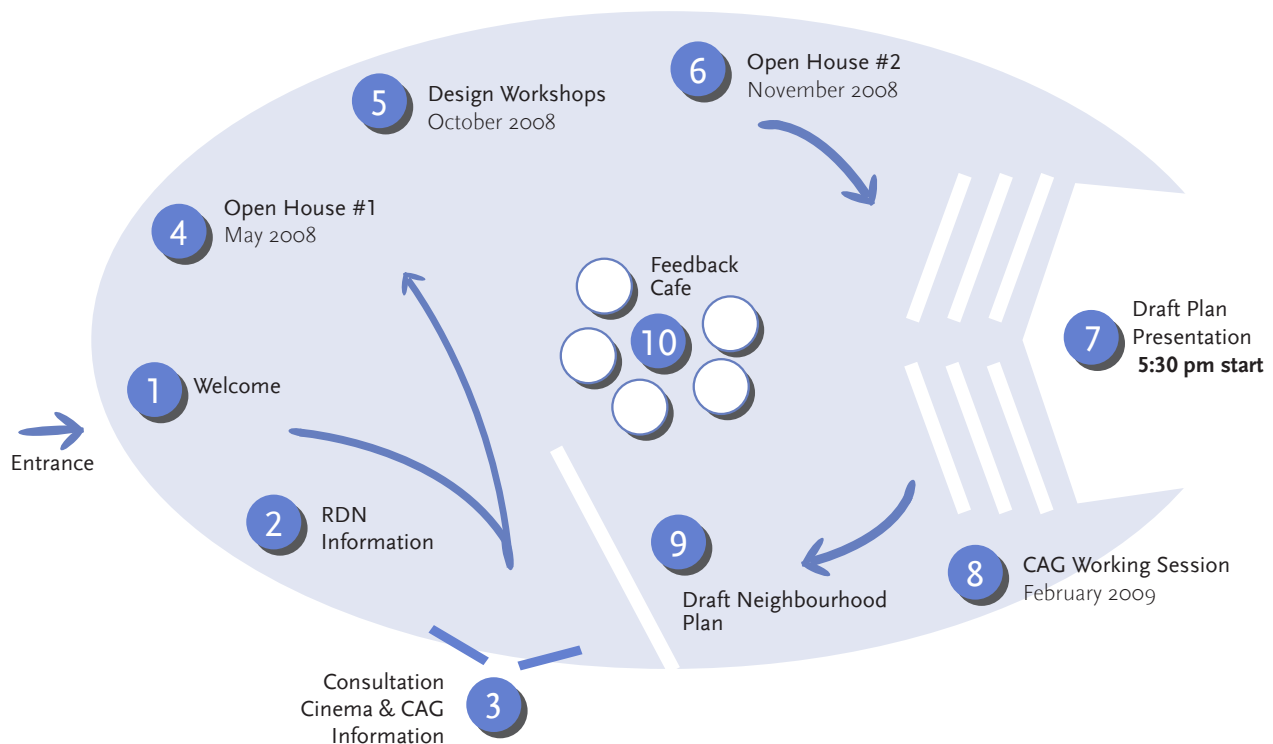
Please submit your comments by **Wednesday, May 27, 2009** to:
Fairwinds Administration Office, Fairwinds Centre, 3455 Fairwinds Drive, Nanoose Bay, BC V9P 9K6
T : 250.468.7054 | F : 250.468.9840 | E : rsax@fairwinds.ca

If you have any questions about the Neighbourhood Plan process, contact the RDN Planning Department:
T : 250.390.6510 | E : scormie@rdn.bc.ca.

Open House Format

The **Open House format** is comprised of a series of stations for public consultation milestones to date. This is to provide first-time attendees as well as returning residents with all of the information which has contributed to the draft plan.

Proceed in a clockwise direction around Nanoose Place to view the materials in chronological order.



The information at this Open House is also available:

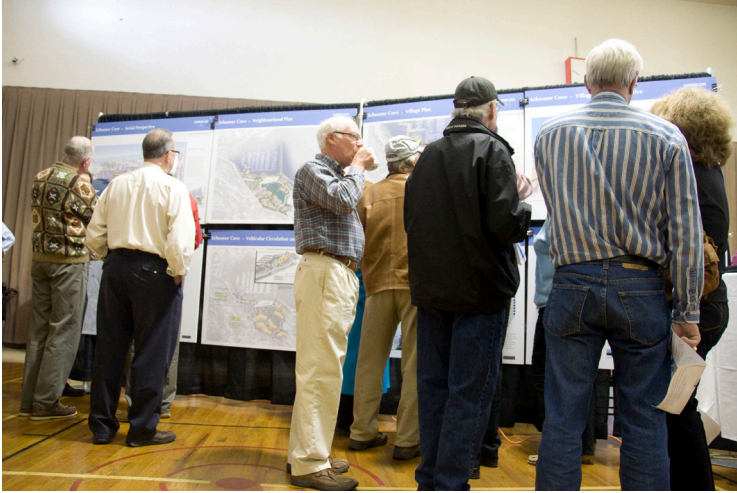
Online: www.fairwinds.ca/futuredevelopment

In hard copy at Fairwinds Centre, the Dockside Cafe & the Pro Shop at Fairwinds Golf Club

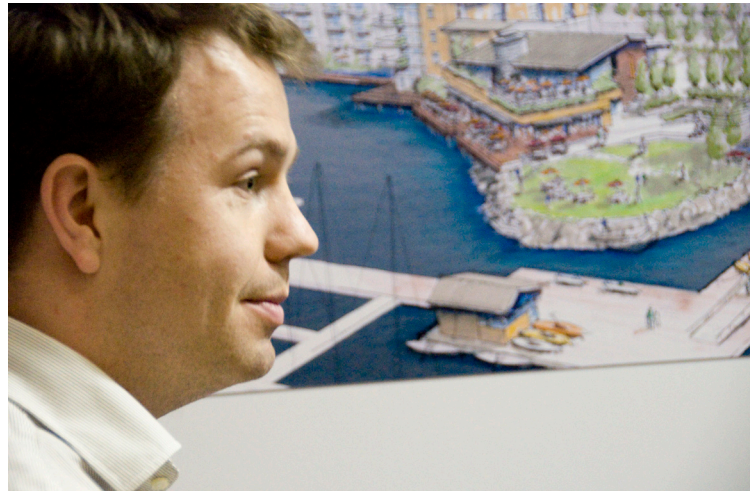
If you have questions the information or this feedback form, please contact Rebekah Sax
F : 250.468.9840 | T : 250.469.7054 | E: rsax@fairwinds.ca.

After this third Public Open House, you may comment on the draft Plan by:
providing written comments to Chuck Brook, Project Facilitator, Brook + Associates at cbrook@brookdev.com or fax: 604.731.9075;
contacting a Community Advisory Group member;
providing written comments to the RDN; and address the RDN Board at the Public Hearing.

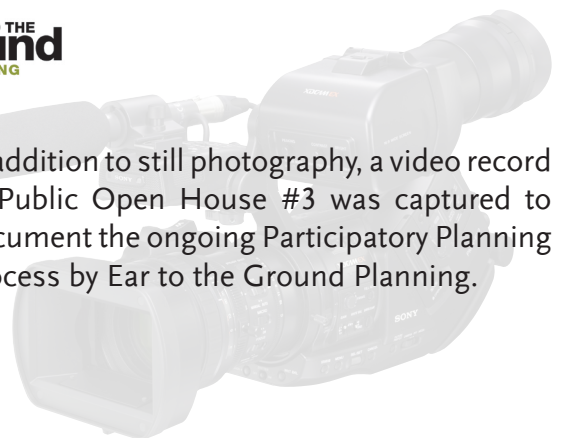
EVENT PHOTOS



EVENT PHOTOS



In addition to still photography, a video record of Public Open House #3 was captured to document the ongoing Participatory Planning Process by Ear to the Ground Planning.





Brook + Associates Inc
Suite 410 – 535 Thurlow Street
Vancouver, BC V6E 3L2

www.brookdev.com
T 604 731 9053
F 604 731 9075

June 8, 2009

PUBLIC CONSULTATION REPORT

Re: **FAIRWINDS SCHOONER COVE OPEN HOUSE # 3 – MAY 5, 2009**

Executive Summary

On May 5, 2009, a third Public Open House was held at Nanoose Place to collect feedback from Nanoose Bay residents, interest groups and government agencies regarding the draft Neighbourhood Plan for future growth within the Fairwinds' Schooner Cove neighbourhood, a designated urban growth area under the Regional Growth Strategy. Comments and working sessions with the public, the Community Advisory Group (CAG) and RDN staff contributed to the preparation of the draft Neighbourhood Plan.

The background materials included: display boards from Open Houses 1 & 2 (May 14 & Nov 27, 2008); the results of three Public Design Workshops (Oct 3, 17 & 18, 2008) and the Community Advisory Group (CAG) working sessions (Feb 27 & 28, 2009); a documentary video of the draft Neighbourhood Planning Process to date; and, a context model of the existing Schooner Cove conditions.

In addition to these background materials, a comprehensive draft Neighbourhood Plan was presented and evaluated for Schooner Cove. The display board themes for draft plan components included 'The Village Experience', 'The Waterfront Experience', 'The Residential Experience', pedestrian & vehicular circulation patterns, building form & massing, and perspective renderings showing an interpretation of the draft Schooner Cove Neighbourhood Plan.

The Open House began with an informal period where background materials were displayed chronologically to show how the plan has evolved. Attendees moved at their own pace to view the information as well as discuss their ideas and opinions with members of the Planning Team and the CAG at each station. The evening's agenda then progressed to a presentation period begun by a CAG representative providing a summary of the CAG's experience in their role in the public consultation process for preparation of the draft Neighbourhood Plan. Lastly, the Planning Team presented the evolution of the draft Neighbourhood Plan in detail and responded to questions and comments from the audience.

Attendees were invited to fill out comment forms which evaluated the concepts presented in the proposed draft Neighbourhood Plan. A total of 277 people signed in to the Open House, with 42 comment forms received and 26 independent letter and email comment submissions.

Overall, the response to the comprehensive draft Neighbourhood Plan for Schooner Cove indicated a range of opinions both general and specific to the many and multifaceted elements of the draft plan. Many respondents felt that the Village would provide a vibrant community gathering place and that the improved access for the public to the waterfront would enhance non-boaters experience and enjoyment of Schooner Cove. The main concerns that arose included the proposed replacement of the boat ramp with a jib crane, marina parking and traffic, increased density and the impact of building heights on views from surrounding residences. There were also a range of both positive and negative comments regarding the mix of housing types and prices, and the commercial amenities proposed in the Village.

A summary of the comment form responses is included on page 4. A complete transcription of the comment forms and copies of the letter and email comment submissions are included in **Appendix A and B**.



1. SYNOPSIS:

This public consultation report:

- outlines the purpose of Open House #3;
- summarizes Open House #3 findings and event details;
- provides an overview of feedback; and
- includes a summary of comment forms received.

Purpose

The purpose of Open House #3 was to:

1. provide the community an opportunity to review the Draft Neighbourhood Plan developed for Schooner Cove;
2. give residents an opportunity to converse with the Planning Team, communicate ideas, and ask questions regarding the Neighbourhood Plan and the planning process; and
3. collect feedback from the community regarding the Draft Neighbourhood Plan and the planning process to date.

Format

Nanoose Place was used as the site of Open House #3 for Schooner Cove. Attendees registered (see sign-in sheets), and were guided through: display boards from Open Houses 1 & 2 (May 14 & Nov 27, 2008), the results of the series of Public Design Workshops (Oct 17 & 18th, 2008) and the Community Advisory Group (CAG) working sessions (Feb 27 & 28, 2009), a video demonstrating the operation of a jib crane, a documentary video of the neighbourhood planning process to date, and a context model of the existing Schooner Cove conditions.

In addition to these background materials, a comprehensive Draft Neighbourhood Plan was presented and evaluated for the Schooner Cove Neighbourhood. The Plan proposed a number of elements including: a Village Plan, Waterfront & Marina Experience Plan, a Neighbourhood Structure Plan, a Pedestrian & Vehicular Circulation Plan, Building Form & Massing Plans and Perspective Renderings for Schooner Cove.

Planning Team members at each display station engaged the attendees, answered questions, and discussed issues. Groupings of tables and chairs were also placed throughout the room for attendees to sit, discuss, and fill out comment sheets as desired.

