

REGIONAL DISTRICT OF NANAIMO  
REGULAR BOARD MEETING  
ADDENDUM

Tuesday, October 16, 2018

7:00 P.M.

RDN Board Chambers

*This meeting will be recorded*

Pages

5. CORRESPONDENCE

- |      |   |   |
|------|---|---|
| *5.1 | Development Permit with Variance Application No. PL2018-123 - Imperial Drive and Lee Road, Electoral Area G | 2 |
| *5.2 | Development Variance Permit Application No. PL2018-078 - 1600 Brynmarl Road, Electoral Area E               | 8 |

## Mayea, Tricia

---

**From:** Kevin Hewco [REDACTED]  
**Sent:** Sunday, October 14, 2018 6:01 PM  
**To:** Keller, Greg; Planning Email  
**Cc:** bryce.pirozzini@gov.bc.ca  
**Subject:** Development Permit with Variance Application No. PL2018-123 (Imperial Drive, French Creek, BC)

Good Day,

This correspondence relates to a planned sub-division of eight small lots at the end of Imperial Drive, in French Creek. As neighbours of this planned development, the first we have heard of any planning process or development process was the RDN correspondence that we received in the mail on Wednesday, October 10th, with not even three (3) business days to reply in order to be heard by the board or to raise any concerns. This is unreasonable notice for any of the neighbours who will be affected by this development going forward. We have been awaiting some notice of a planned re-zoning of the property as it was clear that the Ballard Homes developers were planning to build homes on this site, adjacent to French Creek. This is a very sensitive area adjacent to a fish bearing stream that is subject to annual, unpredictable flooding. During the Summer of 2017 the developers had begun clear cutting trees and hauling fill to the site although there had been no application for a development permit. (Enquiries with the RDN at the time determined this.) The loggers were shut down and fined after the BC environmental enforcement officers determined that they were operating heavy equipment and saws during a local drought and heat wave. This was the neighbourhood's first experience with the developers. Needless to say, we remain skeptical of their good intentions and ability to abide by accepted development practices and sensitive environmental legislation.

On Friday, October 12th, my wife and I attended to the RDN planning department in Nanaimo and spoke with Mr. Greg Keller regarding this issue. He was quite helpful in explaining the process and advising of what the variances meant. We were surprised to learn that there was no requirement for neighbourhood consultation when the developer was sub-dividing the property and that the current zoning allowed for this. Many of us in the neighbourhood have concerns about the impact of eight homes in this very compact area so close to the creek. Every time that surveyors attended this property during the last year, I have shown them photos and pointed out the high water mark, they never ceased to be surprised. Mr. Keller did explain the covenant in place requiring the property to be raised by several meters in places, this in turn raises serious questions to those of us that border this development with regard to drainage issues. The area is subject to flood risk and now we will face a sub-division of eight homes raised above the surrounding neighbours on one side and a flood prone creek on the other side. Our concern is obvious, where does the water go from this raised area, particularly when the creek is flooding, which it does several times a year? This risk is significant and compounded by the amount of deadfall trees and debris in the creek that is not managed or removed. It can lead to log jams and backed up water. Our property has never flooded but several to the South of us have in the cul-de-sac of River Crescent. **Mr. Keller has advised that the Ministry of Transportation is responsible for overseeing drainage issues for this development so my enquiries with them has led me to copy Mr. Pirozzini this correspondence. (Moving forward, we will endeavour to seek clarification from him and, at the least, be provided access to an engineered drainage plan that hopefully has been prepared. All the neighbours on River Crescent and Barclay Crescent North should be provided this information.)**

While we realize that the correspondence we received, with little notice to reply, is only seeking input regarding Variance No. PL2018-123, we feel that we need some assurances that we will have a voice as to how this development proceeds. Regarding the particular variance issues at hand I provide the following:

1) Part 2: Fence heights: This is a concern to us. The houses that back directly onto the proposed development from River Crescent will now have a two tiered retaining wall at the rear of their lot, topped by a six foot fence. This will completely impact their enjoyment of their properties and their view. The biggest concern is the drainage of these new, 'elevated' lots to the rear onto the existing properties. The change in height from the existing elevation of 6.5 meters to 8.7 meters is significant. Then add a six foot fence and it becomes an unsightly wall with a real risk of water draining into these lower properties.

2) Section 4.5.1: No issue with this particular variance.

Fortunately, I was able to attend the RDN personally and learn some of the issues directly from Mr. Keller however some of the local residents affected by this and who received the correspondence are elderly and, like myself, do not understand what the issues are, are worried, and don't know how to respond or if they should. For this reason I believe that the deadline for responding to this request is too short. Also, with an election pending next weekend, this matter should be tabled until we determine who are new elected representative is and we can consult with them if necessary. This is a reasonable request under the circumstances.