The agenda for the open house session included: an informal 'self-guided tour' viewing of materials and sharing of ideas, a presentation by a CAG representative on the participatory public consultation process, a presentation by a Planning Team member providing the details of how the plan has been developed and its elements, and, lastly, a question/comment period for attendees with responses from the Planning Team.

Findings

Once Open House attendees had reviewed the proposed Draft Neighbourhood Plan, and had an opportunity to submit comments. The overall results of the Public Open House are summarized in the table below. For more detailed response information, please refer to the Feedback section on page 4. For a complete transcription of all the comment forms and independent letter and email comments submitted, please refer to Appendix A and B.



Fairwinds Schooner Cove Public Open House #3, May 5, 2008

Quick Facts

| | |
|--|-----|
| # of Attendees | 277 |
| # of Completed Comment Forms | 42 |
| # of Independent Comments (letters & emails) | 26 |

Next Steps

Following Open House # 3, the Planning Team will prepare the draft Neighborhood Plans for both Schooner Cove and The Lakes District with community input and in compliance with the RDN Regional Growth Strategy, to be considered by the RDN in an amendment to the Official Community Plan. The Planning Team will continue working with the Community Advisory Group, RDN staff and the public in accordance with the requirements of *The Local Government Act* to ensure the most favorable possible Neighborhood Plan for Schooner Cove.

2. DETAILS - OPEN HOUSE #3

Date: May 5, 2008

Time: 4:00 pm – 8:00 pm

Presentation at 5:30 pm

Location: Nanoose Place

2925 Northwest Bay Road, Nanoose Bay, BC

Notification: Open House Flyers – flyers were sent to every residential and commercial mail box in Nanoose Bay via a Canada Post mail drop.

Newspaper Ads – advertisements were placed in:

Harbour City Star

Nanaimo News Bulletin

Nanoose Business Directory

Oceanside Star

Parksville-Qualicum Beach News

Email Invitations – emails were sent to the Regional District of Nanaimo, stakeholder groups, and members of the community who attended previous Open Houses and design workshops, and specific individuals who had asked to be contacted for upcoming events.

Open House Posters – posters were displayed around Fairwinds (Fairwinds Centre, Fairwinds Clubhouse, Fairwinds Pro Shop, Schooner Cove Marina, and Dockside Café) and Nanoose Place.

Radio – announcement on local radio during the “community events” broadcasts.

On-line – advertisement copy placed on websites: www.harbourliving.ca and www.fairwinds.ca

Attendees: 277



Project Team in Attendance:

Russell Tibbles, Bentall
Rebekah Sax, Fairwinds Community & Resort
Paul Fenske, Ekistics Town Planning Inc.
Karly Henney, Ekistics Town Planning Inc.
Hale Jones-Cox, Ekistics Town Planning Inc.
Alistair Arnold, Ekistics Town Planning Inc.
Chuck Brook, Brook + Associates Inc.
John Frantz, Ear to the Ground Planning
Mark Blackwood, Arris Architecture
Douglas Winter, Arris Architecture

RDN Elected Officials & Staff present:

George Holme, Electoral Area 'E' Director
Geoff Garbutt, Manager, Current Planning
Susan Cormie, Senior Planner
Frank Van Eynde, Alternate Electoral Area 'E' Director.

Associations and Stakeholder Groups represented:

Electoral Area 'E' Parks & Open Space Committee
Fairwinds Community Advisory Group (CAG)
Fairwinds Community Association (FCA)
Fairwinds Golf Society
Nanoose Naturalists
Northwest Nanoose Property Owners and Residents Association (NPORA)
Schooner Cove Yacht Club (SCYC)

3. FEEDBACK

A comment form was prepared to receive feedback on the Schooner Cove Draft Neighbourhood Plan. The comment forms posed a number of questions regarding the proposed Village Structure (commercial mix), waterfront walkway and trail network, marina amenities, and residential structure proposed in the Draft Neighbourhood Plan.

In all, 42 comment forms, 18 emails and 8 letters of general comments were received. Some of the forms were collected at the Open House while the remainder were emailed and faxed to Fairwinds Community & Resort and then relayed to Brook + Associates for transcription and inclusion in this public consultation report.

Responses to each question on the comment forms are summarized below. In addition, the main themes that arose from the emails & letters pertaining to specific comment form questions are included in the analysis below.

Complete transcriptions of all comment forms received are attached in Appendix A.

Copies of the letters and emails received are attached in Appendix B.

Schooner Cove Comment Forms (42 total)

1 A. "Does the proposed Village structure and commercial mix meet locals' future daily needs? Provide a vibrant gathering place?" (35 responses)

Twenty-two responses were positive to the above question, stating that the proposed Village structure will provide a "focal point" and "tremendous asset" to the community with the shops, walkways and public access to the waterfront. Two respondents were opposed to the plan and the remaining eleven provided a range of general comments and concerns. The main concerns raised in these comments included: the density of residential being perceived as too high, increased traffic congestion, too much commercial space, and the removal of the boat ramp. Seven people did not respond to the question.

1 B. "Are there additional elements that the Plan could address?" (32 responses)

Responses to this question were varied as respondents communicated a number of different topics (see list below). Some respondents recorded multiple suggestions or concerns in their answers..

Concerns:

- Increased traffic – 3 comments
- Demand on water supply & sewage – 3 comments
- Removal of the boat ramp – 2 comments
- Residential density perceived as too high – 2 comments
- Noise restrictions (outdoor music)
- Impact on bird life (boardwalk on breakwater)
- Economic viability of village shops
- Golf cart access to Schooner Cove

Additional elements suggested:

- More parking at the marina – 2 comments
- Roof top gardens – 2 comments
- "Green" building & energy-reducing techniques – 2 comments
- Canoe / kayak launching area
- Replace boat ramp with crane
- Information area
- Arts & crafts retail shops
- Golf course access to village
- Amenities for children



- Bike rental
- Pub
- Community transport
- Tennis courts and parks
- Park benches and picnic tables
- Large balconies and patios (residential)
- Roof top gardens

Ten respondents did not have any further suggestions.

2. A) “Does the proposed public waterfront with associated boardwalks, trails, and shoreline restoration provide a revitalized experience for boaters and non-boaters?” (32 responses)

Over half (23) of the respondents recorded a positive answer to this question. Many were pleased that the waterfront would be opened up to the entire community and public for enjoying the view and walks along the water. Four of these respondents suggested that while the plan provides a revitalized experience for non-boaters, there is concern that some boaters’ experiences would be diminished, due to the removal of the boat ramp limiting boaters’ access to the water and increased costs of marina services. Those who responded negatively or neutral with some concerns to the question (9) cited the lack of a boat ramp for water access and not enough close parking, as reasons why they believe their experience would be worsened. Also included in those responses were concerns about the maintenance of the boardwalk and wildlife on the breakwater. Ten comment forms did not include a response to the question.

2. B) “Do the proposed marina amenities including the new harbor building, jib crane and dedicated underground parking meet boaters future needs?” (34 responses)

The majority of respondents (21) replied negatively to this question, for reasons similar to those stated in the previous comment form questions, namely the lack of a boat ramp, adequate parking and associated marina concerns. The list below provides a summary of the main topics of concern for boaters:

- **Jib crane** – 10 comments
 - insufficient replacement for boat ramp
 - potential for line-ups, operation outside staffing hours, does not accommodate boats > 10,000 lbs (5 tons)
- **Boat ramp** – 8 comments
 - oppose removal of the boat ramp
- **Marina Parking** – 7 comments
 - lack of adequate and close access to parking for loading / packing
 - parking cost

There were seven positive responses that included comments on the efficiency of underground parking, the design of the jib crane and overall improvements to existing marina amenities. Three people responded that they had no comment since they were not boaters and another three responses included general comments and suggestions such as the desire for a free kayak launch, an emergency beaching area for potential disasters and to keep the marina at its’ present capacity. Eight people did not respond to the question.

3. A) “Does the proposed Housing Plan respond to the existing neighbourhood character and meet the community’s future needs for a range of lifestyles and life stages?” (28 responses)

Sixteen responses were positive to the above question, stating that the Housing Plan was “well done”, and will provide increased options for residents. The two main concerns raised in the negative responses (3) and some of the positive and neutral (9) responses were that the proposed density may be too high (6 comments) and the height may be too high / impacted views (3 comments). Two people mentioned the need to minimize the impact of development on the natural ecosystems and wildlife in the area. Five comments were made about the housing mix, with a general desire to see a range of mid to high-end condos included and a range of housing sizes. Fourteen people did not respond to the question.

3. B) “Are there additional housing concerns that the draft Plan could address?”

A majority of respondents (23) did not record additional housing concerns, either by stating “No” (4), providing a positive response about the overall Plan (3) or simply not responding to the question (16). Some common requests were made regarding community / public transit (2 comments) and providing housing for “aging-in-place” (2 comments). The remaining responses covered suggestions such as:

- Housing – dislike quarter share, request more high-end and less “low-end” units
- Less density
- More parks / green space
- Do not block trail access or views
- Ecotourism operator / retail for kayak and sailing
- Patio homes
- Replace tennis courts
- Opposition to using boat ramps elsewhere
- Employ more advanced concepts for green housing design (“net-zero”)

Complete transcriptions of all comment forms received are attached in **Appendix A**.

Independent Comments – Letters & Emails Submitted (26 total)

The letters (8) and emails (18) received contained a wide range of comments regarding the Draft Neighbourhood Plan for Schooner Cove and personal preferences for the proposed development of both the Lakes District and Schooner Cove Village. The main points covered in these comment submissions are included in the Feedback analysis section above. Copies of the letters and emails received are attached in **Appendix B**.

APPENDIX A

COMMENT FORM SUMMARY

(NOTE: The following responses were transcribed directly from the original comment forms collected at the Open House; however, minor grammatical errors have been corrected to ensure legibility.)

Red denotes answers that are partially correct due to illegibility.

1. A) Does the proposed Village structure and commercial mix meet locals' future daily needs? Provide a vibrant gathering place?

1. Yes I think it would be a tremendous asset to the community.
2. Yes! Yes! We support 110% what you have proposed. Lots of walkways around Village including out to breakwater. Lots of small shops like bakery, coffee shops, pub and restaurants. * Please include a free water access ramp or walkway for pedestrians to launch canoes and kayaks by hand/walking from a parking area above to the waterfront.
3. No – daily needs will be met by shopping off site so high density here will create more traffic. Vibrant community gathering place – yes.
4. No response
5. yes, but we would like to see a pool (new) and hot tub for boaters etc.
6. Yes – I feel that a high density area with amenities will help those who wish to simplify their lifestyle and also leave a lot of free area for parks, trails, etc.
7. The plan has too much commercial space to be viable. Rents must be low enough to enable retail prices to be competitive otherwise businesses will not survive e.g. A 7000 sq ft market is too large to meet immediate community needs. Paid parking and limited space precludes the gathering of folks living outside of the immediate village area. Given the location and the local facilities, the new housing would typically only suit retirees or empty nesters interested in either boating or golfing. Other segments of the population would opt to live closer to communities with a town center and facilities for children.
8. The community needs a focal point and this addresses that concern. Presently the community has no heart or body, just limbs!
9. Yes. As a member of the original workshop it is good to see a great many of the ideas developed into a plan that is neither overly ambitious, yet suitable for the Fairwinds community.
10. No Response
11. Yes
12. The village idea is nice, but too much is crammed in.
13. Yes. I would have liked to see a bit more commercial.
14. Yes it does. I would however watch that you do not assume a lot of traffic in commercial areas in the winter.
15. Many of these believed needs including a multipurpose room and fitness center already exist. Proper commercial services should be further analyzed to determine what is really needed. The medical outlet is an example of need.
16. Not if access to the waterfront is denied to perspective boaters by removing the ramp and packing. Many people come to the Schooner Cover area for the boating. The marina is the heart of the development.
17. No Response
18. NO Response
19. Yes, the direction seems great with water orientation and pedestrian friendly. It's not entirely clear how the village will attract people who live in the area have access through trails – to the village without having to get into a car! *bakery – very important, *pedestrian friendly [word is cut off] *fresh produce market would be great
20. Not anymore! It seems that the plan has evolved into far more condos and houses than originally planned and far less shops and amenities
21. No response
22. No response
23. Yes – hope the meeting place/hall will be used by lots of groups – meetings, parties, wedding receptions etc.
24. Yes I think it does. Note: the appearance of crane does not appeal to me. The boat ramp would look so much better in my opinion.
25. Yes, definitely sounds and looks exciting

26. We need an art gallery and concert hall and art classes. We have renowned artists living in Fairwinds. They can exhibit for purchase 30% of the sale. (50% can go to provide money for the Schooner Cove development Concert proceeds part will again pay. VIBRANT PLACE.
27. I am all for the building of a "seaside resort" plan for our community to promote growth but oppose the cost and removal of the boat ramp. I don't want my boat hoisted up by a sling. I want to be able to launch my boat at 5 am by using the current ramp and dock.
28. No Response
29. Yes
30. Yes absolutely. I like plan #3 which spreads out the commercial spots along Fairwinds drive (lessens congestion which could be a problem in plan #1.) Plan #2 is okay too!
31. Yes
32. Yes
33. Yes
34. I think that is possible, but it should be done without restricting access to the Marina.
35. 450 Units are by far too high a density for Schooner Cove, which is considered a center for RURAL living, NOT urban living. Current residents choose to purchase in Fairwinds and Nanoose Bay because they appreciate the natural beauty of the area. This does not include residential Towers
36. Yes Yes
37. Very Likely
38. It will provide a vibrant community gathering place if the hall facility is available at a reasonable cost. The commercial mix needs to be carefully considered so as to not be redundant. Follow the European style of getting daily needs met from i.e. a butcher, a baker, and an ice-cream maker!
39. Without a full-size supermarket, daily shopping trips outside the community will be required. How would it compare to Red Gap? Does it provide a vibrant community gathering place?
40. Yes
41. Yes, I think the mix will meet the needs of the residents and provide a special and vibrant gathering place. The new marina building, proposed meeting room/community hall, pub, small shops and other commercial enterprises will be a welcome addition assuming they are of a scale that can be supported by area residents. The density of dwelling units is a concern – I would like to see an architectural mock up to get a sense of building size, placement, and remaining open/green space. We certainly do not want a repeat of the Beach Club in Parksville.
42. Have you done a proper needs analysis? If so, what are our priorities? You need an experienced retail leasing manager to sublet the vendors. Quality vendors in response to needs analysis will = vibrant community.

1. B) Are there additional elements that the Plan could address?

1. I think all involved should press the RDN for a commitment to find, ... operate a new boat ramp for public use in the neighbourhood.
2. *free access to waterfront for canoe/kayak launching 24 hrs./day. Not via jib. This launch should not involve going down on to docks but should be independent.
3. Consider the economic viability of the "stores." Can they be supported by locals alone or do they need tourists – more traffic!
4. No response
5. Yes should define your proposal improvement to the marina. What amount of space is going to be allotted for power squadron, ... etc. is there going to be a charge for using the space as these organizations support
6. The major obstacles of course will be: water supply sewage in a high density area
7. Would there be noise restrictions that would preclude music in the open?
8. Center should have an information area, both for all residents but also is real estate center for all owners benefit.
9. At the open house, do not recall art or craft being mentioned. Perhaps 1 or 2 small retail shops could be incorporated.
10. NO Response
11. What will be the impact on bird-life if building the boardwalk includes the breakwater?
12. Please think outside the box when it comes to design. All the buildings are square and seem to hit you in the face. You are trying to blend with nature, which is not straight up and down like ticky tacky buildings in a row. Please also give people large balconies and patios. Roof top gardens would also green the area up a bit.
13. What brought the current residents to this area? For us: 1) Marina and its facilities 2) water view 3) Pub 4) hotel 5) minimum traffic 6) Peace and quiet 7) Golf Course

14. No Response
15. NO Response
16. No response
17. Are you trying to lower even further the membership of present fitness center?
18. No Response
19. Energy reduction and CO2 generation through geo-thermal, other low footprint techniques, is this site being designed to attract "tourists" (non-residents)?
20. No Response
21. I live on Schooner ridge and found a major design error that turned up was the lack of a golf course access for golf carts. With the growth of the village area there will be a need for access. Have any thoughts been given to this? There is a suitable access from the service road between Sinclair place and Rockhampton down to the path at the 13th Green.
22. Will there be amenities for children? I.e. a park with swings, sand, water play etc. There are many grandchildren here.
23. 10 ton crane would be much better. More Marina Parking!
24. I would really like you to consider keeping the boat ramp. I am very excited about the project and would love to purchase one of the condos. The boat ramp would make a real difference to us.
25. No Response
26. A bike rental on Marina Drive.
27. Put the Pub Back
28. After 30 years of using the boat ramp which I still use and hold a yearly pass number for, I would only like to see an improvement of two ramps for any day boaters. I have worked for the DND Canadian Forest in Nanoose Bay for the past 35 years, and we have several co workers who use the ramp and other facilities at Fairwinds/Schooner Cove Marina. Please don't take the Marina out of Schooner Cove.
29. The proposed marina office needs more and larger windows overlooking the docks as well as facing the road and breakwater. We have to be able to see boats approaching.
30. Community Transport? A van which could be used by residents instead of driving cars to the center. Walkers will walk, cyclists will cycle – drivers will drive!
31. Need more short term parking for unloading cars to provision boats at marina. Several cars are used and underground parking would be distant for unloading. I see three spots currently. Hope you monitor or meter to keep them short term.
32. Tennis courts, parks
33. Yes
34. The plan should address the fact that advertising for the Fairwinds area in the past and recent years included part of the amenities that are now proposed to be taken out.
35. Water, Sewage, and increased traffic are issues of concern. Present water is barely acceptable in Fairwinds. Traffic on Dolphin Road is already an issue of concern. Current RDN plan of 188 units seemed somewhat reasonable. 450 units are not a fit.
36. Expand Marina (more slips) and facilities
37. No Response
38. If there will be picnic table and park benches along the trails, that will be great.
39. The OCP specifies 188 additional units. The Fairwinds development plan should stay within the specifications of the DCP. The plan needs to address increased traffic and increased water demands.
40. Plan to pedestrianise the public areas as much as possible. Accessibility to the Island highway for travel to services not provided locally.
41. NO Response
42. There was no talk about recycle of existing pavement, buildings, etc. "Green" Themes – solar geothermal heating, rainwater collection, roof top gardens (see plan of Cook Street Village in Victoria). Use salt water for toilets Area water treatment at the cove (for domestic water)

2. A) Does the proposed public waterfront with associated boardwalks, trails, and shoreline restoration provide a revitalized experience for boaters and non-boaters?

1. A welcome addition
2. Yes, please provide lots of benches and seating areas. Also include walkway out on the breakwater similar to the walkway in Comox Harbour. A public pier for strolling, sitting, photograph, interpretation education and even fishing.
3. Non boaters yes, due to greater public access. Access for boating is not improved.

4. No Response
5. Yes, subject to environmental approvals for all authorities having jurisdiction in these matters
6. Yes
7. The shoreline walk would be nice but the Yaletown feel (as opposed to the Ganges feel) detracts from the present, more rural community feel of Schooner Cove.
The boating facilities are adequate now and the new plans do not add much other than the new, somewhat bulky buildings.
8. The more the waterfront is opened up the better for the entire community. Presently only a few can enjoy it.
9. Again, yes. Looking forward to being able to take a Sunday pm stroll or walk there for a coffee and pastry or dinner and a glass of wine at the pub. Open air ... is a great idea.
10. No Response
11. Yes
12. Yes. I like the concept of the walk on the break water wall. Water features through the village are also a nice feature.
13. Yes for non boaters. Does less than presently for boaters. Boaters will be paying a higher price for decreased services
14. Yes; it does. I especially like the ability to go along the waterfront, on foot. As far as a walkway on the breakwater, I suspect that will be based on what marine "life" is ... it
15. Damage to boardwalk especially along breakwater would need constant attention and would clutter the naturalism of the already developed area.
16. Again, How can a marina not have a boat ramp to provide access to water? This does not revitalize the boaters' experience, but shut it off.
17. No response
18. NO Response
19. The wildlife on the breakwater need to be recognized as having
20. NO!
21. No Response
22. It would appear that residents living with ocean views are against other residents enjoying such things, as boardwalks and a breakwater walk would enable many residents to enjoy the views
23. Yes. Trails and walkways will be best for exercise
24. Yes, I have heard many of our older friends indicate that they are ready to give up their big homes in the Fairwinds area and move into one of the condos.
25. No question it does provide the potential for a great new experience in the bay.
26. Yes.
27. No response
28. No Response
29. Yes!
30. I like it but am not a boater. I understand that there may not be access to the water for day boaters! This could be a problem
31. No Response
32. No we need the ramp
33. Yes
34. Rather than a revitalized experience for boaters it will create significant hardships for boats larger than 5 tons and the ability to access the marina with lack of close parking.
35. No Response
36. No see (1)
37. No Response
38. No, as planned it limits the experience of boaters because no ramp is planned. Non-boaters also enjoy watching boaters launching and returning an experience that would be denied them as well. It would be a major loss and step backwards reducing everyone's experience needlessly when there is room for it on a property of that size. This is a high priority.
39. Non boaters might appreciate the boardwalk along the waterfront. I would not expect boaters to be particularly interested in waterfront boardwalks and nearby trails.
40. Yes
41. Public access to the waterfront will be most welcome. It also presents an opportunity for educational programs or signage to help residents and visitors learn more about aquatic habitat. The ability to walk along the breakwater would enhance the experience for non-boaters.

42. Yes we need a place to “park” our bikes and cover from the rain. How do people from the east side of Fairwinds get there? You should be able to walk from the Golf Club to the Cove. Dolphin Drive needs to be widened to at least forum. Need sidewalk and bike path. See our diagram on the back.

2. B) Do the proposed marina amenities including the new harbour building, jib crane and dedicated underground parking meet boaters’ future needs?

1. I like the jib crane. The geometric design for internal vehicle movement will require finessing.
2. Yes – well done! *keep costs reasonable for launching boat from jib.
3. No improvement. How do early morning and late night fishermen load boats – if moving staff only there from 8 to 6 pm?
4. The lack of a proper boat launching ramp renders the marina weak and useless? A boat hoist is not the answer
5. I do not believe it does for day boaters, fishermen, etc. the line up to launch fishing boats will be enormous at various times and I understand there is not going to be any parking for boat trailers. Is there going to be a charge for parking your vehicle while you are away on your boat?
6. I am not a boater so I don’t know.
7. The loss of the boat ramp and associated parking has a negative impact for boaters other than those fortunate enough to have slips in the marina. The increased number of housing units that will have priority (over time) for a limited number of marina slips will mean that other boaters in the area will be forced to have trailerable boats and launch as required. The jib crane will work for those with marina slips but availability and parking issues mean that it will just not be practical for those with trailered boats.
8. Not a boater but keep the workings hidden as much as possible.
9. Pleased about underground parking. Not a boater so no comment.
10. NO! WE NEED THE BOAT RAMP!! No one wants a small crane for a small boat we launch 2-4 times a week!
- 11.N/A
12. NO!!!
13. Definitely not. Will be congested and expensive. Removing the boat launch will hurt the marina.
- 14.You should look at an “emergency” beaching area in case of a ... Disaster
15. I believe that the futuristic implication of a large crane is nice but inefficient causing needs such as well booked appointments and line-ups. Underground parking will lend to an even larger sediment download but is nonetheless efficient space usage.
- 16.Definitely not. Boat ramp is a necessity as is adequate parking and ramp access to the water. The parking needs be close to the ramp to the water
- 17.No seems to suit our signature needs
18. No Response
19. If you go this way then the dynamic of the harbour will change – as you will [illegible word] chase 80% of the boaters out of this area
20. No response
21. NO Response
22. No Response
23. Still concerned about enough parking for Marina users. Need to have close access to unload cars and then park cars for 1 day or more. Any chance for a 10 ton crane?? Still concerns about bigger power boat access by a crane.
24. Yes I am excited about the amenities. One concern I hear again and again is “what will this cost – increased moorage, cost of parking!
25. Big question!! Removal of boat ramp is a major concern – understand that parking is a big issue for the vehicles. Transporting boats. However, the same issue remains if a crane is installed – so why not maintain a ramp and simply request that all vehicles must be given to a personal location after accessing and using the ramp? This surely will be the case with the crane.
26. Not enough parking place for visitors. Do you plan space for trucks unloading boats and goods?
27. Absolutely not. There is no reason to remove the well used and adequate boat ramp. I strongly oppose the removal of this ramp.
28. No Response
29. No Response
30. sounds good.
31. See answer to 1B)
- 32.No



33. Yes
34. NO it does not. The jib crane won't handle many of the boats currently in the marina including mine. 1700 lbs. There is insufficient parking for people to access and supply their boats. There is insufficient parking for people waiting to access the proposed jib crane.
- 35.No Response
- 36.See (1A)
- 37.No leave the ramp. The one thing for bad relations
38. No! The present proposal is impractical. A marina in Nanoose bay needs boat ramp with walkway, launchability at lower tides and room to pack trailers and tow vehicles without "valet service." We ALL deserve accessibility.
39. I don't know.
40. Probably. Keep the marina at its present capacity.
41. Concerns remain regarding the ability of boats to use the proposed jib crane system. There are many people who have trailerable boats for weekend use, and this number will grow as the area is developed. Boat ramps are available at other sites. However launching at Schooner provides a different boating experience than launching at French Creek would (different fishing/prawning areas, more open and unprotected at French Creek, no nearby marine parks, etc.)
42. Jib crane needs to be a green color, not yellow. Need free kayak launch. Don't know what does your needs analysis tell you?

3. A) Does the proposed mix of housing respond to the terrain? Meet Nanoose Bay's future needs for growth and for accommodating a range of lifestyles and life stages?

1. The proposed design is certainly responsive to the terrain and will open a new dimension of opportunity for alternative living styles.
2. Yes, Yes. Well done. Keep buildings low and staggered to the terrain. Offer a mix of high end condos and mid priced condos where tennis courts are now.
3. The density is too great again causing high traffic. The mix is good – does our future need require this much density – no.
4. No Response
5. we think the density is too high and we would like to see it kept at 188 units as now recommended by RDN or by present zoning and we are very concerned about traffic, services, access, and egress, utilities, heights, rooflines, and most important that we retain our wonderful view.
6. Yes
7. The visual impact is that too many units have been crammed into a small area. Again, the Yaletown feel is not in keeping with the area. Half the number of proposed units would be a better solution, provide a more pleasing visual aspect and fit in better with the area. Whilst the water features etc. are nice they do not compensate for having so many units.
8. The center needs a vibrant community around it. The building must compliment the commercial center and not overwhelm it. Delicate balance.
9. Not sure about this. Presentation spoke of "affordable housing" but waterfront and this area is likely to remain comparatively cooperative. Needs to "fit" with other housing in the area. The lakes can provide more affordable housing.
10. No response
11. 6 Storeys is too high. 4 is acceptable.
12. I know life changes but I still think the condos should be mid to high-end. If you go too low it will bring all of Fairwinds down, which at the moment is a nice residential area.
13. Yes but feel that it is too high density
14. Yes it does. Have you looked at single family dwellings. For not necessarily low but reasonable priced condos around \$200,000 for 1000 sq. Feet?
15. No the projected community development will impede into the natural ecosystems of the "lake district" far too much. The "wildlife corridors" are proven to be inefficient for large mammals and the wildlife which residents are sharing the land with. The riparian zones are being infringed upon regardless of distance with factors such as cover reduction and downloading effects and edge effects of the fragmented forests.
16. No response
17. No Response
18. No Response
19. No Response
20. No Response



21. No Response
22. No Response
23. Yes – tiered look will be nice.
24. Yes I think it does. It will be interesting to see what the housing will look like, size, etc. (cost)
25. Hopefully... am interested in being part of this new living experience – need to know more regarding specifications and price levels.
26. Yes. Green Solution [Solar panels, wind – Green roofs, food composting, no plastic, all biodegradable, no water bottles]
27. No Response
28. No Response
29. Yes
30. Yes and Yes. We need more variety in housing as the current population ages. Condos. One level living, smaller units all good!
31. No Response
32. Fair
33. Yes
34. To some extent, however 6 storey structures will restrict the visibility of some current Fairwinds residents. Is that fair? There are covenants in place to prevent that when new homes are built.
35. No Response
36. Yes
37. No Response
38. The planned multi housing does provide options but needs to be scaled back. It is more important to have functioning facilities on the property than it is to have high density housing. Housing can be had in many locations whereas marina facilities for recreational boaters are extremely scarce, but also extremely important to keep Nanoose Bay fully diversified. Don't make them extinct!
39. I don't think Nanoose Bay has a "need" for growth. Nanoose Bay is quite functional with a population of its present size. Some high-density housing and correspondingly lower apt. could meet the needs of a number of people.
40. Yes.
41. The answer is yes to all of the questions. The development team needs to be aware of and sensitive to the issue of housing density, resident versus absentee owner ratio, the space physically occupied by the buildings, and retaining sufficient natural areas for the existing wildlife. In order to make the commercial ventures viable year round, they must be supported by residents. As mentioned above, an architectural mock up of the plan would help everyone better understand and visualize the development.
42. Same answer as number 1. Where is your needs analysis? You need a range of sizes – I want one 1800-2000 sq. Ft. Seems like you will be short a lot of parking spaces. Need locker storage for extra stuff. Need a rec vehicle storage in Fairwinds – boats, trailers, etc.

3. B) Are there further housing concerns that the Plan could address?

1. Beyond what is proposed, no.
2. Do not block trail access or views of ocean.
3. If Schooner is an attraction to sell "lakes" real estate, why over build it? People move here for peace and quiet. The "buzz" can be elsewhere.
4. No Response
5. The plan could have less density as described above with less density, more parks/green area so residents can feel safe with less traffic.
6. Don't know.
7. Provision of housing for older, less mobile residents would require elevators in multi story buildings.
8. Presently, Fairwinds architecture is varied. Avoid conformity as much as possible in multi unit homes.
9. NO.
10. No Response
11. No Response
12. No quarter share. These people do not add to the community. This whole project is to enhance it and give people a permanent lifestyle.
13. Less low cost housing. More high-end housing.



14. No.
15. No response
16. No response
17. No Response
18. Please proceed as quickly as possible with this excellent project. It will enhance our area. Thanks – A Fairwinds Resident.
19. Retail for kayaking and sailing, ecotourism operator? *look at Cow Bay as an eclectic/people place. Lots of things to see and do. Cars are a problem in the summer but don't let the car dominate the village space!
20. No Response
21. No Response
22. No Response
23. Chandler through Harbour Chandler. Not West marine Please
24. As I said, I would love to live on the marina. Public transit is one concern.
25. No response
26. Should have a bus to go to The Schooner Cove leaving the Rec Center and providing less traffic. Schedule necessary or bikes to rent at different places.
27. Question, what is this going to do to existing property values?
28. No response
29. The overall Plan looks great
30. Patio homes? Or is the land too scarce and valuable?
31. No response
32. Replacing the tennis courts some place in Fairwinds.
33. I think a lot of good work went into this plan. I look forward to it.
34. No Response
35. No Response
36. No
37. No Response
38. At the meeting it was suggested that we launch elsewhere!! That is not a neighbourhood plan! If Nanoose and Fairwinds plan on boasting that we have everything right here, you cannot reduce the present services and disguise the development as new and improved. Please just think of the loss! At the meeting it was suggested that we launch elsewhere!! That is not a neighbourhood plan! If Nanoose and Fairwinds plan on boasting that we have everything right here, you cannot reduce the present services and disguise the development as new and improved. Please just think of the loss!
39. No response
40. Building materials should enhance the liveability of the housing.
41. The aging in place concept is frequently mentioned and should be provided for in the housing planned at Schooner Cove. The mix of residential and commercial, pedestrian focus, proposed amenities such as a fitness club and community meeting space make Schooner Cove an ideal setting for aging in place housing.
42. Ryan Scott of Avalon master builders of Calgary is building an equilibrium demo home with a target of net – zero energy homes by 2015. You do not seem to be using advanced concepts in your design, net – zero is at no additional cost to customers.



APPENDIX B

INDEPENDENT COMMENT SUMMARY Letter & Email comment submissions

See next page.



Schooner Cove Email Comment Submissions

1.

From: Sylvia [mailto:sylviastdenis@shaw.ca]

Sent: Friday, May 29, 2009 12:40 PM

To: Rebekah Sax

Subject: Re Schooner Cove Development

We would like to put on record that we are in total agreement with all the points brought forward in the letter sent to you by Mike Paterson, Commander of the Nanoose Bay Power and Sail Squadron. We could not have expressed ourselves any better.

We have lived in Fairwinds for 16 years and are the owners of a sailboat moored in the Marina and are both members of the Nanoose Bay Power and Sail Squadron and of Schooner Cove Yacht Club.

As longtime residents, we feel the points that Mike Paterson has brought forward in the letter which was sent to you are all valid and state how we feel as well

Thank you for your attention to this e-mail.

Yours truly,

Sylvia and Rod St. Denis
3300 Rockhampton Road

2.

From: Greg Klimes [mailto:Greg.Klimes@viu.ca]

Sent: Tuesday, May 12, 2009 2:59 PM

To: Chuck Brook

Subject: Schooner Cove Development

Hi Chuck,

Thank you for the presentation on the proposed marina at Schooner Cove. It was most informative and we enjoyed the 3rd Open House. I'd like to suggest one change or addition to the proposal. I support the jib crane concept (I use the ramp regularly) for my runabout boat. Its cleaner and more space efficient.

I would like to suggest a 1 meter walkway down to the intertidal zone where a person(s) could carry or wheel a kayak and / or canoe for launching. This walkway could lead from a parking area where canoes and kayaks are unloaded and hand wheeled down to be launched in the marina. I would not suggest walking out on the docks for launching, as it would only lead to conflicts with pedestrians.

Thanks again!!

Greg Klimes
468-7325

3.

From: Brian and Karen [mailto:harschnb@telus.net]

Sent: Wednesday, May 27, 2009 6:08 AM

To: Rebekah Sax

Cc: Rusell Tibbles; Chuck Brook; Mark Blackwood

Subject: feedback on the May 5th open House

1. Does the proposed Village structure & commercial mix meet locals' future daily needs? Provide a vibrant community gathering place?

Yes. The key will be to not overbuild the area, resulting in overloading the capacity for traffic handling, creating excessive noise from the neighbourhood, and over stressing an already marginal water system. Overbuilding would destroy the current ambiance (which is why most current residents have moved here) of the Schooner Cove area.

2. Does the proposed public waterfront with associated boardwalks, trails, and shoreline restoration provide a revitalized experience for boaters and non-boaters?

Yes, we like the Boardwalk concept, especially the segment out onto the breakwater. We recognize that affordability is a factor in determining how much can be done, and we recognize that the end housing density is directly related to the affordability. As such, if the full Boardwalk system can't be completed without overbuilding the entire site, we are more than prepared to live without it.

Do the proposed marina amenities including the new harbour building, jib crane and dedicated underground parking meet boaters' future needs?

Will there be a charge for local residents to launch a kayak, or will it be free to access a point to enter and exit the water?

Will the "Waterfront Commons - Terraced patio space with seating and outdoor fireplace / BBQ" be accessible to the public, or just residents of The Waterfront & Ridge?

Will the trails through the center of The Commons be accessible to the public, or restricted to residents of The Commons?

3. Does the proposed mix of housing respond to the terrain? Meet Nanoose Bay's future needs for growth and for accommodating a range of lifestyles and life stages?

No the proposal does not respond to the terrain when it comes to the development of "The Village". While some strides have been made to reduce the impact from the proposal tabled at the Feb 28th CAG meeting, the proposed Warf building and associated Harbour Master's Tower / Lookout remain unacceptable. We are very concerned with the proposal to put a three storey building over what is now water, a portion of the cove. We disagree with, and do not support, the concept of adding a significant structure over what is now water at high tide. Should Bentall / Fairwinds choose to ignore our concerns and insist on a structure over the water, small changes from what have been proposed will significantly reduce the impact on views from our lot. While the marina lease does allow some of the uses that are being

proposed, the proposal to include a “multi-purpose room for community groups and other events” seems to go well beyond the uses contemplated in the marina lease, even if the yacht club is one of the users. A multipurpose room for yacht club use right in the marina is not common in my experience, and far from necessary. To cover part of the cove and erect a 2-3 storey building simply to accommodate this type of use is unacceptable. This room belongs in a community center in the community, not out in the marina. If this room were eliminated, the offices and harbourmasters room could be pushed back from the NW corner of the structure, the tower eliminated, and as a result, the impact of this new building reduced



significantly while still accommodating all of the marina requirements. While just a rough tool to illustrate the concept, the modification illustrated below still allows for ample views over the marina, and also the possibility for a deck overlooking the jib crane, while significantly reducing the impact of the development on the views of neighbours directly overlooking the marina.

In terms of the remainder of the development in the Village, we do recognize and appreciate the efforts to keep the roof lines / heights of the proposed structures within those of the existing hotel structure. We are however disappointed that current setbacks for new development have not been honoured, and that an exemption will be requested.

My wife and I have several Comments on the overall process:

In the video provided at the 3rd open house, Gerry Thompson refers to the CAG process, and how it provides “open access to information, the invitation to access that information on the part of anyone, at any time.” This does not however seem to be endorsed by the development team, as the sharing of materials from the Feb 28th CAG meeting with the public was not viewed positively by the development team, even prompting snide remarks from a senior planning team member when some of the material was brought forward in the April 28th working session. Note that the full package was ultimately provided to me, but not until April 13th, over a month after the meeting, and only after several requests.

I appreciate the initiative shown in arranging the meeting with those residents whose views will be directly affected by the development on April 28th. The meeting was described as a “Meeting for Residents to Discuss View Implications of the Draft Schooner Cove Neighbourhood Plan” and that “The pictures taken from your home last year can now be used to determine how views may be affected.” I was however extremely disappointed with the content of the meeting. The view analysis for our lot simply showed a picture of trees, with the proposed development virtually hidden in its entirety behind the trees. These were deciduous trees, so even from that particular spot the development would be visible for a good portion of the year, yet there was no way to assess how visible. For reference this file is attached as “SC View Analysis 27-Apr-09 Harschnitz”. Based on the photo presented, there was no way to assess any potential impact of the development despite the fact that there are spectacular views of the marina available from our lot, which will be dramatically affected by the proposed buildings. To illustrate this point, at the other end of the spectrum from the material presented at the meeting is a view photo taken from our lot attached as “Lot 3 North viewpoint”. I’ve included a rough assessment of the impact on the lower version. Despite the fact that such a range of views exist, I was told that “The intent of this exercise was to select a view that best represented the view impact from a property to give residents a representation of the draft plan”. I find it surprising that a team of professionals would find that an obscured view from behind several trees would best represent the view impact from our property.

The view analysis from our neighbour’s home (3483 Redden Road) presented at the meeting also caused considerable confusion, as it turns out the most obtrusive structure, the Warf Building and Harbourmaster’s Tower / Lookout had not been inserted into the photo correctly, and was incorrectly screened in it’s entirety behind trees that could not possible obscure the full building in reality. No plot plans or full views of the proposed development were available at the meeting. No one on the development team recognized the error at the time. As a result, despite having travelled in from Calgary to attend, I left totally confused, and with a false sense that the impact of the development may not be too bad. After viewing the open house materials where a new version of the view analysis was included, the error in the view analysis for 3483 Redden

became obvious. When the planning team was asked about this, rather than simply acknowledging the error, the response was:

“The first draft view presented from 3483 Redden Road was prepared for initial review and comment by neighbours prior to finalizing the views for the Open House. The draft did show the Wharf building screened behind the trees in the foreground due to the perspective of the panorama”

Had the view been prepared correctly, it is simply impossible that the building was screened. In fact the exact same panorama perspective was used at the open house (it was simply widened to the west), yet the building is clearly visible. This had nothing to do with the perspective of the panorama, and everything to do about representing the buildings correctly.

It was also asserted “This was certainly not presented with the intention of disguising or minimizing the view impact”, yet despite acknowledging that “We do recognize and appreciate that foreground tree’s will screen development to varying degrees depending on the relative position on a property.” and “I also appreciate that seasonal changes will change the opacity of screening depending on the species of trees in the foreground.” a photo from 3483 Redden was used for the open house that had the trees in full leaf, even when a panorama had been provided that had no leaves, and would have provided a more realistic sense of the impact. Note that even leafy trees only hide the view from a limited area, and while something may be hidden in a photo from a single spot, the residences all afford multiple viewpoints, and no tree will obscure the structures from every viewpoint. Additionally, the large cedar tree that screens a good portion of the Warf Building in the photo is unlikely to survive the actual construction, as the corner of the new building seems to sit on top of it. While the team did respond and provided me with additional materials that overlay the development on top of the trees, to my knowledge, no other neighbours were provided with similar tools.

In light of the above factors, it is difficult to have confidence that the development team understands the true impacts of what they are proposing, and that they are in fact listening to and considering the input of those neighbours directly affected by the proposed development.

Respectfully submitted, Brian Harschnitz

4.

From: Jim & Gillian Sinclair [mailto:jim.gillian.sinclair@shaw.ca]

Sent: Tuesday, May 26, 2009 4:58 PM

To: Rebekah Sax; Susan Cormie

Cc: Mike Paterson

Subject: Schooner Cove Development

Fairwinds Real Estate Management
3455 Fairwinds Drive, Nanoose Bay, BC

Dear Sirs:

As a follow up to the input by the Nanoose Power & Sail Squadron, this is to confirm as a member, I support the views expressed on behalf of the members.

In particular, there is an extremely strong case to be made of having a secure method to tie up/ground a boat in an emergency. It could in fact eliminate or mitigate an environmental issue in an extreme emergency. There is at least a situation once or twice a year where a boat must be "grounded" for safety. A few weeks ago, Greg Dunn and I witnessed an aluminium boat that had to be grounded after hitting rocks. Now it likely would not have sunk, but if it had been fibreglass a different outcome may have happened. With almost 400 boats in the harbour, emergencies will and do occur.

Personally, as a power boat owner, I have not seen any real hard confirmation that fuel will continue to be available. Given that environmental and safety issues are related to safely handling fuel, it will have to be integrated into the design at an early stage.

Parking was outlined in some detail at the open house, BUT I seriously question the number of spaces being considered. For example today, at 10 AM (a normal week day, with nothing special happening) there were 34 vehicles in the various parking lots. Compounding the parking space, this fact is that a large number of "boaters" or in fact rural people use trucks. This morning there were 14 wide trucks or SUV's, two actually owned by Fairwinds.

Yours truly,

James Sinclair

5.

To: Fairwinds Corporation
Cc: RDN;
Cc: Ministry of Highways
From: Dexter and Virginia Jolley,
3415 Redden Rd, Nanoose Bay
Date: May 26, 2009
Re: Schooner Cove and Lakes District

In response to the May 5 open house meeting at Nanoose Place regarding Fairwinds' proposed development at Schooner Cove, and the May 6 open house meeting at the Fairwinds Golf Clubhouse regarding Fairwinds' proposed development in the "Lakes District":

The general concept as proposed for the development of the two areas listed above is interesting, and if planned with the best interests of the community residents in mind, could be an asset for everyone. However, we have some serious concerns about some of the basic principles as presented:

- 1) **Density:** The proposal to cram 450 family units, plus commercial units into the limited area at Schooner Cove would not only destroy a beautiful waterfront property, but will do irreparable damage to the community as a whole. Ditto for the 2500 family units proposed for the Lakes District. People are attracted to Fairwinds because of its rural and

recreational character, which will be lost with such a huge density factor and the infrastructure that will be required to support it.

- 2) **Water:** Quality and quantity of safe, clear water has been an ongoing problem. However, it was with the development of the Arbutus Hill and Bonnington areas that the water quality deteriorated to such an extent that today's water is neither safe or acceptable to most residents. It only follows that further development under present water conditions will cause further deterioration. Of even greater concern is quantity of water. Is it possible the water could be depleted, if not in the near future, the more distant future? There must be absolute proof of sufficient quantity and quality of water available.
- 2) **Sewage:** The current sewage facilities are a concern to us and the needs of future development must be met.

3) **Roads and Increased Traffic:** this is a major concern, right from the Island Hwy

throughout the community. (a) Many are "country type" roads and were not constructed to handle heavy traffic, meaning that safety should be a huge issue. Dolphin between the Cove and the Clubhouse is treacherous as it is.

(b) If Schooner Cove Drive is extended and becomes the main artery to the Cove area, are drivers going to drive to Dolphin, turn right, and carry on to the Cove? No, they will not. They will take a short-cut through the residential area of Redden Rd to the entrance to the new development directly across Dolphin. (c) What about parking? Most people don't walk to the Cove; they drive. This won't change. Your plan sketches show insufficient parking will be available at the Cove for residents, visitors, and customers, resulting in parking on neighbouring streets. Traffic congestion will be a huge problem.

6.

From: Dave Bartlick [mailto:vwservice@shaw.ca]

Sent: Tuesday, May 26, 2009 4:01 PM

To: Rebekah Sax

Cc: scormie@rdn.bc.ca

Subject: schooner cove

Thank you for allowing my personal input into this re-development issue. after attending the open house at Red Gap, I feel the Jib crane is not a viable solution as my 19.5 ft Bayliner is on bunks and there is no room for straps. The liabilities of such jib crane would also fall on the operators when lifting boats in and out, compared to allowing individuals to launch there own craft. Many people have made Nanoose there home for the recreation available, including marine facilities, whether to have a slip year round at the marina, or being able to launch for a pleasure trip or fishing trip. Also keeping a viable pub, which had a fantastic view, even to storm watch in winter, which is a meeting place for many locals, which we were a part of for the 3.5 years living in Nanoose. We would always bring visitors in for a meal, showing off the beautiful facilities that are present right now. The idea that the Laughing Gull Pub does not meet the standards is untrue. Some of the staff that were there, did great jobs, and many people came for the camaraderie, as well as food, drink and atmosphere, not to mention the view. The general idea of a

village with spas, does not fit with the area were people just love the water. I hope you take in consideration my thoughts and views, as many feel the same. We don't want extra traffic and fancy shops. We just want to enjoy a working marina with ramp, a good place to have a "burger & beer" and enjoy what we have. We also many times went for supper as the food and service and view were great!!!!

Regards

Dave Bartlick
1538 Arbutus Drive

Nanoose

250-468-1790

7.

From: Robyn Arnold [mailto:elangeni@shaw.ca]
Sent: Tuesday, May 12, 2009 8:33 PM
To: Tibbles, Russell
Subject: FAIRWINDS SCHOONER COVE PRESENTATION

Good evening Mr Tibbles

We have just finished viewing the recently presented Schooner Cove Redevelopment Plan story-boards on the Fairwinds website.

As absentee land owners, we would like to highly commend both the process, the vision and the magnificent presentation that Fairwinds and their planning team have offered to the community.

The high standard of detail within the story boards allows us to view the proposed development closely, and envision some of the new ideas to be implemented.

Brooks and Associates and Ekistics are to be highly praised for their input

Bentall has the chance to create a unique destination at Fairwinds, and we look forward to the upcoming changes once accepted by the Regional District of Nanaimo.

Malcolm and Robyn Arnold

8.

From: Wayne Newhouse [mailto:newhousewm@shaw.ca]
Sent: Monday, May 11, 2009 9:57 PM
To: Chuck Brook
Subject: open house --schooner cove

Dear Sir

My comments are as follows:

Firstly I am very concerned regarding your plans to replace the boat ramp with a hoist.

I have had moorage at schooner cove for 15 years and had the use of the ramp as well as having experience with private hoisting facilities at Nanaimo. The hoisting exercise is quite time consuming (20 minutes /boat) and requires very experienced operators. I also believe there will be a certain amount of maintenance required which will involve downtime. With the amount of boat traffic at schooner cove I do not think that the hoist concept is workable or practical in such a public marina.

Secondly there does not appear to be sufficient parking to accommodate all the marine traffic as well as the general public and condo residents. It seemed to be clear at the meeting that boaters would have to park elsewhere. This is unacceptable given the amount of boating supplies and equipment that are transported on almost every trip to say nothing about the trailers.

Thirdly it seems that you are attempting to provide too many services in a very limited area.

ie: cafe, bakery, spa, fitness centre, pub, restaurant, liquor store, sushi bar, medical services hair salon and a large number of condos (150?) All this with a large green area and 300 parking places to service all users.

I look forward to your next open house and hope that you can bring forward a more balanced plan that could accommodate the interest of all concerned including the boaters.

Yours Truly

Wayne Newhouse P.Eng

9.

From: [Nettie Kokura](mailto:Nettie.Kokura)

To: mblackwood@arrisarchitecture.com ; CBrook@brookdev.com

Sent: Sunday, May 10, 2009 6:08 PM

Subject: Elevations and Heights. Schooner Cove

Hello:

We attended the Open house on May 5th and waited for Fairwinds to post the Ekistics drawing on the web.

The "Draft Plan" is vague on important information. Please provide the following information in order that we may respond to the plan before the deadline of May 27th.

1/ What is the elevation of our deck from which the Autumn 2008 panoramic view was taken and used in open house #3.

2/ What is the elevation of the Jib Crane platform??

3/ What is the Top of the roof elevation and overall height of the Wharf Building? The height of the Building roof and the height of the tower please?

4/ What are the dimensions of the footprint of the Wharf Building? (Height, Length and width)

5/ What is the top of the roof elevation of the Market Building?

6/ What are the dimensions of the footprint of the Market Building?

7/ What is the Top of the Roof elevation of the Discovery Building?

8/ What is the roof top elevation of the 4-6 storey commercial-residential building near Outrigger Road?

9/ What is the roof top elevation of the existing Schooner House Condo building?

10/ What is the roof top elevation of the highest building in the proposed plan?

Please note when I refer to elevation, I expect that the high water mark is 0 elevation. All elevations would be referenced to the high water mark.

Your early response would be most appreciated.

Sincerely

Nettie & William Kokura
3483 Redden Road.
Nanoose Bay.

10.

From: futuredevelopments@fairwinds.ca [mailto:futuredevelopments@fairwinds.ca]

Sent: Tuesday, May 05, 2009 6:54 PM

To: Rebekah Sax

Subject: Contact from Future Developments on Fairwinds.ca

Contact from Future Developments on Fairwinds.ca

Date and time sent = 6:53:45 PM on 5/5/2009

Name = Gary Davis

Email = gdavis.schooner@shaw.ca

Phone = 250-468-7994

Comments = After attending the Fairwinds Development presentation on May 5th, I have the following comments: 1. The proposed height of some of the buildings, 5 or 6 stories, is excessive. I am not concerned with the proposed density, but I believe that the proposed building heights are not in keeping with the surrounding community nor the spirit of the Building Scheme Restrictions placed on other Fairwinds properties. 2. At peak summer periods, the existing parking lots are fully occupied, even with the hotel closed. The proposed plans appear to provide even less parking. As a marina patron, I expect to have adequate parking, close enough for loading and unloading my boat, included as part of my

moorage fee. Many of the marina patrons leave vehicles in the upper lots for weeks at a time when they are off cruising. The proposal appears to have inadequate parking in close proximity to the marina launch/loading area. 3. The proposed jib crane is certainly a less desirable option for the existing launch ramp. A trailerable boat can be launched from the ramp in about five minutes, single handed, for a \$5 fee. A jib crane requires experienced staff, places the vessel at greater risk, takes longer to launch and retrieve, has a greater capital cost, and will have a greater operating cost. It will effectively prevent people from going out for a few hours fishing. It appears that the only purpose of the proposed jib crane is to reduce parking and land surface use, and to prevent non-mooring patrons from utilizing the marina launch facilities. I believe you should attempt to increase boaters' access to the water, not limit it. 4. The proposed plans reflect a project management that has emphasized the new development at the expense of the existing marina. I can't imagine a stand alone marina operation with an existing boat ramp and parking spaces giving up that ramp and parking in favour of a jib crane. It doesn't make sense as a business model. It is evident that the development arm of Fairwinds overrides the marina arm, to the detriment of the marina, and the recreational boater

11.

From: Michelle Krall Wigmore [mailto:mwigmore@shaw.ca]
Sent: Tuesday, May 05, 2009 10:05 PM
To: Chuck Brook; Rebekah Sax
Subject: Open House #3

Dear Chuck, Rebekah, Russell, Mark and Paul and all of your team,

Thank you very much for your presentation this evening. You have put a lot of work into this planning process and we appreciate all you are doing to improve Schooner Cove. We are excited about the idea of the new village that will be built and we are looking forward to the implementation of the new concepts! We know that change is challenging for many people and we all have concerns, but we also know that you have the expertise and support that will ensure that things are done "right".

Thanks again.

Michelle and Rob Wigmore

12.

From: Sue Shewchuk [mailto:sueshewchuk@yahoo.com]
Sent: Wednesday, May 06, 2009 4:28 AM
To: Rebekah Sax
Subject: Comments on the Schooner Cove Neighbourhood Plan

Comments from Open House May 5, 2009 Nanoose Place

1. Village structure and commercial mix?
 - a. Why is a second fitness center needed?

b. As long as there is not grocery store in Fairwinds, people will travel to Nanaimo and Parksville for hairdressers, doctors, spas etc.

c. The multi-purpose space is not designed to serve the needs of boaters. Last year SCYC dropped use of the hotel because we were forced to pay Fairwinds for expensive food and drink instead of being able to ``potluck``. You propose the same situation here, considering the needs to yet to be determined commercial interests rather than the SCYC members. SCYC will continue to go to the library and to Nanoose Place instead.

2. Revitalized experience for boaters and non-boaters?

This does nothing to meet the needs of boaters. It is designed to meet pedestrian requirements. We hear constantly about the need to strike a ``balance``. There is no balance for boaters who, like me pay \$4000 per year for a berth. There should be come concern about retaining existing amenities and services. What we will have is fewer services, no privacy, no boat ramp, more commercial services, like kayakers who are a nuisance and danger (wait until one gets run over), congested and difficult parking, noise and more gawkers who consider the waterfront a tourist attraction. This diminishes the marina, the environment and the neighbourhood. Nor should the breakwater be developed as a walkway.

3. Housing mix

You have heard the comments on water and sewage, which indicate that this concept is inappropriate to the neighbourhood. I find the idea of 5 story condos appalling. It will look like the waterfront at Parksville. Over the last 15 years people have been very mindful of the 28 foot height restriction in the neighbourhood. This is a slap in the face to those who built here. You will not get a mix of life stages until you build neighbourhood schools.

4. Additional elements?

Security, environmental concerns and sustainability issues

5. Meeting boaters needs?

It is clear that the planners are not boaters and do not understand the needs of boaters on this part of the Strait. This is something that should be taken to the RDN. A user survey should have been done to see who and how boaters use the facilities. I think more is required than depending on the comments of the the marina manager and anecdotal input. The presentation content did not reflect the activity I have seen in the marina over the last 5 years. I was also interested to see that some of your planning team includes people who neither live in Fairwinds nor keep their boat here.

6. Further concerns

You are creating a high density, crowded, commercial mix that concept like the Granville Island tourist attraction is totally inappropriate for the neighbourhood. Your lengthy and repetitive presentation continually talked about ``balance``, and stressed that profit was not your primary consideration. Everything presented contradicts this – from the number of units to be built to the need to patronize yet-to-be-determined food services to the increased cost and inconvenience of boaters. This is the same concept that was presented in your initial questionnaire and it has not been altered by consultation in spite of clear resistance since that time. I question the validity of the input and process.

13.

From: Tosney John (AREVA Resources Canada) [mailto:John.Tosney@areva.ca]

Sent: Wednesday, May 06, 2009 8:55 AM

To: cbrook@brookdev.com

Cc: Rebekah Sax

Subject: Comments on Open House re Schooner Cove Neighbourhood Plan

Good Day Chuck,

Thank you for the professional manner in which you handled the Open House exhibits, and the Presentation.

I did not stay for questions, but want to articulate my intertests herein.

First, given that apparently the Regional plan contemplates a high density configuration ,my concerns relate to retention of as much "quiet character" in the concept as reasonable.I note attempts to do this in the draft to date

However please consider the following

- Basic utilities Water quality and Electrical Power are sub standard in Fairwinds.There should be NO development before these are properly fixed.
- It was not made clear just how many dwelling units are contemplated in the area, but in my experience across Canada, developers NEVER make proper allowances to minimise congestion through....Parking, 2 spots per unit,adequate turn outs,fire hydrants etc
- Fairwinds has failed the existing residents in not sticking to the buiding guidlines that I thought were put in place to preserve property values for all, at the time our lot was purchased. I propose a more robust set of bylaws to protect the Neighbourhood, including

Construction limited Mon to Sat 7.00am -7.00pm, NO EXCEPTIONS.

Rigorous street cleaning/Site clean ups

No construction equipment parked outside site boundaries etc....

Finally, I am greatly concerned that if building heights are allowed above the existing treeline, then current residents' ocean views will be destroyed.Will compenstion or taxation relief be available?....Thank you for your attention, John and Linda Tosney. 3565 Shetland Place. 250 468 5875 (EXCUSE TYPING)

250 468 5875

14.

From: John and Karen [mailto:jherage@shaw.ca]

Sent: Wednesday, May 06, 2009 10:30 AM

To: Rebekah Sax

Subject: Feedback from last night's open house

Hi

Congratulations on last night's open house. It was successful in that in was informative and encouraged questions from the general public. Paul handled himself with ease and professionalism. It was a

reasonably tough crowd. I am sure he has seen tougher and that was evident by the way he and Chuck handled most comments and questions. Excellent, smooth and very cool.

I offer the following gentle observations.

Firstly, Paul began with a very folksy, down to earth approach and the crowd seemed to like this. A lot of the detail was presented simply and pleasantly. The downside was...he repeated himself... Why?

A key and compelling slide emphasized that the development was focused on residential characteristics. As an effective counterpoint, he noted that the Parksville developments (1000?) all catered to tourism.

He could have expanded on that slide because it got to the heart of one of the major concerns. He lost an opportunity when he went on to talk about a spa, wellness centre and sushi etc. It was at this point that folks noticeably altered their sitting position, ie backs were straightened and feet began to shift.

I stood at the door and conducted exit interviews. Most claimed they were tired and had had too much information for one evening.

These were the same folks I had opportunity to chat with at the beginning when they were a. interested in how the marina was going to work the jib, b. needed assurance that the fuel dock would still exist and c. wanted first dibs on the waterfront condos when they were built.

For your consideration. See you this afternoon.

Karen Herage

15.

From: John&Heather [mailto:thenicksons@shaw.ca]

Sent: Wednesday, May 06, 2009 11:01 AM

To: Rebekah Sax

Cc: cbrook@brookdev.com

Subject: Schooner Cove plan

After attending your information meeting and considering the options for the Schooner Cove area ,please note your idea of a 5 ton crane seems totally unrealistic to handle launches and retrievals of all size vessels, to say nothing of the chaos of trucks, trailers, waiting lines, staffing issues, parking of vehicles, legal liabilities etc.

This appears to me to be unworkable and certainly not in favour of the boating public.

I trust you will rework your initial idea, wherever that came from , it really doesn't add to the plan.

Regards

John Nickson

16.

From: Tosney John (AREVA Resources Canada) [mailto:John.Tosney@areva.ca]

Sent: Thursday, May 07, 2009 8:39 AM

To: ggarbutt@rdn.bc.ca

Cc: cbrook@brookdev.com; Rebekah Sax
Subject: SUMMARY COMMENTS OPEN HOUSES MAY 5/6

Good Day All.

Thank you for the opportunity to attend and comment on plans that will significantly impact existing residents of the area.

The presentation, charts and availability of professionals involved is much appreciated; Good work has been done.

To repeat myself and extend views following the Lakes meeting I offer/request

- Not a spade in the ground until Fairwinds solves the totally unacceptable water quality/quantity issue long outstanding
- Ditto a guarantee of Electrical supply, in line with that available to most urban Canadians (BC forests notwithstanding!)
- Fairwinds did not provide any reassurance that there will be limitations on the maximum height of structures contemplated at Schooner Village (not above existing treeline)
- Ditto a realistic assessment of just how many dwelling units of whatever type may be reasonably shoe-horned into available space, (a lot less than 450 muted)
- Believe nowhere near enough parking, for a destination entity. Boat Crane will likely create line ups and trailer congestion
- When time comes rigorous bylaws to prevent the excesses of construction

However, I also want to commend you on the process being followed, I have faith in your transparency and intent

- Village idea is appealing, Proper pub desirable. (Keiths on tap... I digress too much detail..)
- Integration of pathways/cycle routes good
- Preservation of Ecological values in Lakes area excellent
- Clearly got some good professionals on the job

I would appreciate being notified of the remainder of the approvals process, so that I may contribute, hopefully in a constructive manner

Regards John and Linda Tosney

17.

From: Colin [mailto:becolin@telus.net]

Sent: May-08-09 8:21 AM

To: Paul Fenske

Subject: Schooner Cove development

Paul, thanks for the chat on Wednesday evening.

You asked me what density I thought was reasonable and I guessed 300. On reflection I think the 188 approved is the correct range.

For every trip to the cove there are at least 10 out to Parksville or Nanaimo. I think this is standard for most residents, even when there was more of a grocery store and a pub there.

I cannot accept the logic for putting the highest density at the end of a peninsula. I believe the intent of the Regional Growth Strategy and the OCP is to create focal points/centres where there is easy access. In our case that is Red Gap.

The traffic issue is a catch 22. I think occasional traffic of visitors is likely less of an issue than the constant to and fro by residents.

People come here and buy homes here because of its unspoilt beauty, peace and quiet. A marina area like Maple Bay is quiet and successful. Ganges with its density is a place to visit but not live. Ganges is the town centre for Salt Spring not just the marina.

I believe lower density at the cove will be more appealing and quickly sell more real estate in Fairwinds. It could also be less expensive to develop.

The commercial space created will require tourism or visitors from the surrounding areas to be viable.

They will come if there is something special there, space to "be" and good food. If it is crowded and confined then one might as well go to the waterfront in Nanaimo, Westminster Quay or Steveston.

Be classic, be different and successful.

Regards

Colin Beardmore

Feel free to pass along as you see fit.

18.

From: Don Petrie [mailto:don.petrie@shaw.ca]

Sent: Monday, May 11, 2009 2:45 PM

To: scormie@rdn.bc.ca

Cc: Rebekah Sax

Subject: Public Open House #3 draft Schooner Cove Neighbourhood Plan

My wife and I attended the Open House #3 held last Tuesday May 5th at Nanoose Place. We had also attended a meeting with the planners on Tuesday April 28th at which time we were shown the view from our property and the potential impact on our view with the planned development at Schooner Cove. It was difficult to determine the full impact of the intended development, since only one view perspective was taken into consideration.

Hence, at this time it is difficult to determine the exact impact of the planned development on our view.

Paul Fenske did a good job of outlining the history of Schooner Cove, and laying out the case for change. Clearly the current situation with the closed hotel and underutilized space cannot continue indefinitely. While recognizing the need to move ahead, we have concerns with the plan as currently presented. To begin with, we believe the dwelling unit density should more closely follow the official Community plan, that is, should be closer to 188 units, and not the 400-450+ units presented in the plan. We also believe the height of the structures should be a maximum of 3 stories and not the 2-6 stories for the Village, 2-5 stories for the Commons, and 3-5 stories for the Waterfront & Ridge, as per the planning boards presented. This leaves very little clarity with respect to view and other impact. We further believe that the water, sewage and road infrastructure issues must be resolved before ANY construction begins.

In summary we like some of the ideas but strongly oppose the height and density as it is in the plans now. We still appreciate the rural nature of this area and would like to maintain that, not move towards a small 'city'.

Don and Lynne Petrie



Nanoose Power and Sail Squadron



17 May 2009.

Fairwinds Real Estate Management Inc.
3455 Fairwinds Drive, Nanoose Bay, B.C.
V9P 9K6

Cc: RDN Nanaimo

Dear Sirs,

Thank you for arranging the public presentation regarding Schooner Cove development.

Nanoose Power and Sail Squadron would like to provide feedback as follows:

1. The jib crane as proposed will accommodate the needs of those with slips in the marina, however, for many other boaters in the area it will not be a satisfactory substitute for a safe boat ramp with parking facilities. Valet service for trailers is not a viable option.

Given that neither the Beachcomber ramp nor the Native Campground ramp in Nanoose Bay are practical alternatives, RDN is urged to work with Fairwinds to provide a solution for the needs of the many recreational boaters in the area.

2. There is a strong case for the continuation of a grid facility that would allow the safe tie up/grounding of a boat in an emergency situation.
3. Facilities that the Power and Sail Squadron could use for courses and social events (together with storage space) would be appreciated, however, to be of benefit; the community "hall" must be cost effective compared to other publicly available facilities in the area. It must allow for self catering "pot luck" type events, (with its own small kitchen) where participants can bring their own food and beverages. Access to facilities needs to be by a user key or cardswipe system. i.e. not restricted to working hours.

Catered events will be required from time to time but again these must be competitive both on a cost and a quality basis in order that they are used. So far this has not been the case at Fairwinds.

4. To RDN. In general, lack of mooring space in the area is also an issue. Any increase in the number of available year round slips would benefit local boaters, tourism and the economy. Given the economic pressures to develop real estate rather than marinas, considering the development of marinas as a civic asset is a point for consideration.

Yours truly,

J M Paterson,
Comander, Nanoose Bay Power and Sail Squadron

c/o 3292 Renwick Place Nanoose Bay BC V9P 9H5 250-468-5696 mike@redworth.ca

1
WILLIAM AND NETTIE KOKURA
3483 REDDEN ROAD
NANOOSE BAY, BC, V9P 9H3

PHONE: 150-468-7854

May 26, 2009

Fairwinds Administration Office,
Fairwinds Centre,
3455 Fairwinds Drive
Nanoose Bay, BC V9P 9K6

Re: SCHOONER COVE NEIGHBOURHOOD PLAN

In response to Public Open House #3
And "The Process".
To Concerned Participants:

After careful study of the "**proposed**" plan, we have the following comments and suggestions for a better solution for Schooner Cove. The proposal is far too aggressive for the area and is not in keeping with RDN's OCP.

Scale of Economy is generally NOT applied to Community development on a per unit basis. The relevant implication for a sustainable neighbourhood economy is "Satisfaction". Your "Village Concept" does not meet the basic elements of "New Urbanization" with "a diverse range of housing and JOBS". Schooner Cove is a community of retirees and semi or near retirees.

Economy is a subsystem of an ecosystem. It is important not to stress the ecosystem and reducing your economic model to a proper scale relative to the ecosystem would without a doubt help achieve "Satisfaction." A good example is Water. We have existing shortages, restrictions and water that does not meet Canadian standards as defined in the "Drinking Water Protection Act." The RDN cannot meet the needs of existing residents and property owners. This must be accomplished to a satisfactory level before any further development is allowed to play havoc with the system and peoples lives.

We make the following suggestions for a more workable and sustainable plan:

CONCEPT 1:

1/ Phase 1 of the Development Plan should be "The Waterfront". This is residential only and if developed initially would help sustain the Commercial Village centre when and if completed in the future. Fairwinds (BCIMC Inc.) have not been successful running a pub and/or dining facilities at the Cove.

2/ Retain the Boat Ramp and the existing hotel building, it can provide the wharf services including the need for a Multipurpose room. These are already contained within the building. Remodel the building to accommodate a pub restaurant and some of the retail and service amenities you plan for the Wharf building and the Market building. This would allow time to develop supporting infrastructure for any future development that may be viable and/or sustainable economically and ecologically over time.

3/ When we came here 17 years ago, There was a Good centre for gathering at the existing hotel. The pub was well attended and the dinning room was busy. Both offered good food at reasonable rates and the community supported both facilities. The Hotel and the meeting rooms were also well used. Similar Services of appropriate scale would be supported by the community from a revamped existing Hotel building.

CONCEPT 2:

1/ Retain the existing boat ramp. The ramp area is one of the great pleasures in the community along with the roadside viewing and parking are along Dolphin Drive. Any infill of the bay or build out over the water should not be allowed. Preserving an open and viewable shoreline is better environmentally and aesthetically.

2/ Eliminate the Wharf building as proposed. Incorporate Wharf services in the Market building and eliminate the "Harbour Master Tower" from any building. A multi purpose room if found desirable in stage 2 or 3 of the development could be incorporated in the Commons area off Outrigger Road. The noise from any activity in the proposed location will be unbearable to ridge residents as far up as Simmons Place. It is not in keeping with the terms of the Marina lease.

3/ There is excessive massing and overcrowding of buildings in the village centre. The 3-5 storey building is far too large and should be reduced in height and size. The building is not in keeping with your stated intention of keeping below the existing hotel height. It is massive and unsightly. Lowering the Pier building and the Discovery building by one floor, and the 3-5 storey building to no more than 3 stories, would go a long way to meeting the "satisfaction" quotient of a sustainable neighbourhood.

4/ The six story buildings off Outrigger should be lowered to no more than 2 stories and overall numbers should be reduced in the Commons area. Where the land falls off toward Dolphin Bay buildings of 4 stories may be practical.

5/ The RDN's OCP for Schooner Cove calls for 188 residential units including the existing 49. The OCP was developed taking into consideration the future demand on resources, and infrastructure. Until proven potable water resources are available the OCP should not consider changes to the numbers. Water from the "new wells" was promised before Arbutus Hill and Bonnington Heights were approved but has not been delivered. We all suffer for potable water as a result.

6/ The Road design, of five accesses to Dolphin Drive, a Transit stop and parallel parking along Dolphin Drive, will create a constant traffic jamb. Dolphin Drive is dangerous now and does not have a pedestrian or bicycle path. It will become an accident prone death trap. By reducing numbers and downsizing traffic and parking can better be retained within the site.

7/ The access to Nanoose Peninsula off Highway 19 is already dangerous, and accident prone complicated with entry and exit to the service station. The additional traffic from the Lakes District and Schooner Cove all funnelling down Powder Point road with its already poorly designed downhill curve to Northwest Bay Road and multiple railroad crossings will create one of the most disastrous roads before adding the mix of construction vehicles. Emergency vehicles will be hopelessly delayed, risking the lives of citizens when they are most in need.

The Process was supposed to allow for community input and offer some level of comfort to residents. There is no evidence in the plans available that any of the comments of concerned neighbours or residents were respected or considered. Every effort was made by the Fairwinds team to conceal information and adverse affects on views from neighbouring properties. The intent of the public meetings were to meet a requirement placed on the developer and were presented as informative and open. The experience was anything but informative or open. Information had to be begged and bargained for and even then some very pertinent information was poorly provided. Community groups involved in the process were managed by Fairwinds, providing little or no information to the community at large other than being advised to attend the public open houses.

Your "Village Plan" so obviously based on the principles of "New Urbanism" a concept designed for and best suited to the rebuilding of inner city slums, where jobs, transit, schools and hospitals etc. are all provided in the larger community within walking distance and/or within minutes by transit. That does not fit Schooner Cove.

Schooner Cove is a rural area with pockets of Urbanization. Overbuilding in an attempt to provide enough human capital to sustain a village market is not sustainable and implies growth for the maximization of profit, placing excessive demands and stress on the resources of the surrounding community.

Respectfully

Nettie & William Kokura.
3483 Redden Road
Nanoose Bay, BC
V9P 9H3

Re: Schooner Cove Neighbour Plan

May 6/09

I attended the meeting yesterday and have a few comments.

1. The jib crane. - I can appreciate that you want to reduce the amount of space currently taken up by the boat ramp. Your current proposal recommends that a vehicle towing a boat would drive in and turn to the right, then back up to the jib crane. Why not design it so that the driver simply backs down a boat ramp? It would not take any more space, perhaps even less waterfront space than the jib crane. And it would be a lot more convenient for boat owners. They would not be restricted to boat loading during "office hours." The marina would not have to buy a jib crane nor would there be liability issues with crane operators damaging boats. Maintenance of a boat ramp is minimal.

I do take issue with your statement on the information board that a "business case" could not be made for a boat ramp. A business case cannot be made for many public access facilities, such as the boardwalk, parks, trails, or other public areas. These kinds of public access lands are set aside or developed for the benefit of the community mix that leads to a desirable living environment.

2. Loading zone for marina users. As you may know, marina users always need to take wheel barrows of stuff to their boats, therefore needing a reasonable amount of temporary parking close to the dock for loading and unloading. I don't recall this having been addressed nor did I see the room for such parking on the drawings.

3. The commercial mix is fine. Most important are the pub and grocery store.

4. The boardwalk and walk along the breakwater are good ideas.

5. Regarding the housing developments, I understand that these will be no more than 3 or 4 story buildings. Is that right?

6. The original concept anticipated a development that would encourage a younger population to move into or be a part of Schooner Cove. What is being done in that regard? Will there be a children's playground that would encourage parent's to come here?

7. Additional concerns. We have a number of friends who would like to stay here at a hotel. I understand that a large hotel is not viable. But what about a small boutique hotel?

Thanks for taking the time to listen to and informing the community of your proposals.

Blair Smith
bsmith45@telus.net

Ron & Daphne Davis

3429 Redden Road

Nanoose Bay B.C.

25 May 2009

Fairwinds Development

3455 Fairwinds Drive

Nanoose Bay B.C.

V9P 9K6

Dear Sirs:

Re: Concerns and Comments Regarding Expansion of Schooner Cove

We believe that some development and enhancement of the waterfront area at Schooner Cove is necessary and will be beneficial to the Fairwinds community. However we feel that the largesse of the commercial development and the very substantial increase in residential density does not fit with the concept of Schooner Cove that is given in the existing OCP and was conveyed to us when we chose to reside in Fairwinds. We therefore offer the following concerns with respect to the proposed commercial expansion and density increases at Schooner Cove.

Density

The current residents were attracted to Fairwinds by its beauty, rural nature and recreational facilities. We endorse the Developer's right to realize a profit but disagree with the magnitude of the changes. The current OCP provides for 188 residences, of which 49 are built. The proposed addition of about 250 units, a ten-fold increase over the present 49, could change the nature of Schooner Cove from rural to semi-urban. The infrastructure, potable water concerns, sewerage, traffic handling ability of the road system and public access to the water, will be completely inadequate when the existing lots and the proposed Lakes properties are built out. This massive alteration of the OCP density allowances at Schooner Cove should be scaled back.

Water

-There are severe potable water quality issues in many parts of Fairwinds. Any expansion will exacerbate the problems of chlorine residuals and dirty water. Community-wide treatment of the water to improve the chemical and aesthetic qualities must be undertaken before any expansion is allowed. The addition of approximately 400 new multi-residences at Schooner Cove (188 in OCP plus 250+ pending approval less the 49 existing) combined with almost two thousand in the Lakes area is incomprehensible without a community-wide treatment system.

-The water quantity issue must also be assessed. We understand the Developer has drilled new wells but long-term flow and drawdown tests have not been performed and the deliverability has been compromised by nearby private wells. The deliverability and sustainability of these wells must be verified.

Traffic

-Dolphin Drive is already a busy and often hazardous route, especially between Schooner Drive and the golf course. A development of this size will greatly increase the risk.

-The proposed road plan has the access from the new development aligned directly with Redden Road. The most expedient route from Schooner Cove will be along Redden. People will quickly realize this route is shorter and avoids the potentially busy intersection at Schooner Drive and Dolphin Drive. The new access road should be laterally offset from Redden Road. If this arrangement is forbidden by the Highways Department then some very positive deterrents should be installed to prevent Redden from becoming a thoroughfare. Signage and surface texture changes will not discourage any but the most timid.

Marina

-One consideration for us selecting Fairwinds was the marina. We waited three years for a berth to become available and have now been renters for three years. We are concerned that berth availability might be used as an incentive to condo purchasers and existing renters may be refused berth space. Historically the marina operator has never 'bumped' an existing renter and we would like to see that adopted as official policy.

-The jib crane that is proposed to replace the boat ramp is located between the low and high water lines. Its use will be restricted or questionable during low water periods. It will essentially preclude the trailered-boat community from using Schooner Cove.

-The fixed jib crane will stand 9.9m (32.5ft) above normal high water. A crane with a boom that can be lowered would be preferable.

Parking

-An operating marina has heavy parking requirements. The Developer has indicated one stall per three berths has proven satisfactory elsewhere. A large portion of the stalls should have close and easy access to the wharf for loading and should be designated for marina use.

-The trailer loading arrangement currently proposed is inconvenient at best. Also there is no allowance for trailer parking which will result in trailers being parked on Dolphin Drive and Redden Road. A better system is necessary.

The Process--A Comment

-The first two information sessions offered minimal meaningful data. It was difficult to credit them with any benefit other than it satisfied the obligations of the Developer for public meetings.

-During the third open-house consistently evasive and non-commitment responses were offered to questions. As examples: re condo heights, even though subsequent investigation showed elevations had been set and were well known by the proponents? "We hope to limit to four stories"; re water-front promenade, even when clearly marked on presentation documents? "The plan has potential for a possible boardwalk across the front of the development area". After the third open-house we, and other residents, felt that we received far less than full disclosure and we wondered if there were other plans that were not being presented.

-The 'on-line' information site provided by the Developer is extremely difficult to navigate even at this late stage of the process. The statement that the information was "made available" is questionable.

-Much of the detailed information was only received after persistent prodding by many individuals and this information has not been widely distributed.

Revitalization of the cove area will be a boon to the community. We believe that a smaller scale development will both satisfy the Developer's needs for earnings and our desire for a quality place to live. We hope our concerns and comments are constructive.

Yours truly,

Ron and Daphne Davis

Mike & Lillian Collins
3490 Redden Road
Nanoose Bay, BC
V9P 9H3

MEMO

To: Rebakah Sax, (e mailed)

Executive Assistant, Fairwinds.

From: Mike & Lil Collins

Dated: 18/05/09

Re: View Analysis

Hi Rebakah,

We acknowledge receipt of your latest memo to us and we wish to reply as follows:

- 1) The pictures you sent us and in particular the one stated (proposed view(draft plan – April 2009). It does not show the proposed view of phase 1 (The Village) . We would like a picture similar to the one you sent us but to include the proposed Village – Phase 1. Upon receipt of these pictures we could then see how the proposed Elevation of the Village affects our existing view.
- 2) We also note that the elevation you specified for our Home is incorrect. You stated it is 45.07 M while the elevation shown on our BC Land Surveyors Certificate of Location is 30.48, (copy enclosed) a variation of some 14.59 metres or approximately 50 ft., higher.

For this and other reasons we are very concerned about the Elevations/Density of your proposed project and how it relates and affects the wonderful view we now enjoy and our style of living in the future.

Your early attention and reply to this matter would be sincerely appreciated.

Signed,

Mike & Lillian Collins

NOTES ON PROPOSAL FOR SCHOONER COVE

1 FOCUS OF PROPOSAL IS IN ERROR

The proposal places Fairwinds and Schooner Cove at the centre of life in Nanoose Bay.

This is not so even for residents of Fairwinds, and can lead to false conclusions. The truth is that Nanoose Bay “village” is the centre of life in this location and Fairwinds and Schooner Cove are but a part of this. The change in road layout that will eventually be part of the overall Fairwinds development means that Schooner Cove will then be much more easily accessible to the Red Gap shopping centre and this changes the value of certain proposed amenities

2 AMENITIES

GROCERIES

The repositioning of Schooner Cove as a sub-set of Nanoose Bay “village” results in a reconsideration of the appropriate amenities at the Schooner Cove site. Residents do not need a significant investment in retail facilities. Both residents and visiting boaters would benefit from a “milk store” retail outlet, but as a boater myself I know that if a visitor requires more than a few commodities such as milk and bread, the boater would prefer to shop at a more extensive facility such as the Quality Food store in Red Gap. Thus the availability of a taxi/bus between the two would answer most of the grocery related needs.

WINE /BEER

All boaters and most residents would support the sale of wine and beer at the marina.

RESTAURANT

All boaters and residents would benefit from a pub/restaurant at Schooner Cove – it is the prime location in the area with a million dollar view for such an undertaking, and is the reason we first encountered Fairwinds. The availability of “Ocean Front Dining” advertised along the highway was the drawing card to this area for us.

BOAT RAMP

No crane can adequately replace the accessibility of the boat ramp for all boaters. The boat ramp with the possibility of large boat removal and/or minor repair at or below the water line by means of the boat grid is much appreciated by all boaters and contributes greatly to the boating activity (and safety) in the whole of the Nanoose Bay area. I believe that the presence of the boat ramp contributes significantly to the value of all properties in the area.

MEETING FACILITIES

There are many meeting facilities in Nanoose Bay – Nanoose Place, the Library, St Mary’s Church Hall, even the Golf Clubhouse and the Fairwinds Centre, and Fairwinds residents regularly make use of all of them for different purposes. Additional meeting facilities although welcome are unlikely to contribute significantly to the quality of life in the area.

May 7, 2009
Fairwinds

To:

Fairwinds Development Team, FCA CAG members, RDN Planning, George Holme

Re: Comments on Fairwinds Open House #3 for Schooner Cove and The Lakes

The following summarizes my input re the development proposal:

Schooner Cove:

- The proposed addition of 450 new housing units is far too dense. This density will not appeal to full time residents and will result in a dominance of nonresident ownership that is not compatible with creating a "vibrant" community. The loss of the boat ramp will have a significant impact on the ability of Nanoose residents to enjoy Water experiences.
- The proposal is not consistent with the relaxed rural experience envisioned when we (the residents of Nanoose) created the Official Community Plan.
- The proposal does not provide the needed non-auto linkages to the remainder of Fairwinds that are needed to create a community atmosphere.
- A new vehicle access route is required prior to commencing construction to avoid a serious safety risk.

The Lakes

- The concept has good potential that will only be realized by a carefully managed implementation. The traditional Fairwinds model of simply selling lots that are then developed by individuals in whatever time frame suits their individual situation would result in failure to meet the environmental objectives. The traditional approach would also create significant conflict situations for residents and the RDN. These conflicts would arise because of the close proximity of individual lots and the impact new construction would have on previously completed lots and landscaping. A carefully staged development by a Master developer is required to deliver the envisioned community. The Master Developer (presumably Fairwinds) would be accountable for delivering the environmental stewardship and would also be held accountable by the market for delivering the envisioned "fit and form". The phasing should see individual nodes completed prior to commencing new nodes.

Sincerely

Gary Hackney
Fairwinds Resident

DR. J.E.H. SPENCE

**2370 ANDOVER ROAD,
NANOOSE BAY, B.C.
V9P 9G9**

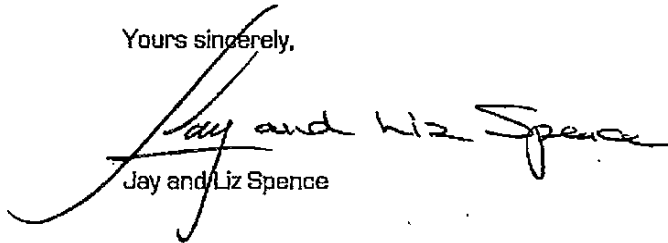
Fairwinds Corporation,
Fairwinds Centre,
3455 Fairwinds Drive,
NanOOSE Bay, B.C.
V9P 9K6.

Re: Open House #3.

Dear Sir,

Congratulations on putting together a most thoughtful and comprehensive presentation for Schooner Cove and the Lakes District. My wife and I were most impressed with your commitment, the energy of the urban planners and the dedication of the advisory group. The efforts of all involved will undoubtedly be of great benefit to the RDN, and particularly to the residents of the NanOOSE Peninsula.

Yours sincerely,


Jay and Liz Spence

LOCAL NEWS COVERAGE

PARKSVILLE QUALICUM BEACH NEWS

Schooner Cove eyed for expansion

By Fred Davies - Parksville Qualicum Beach News

Published: May 11, 2009 4:00 PM

[0 Comments](#)

Substantial park allowance, a focus on compact, walkable neighbourhoods and more retail space for Schooner Cove were among development plans touted during two open houses presented by Fairwinds Real Estate Management.

“At the Lakes District the draft plan envisions a residential community in harmony with this area’s dramatic landscape and its host of environmental features,” said Russell Tibbles, vice president of development and operations for Bentall LP who manages Fairwinds. “The Schooner Cove draft plan reflects a new seaside side village focused on meeting the daily needs of residents with public access to the waterfront and a vibrant mix of retail shops and services as well as residential apartment homes.”

Last Wednesday, a curious crowd packed Fairwinds golf club in Nanoose Bay to hear the latest on development plans for the Lakes District that will see construction of as many as 2,500 new residential units on roughly 736 acres. The project could take as long as 20 years to complete with construction startup hoped for by late 2010.

“By intensifying the footprint we’ve been able to put aside almost half the land as public legacy in the form of parks,” said Paul Fenske, a principle with Ekistics Town Planning. “On offer will be duplexes and more compact homes, even moving right up to condominium apartments with opportunities for lock and leave as well as aging in place.”

With many details to be worked out, current Nanoose Bay residents involved in planning seemed largely pleased by what they’ve seen thus far — to the point of producing a video that speaks favourably about the effort to include affected community members in the process.

Concerns expressed at the Schooner Cove meeting included the replacement of the boat ramp with a jib crane hoist and conservation of views.

During the Lakes District forum kudos were delivered for the plan’s focus on pedestrian walkways and the preservation of sensitive Garry Oaks ecosystems but questions about the height of buildings and the ability to provide water still remain.

Fenske said the area is identified by the regional district as a growth area adding a need for sufficient storage underlies the water problem and that his recommendation is to devise a neighbourhood plan to address water issues. He said building height is something that will become clearer as the approvals the process moves forward.

Whatever else the development represents it is a bold move towards trying to create a more sustainable community said a senior planner on hand from the Regional District of Nanaimo, Geoff Garbutt.

“They want to do something markedly different from what’s allowed right now,” he said.

“The plan supports conserving natural areas with a range of more compact housing. They’re also preparing significantly different roadside standards with a pedestrian pathway and narrower street frontages.”

Still to come in the process are technical reviews by the regional district, Ministry of Transportation and the environment ministry before a full public hearing in the fall or early next year.



Geoff Garbutt, a senior planner for the RDN was on hand last Wednesday to answer questions at an open house (below) for development of the Lakes District in Fairwinds. Fred Davies Photos

NOTES:



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EKISTICS

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