We are not anti-development people, nor are our neighbours however we want to ensure that the area under consideration can sustain development to begin with as a sensitive eco-system. One or two homes perhaps, but eight is going to really pressure an already sensitive area not to mention an already pressured local infrastructure. We know that the sewage treatment plant is over taxed already, as is the local water delivery system. There were problems with the Barclay Crescent Sewer project when it expanded in our area, can we be confident that it can handle added flow from the elevated homes without pushing sewer to the lower homes, below gravity feed, on River Crescent now?

These are only some of the obvious, identified concerns for consideration by any board prior to development permits being supported:

- 1) Drainage
- 2) Sensitive wetlands and flood risks. This area is occupied by wildlife regularly and French Creek is a salmon bearing stream.
- 3) Infrastructure pressures. (Sewer, water, etc)
- 4) The destruction of Imperial Drive with heavy truck traffic during construction.

We are of the opinion as a small neighbourhood that the RDN Board needs to take a closer look at this proposal and area prior to committing to a development of eight homes on tiny lots. We have seen an abundance of this type of development in the last two years in the Parksville/Qualicum area that, although allowing for higher density population, has little intrinsic value for what we feel has been a truly attractive and pleasant place to live. It's why we and our neighbours are here after all. We encourage the Board members to please come and have a look at this planned development adjacent to beautiful French Creek so that you are duly informed when making decisions affecting development within the RDN.

Again, we are not necessarily anti-development and we appreciate the underlying pressures for the RDN to expand their tax base however we seek to ensure that there is prudent planning in place with a view to the "bigger picture" and some ongoing sensitivity displayed for high risk environments. Yes, we have a vested interest because we are immediate neighbours but we feel a greater responsibility to our neighbours and sensitive little creekside environment.

I thank you for your consideration of this correspondence as it relates to the Variance application and of course the greater concerns of the planned sub-division in general. If necessary, I would be happy to address the board

in person at a future meeting too in order to articulate our general concerns. In closing, I again respectfully request that this matter be tabled until after the election which will allow a reasonable response time for affected neighbours and allow reasonable access to our newly elected official.

Sincerely,

Kevin J.P. Hewco  
1586 River Crescent,  
Parksville, B.C.  
V9P-1X8  


**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: DP app PL2018-123  
**Date:** Monday, October 15, 2018 9:24:33 AM

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

---

**From:** carayr@mistysystems.ca [REDACTED]  
**Sent:** Sunday, October 14, 2018 10:50 PM  
**To:** Planning Email  
**Subject:** DP app PL2018-123

Ray Richards  
1597 River Cres  
Parksville  
[REDACTED]

Re notice of development with variance application No.PL2018-123

To Whom It May Concern:

I am writing this in reply to your letter dated Oct 3, 2018

First I am obliged to give a brief history about myself.

I have been a construction manager or construction superintendent for the past 35 years. So I have an insight to the process of a construction project. I have also been involved in this neighborhood for the past 40 years.

I have the following concerns about this project:

- (1) Notification I did not receive this notification nor did several of my neighbors I acquired a copy from one of the few that received this very short notice to respond.
- (2) Is this a board of variance meeting or a development proposal meeting
- (3) The plans indicate that this may be a strata title project if this is the case should there not be a land use change
- (4) The plans only address drainage for the proposed site I believe this project will have a serious impact on the drainage and overall water flow of the entire area
- (5) I would like to see a review of the sewage connections as it may have an impact on the pumped system on River Cres
- (6) The domestic water system in this area is over 50 years old with virtually no upgrades what plans are there to upgrade and who is going to pay for these upgrades
- (7) This is an area of narrow roads with virtually no roadside parking what will the contractor(s) be required to do to ensure a free flow of traffic and maintain public safety?

This is an area that people with lessor means came to maintain a roof over their families heads (more areas like this are needed to slow the homeless epidemic)

I would like to believe that our **pubic** officials are looking after the needs and concerns of **all**, in this case I am not sure and I will be doing further research.

Please find this as formal notice to include me in public record

Please feel free to contact me for any additional information you may need

Rat Richards

c/c  
Kevin Hewco  
Robert McKay  
Hosak & Co

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Variance PL2018-123  
**Date:** Monday, October 15, 2018 9:29:26 AM

---

Bernadette Ritter  
Administrative Associate  
Strategic & Community Development

-----Original Message-----

**From:** [REDACTED]  
**Sent:** Sunday, October 14, 2018 9:31 AM  
**To:** Planning Email  
**Subject:** Variance PL2018-123

I am writing to express my displeasure in the way the RDN is trying to rush through the variance PL 2018 -123( imperial drive and lee Rd . With only a week to analyze this a proper response is impossible . I would like this matter delayed till after the upcoming election so that the new board has time to consider this application. Robert Mackay 1602 River Cres .French Creek ph [REDACTED]

Sent from my iPhone

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Development Variance Permit Application No. PL2018-078  
**Date:** Monday, October 15, 2018 3:55:20 PM

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

**From:** Bonnie Hunter [REDACTED]  
**Sent:** Monday, October 15, 2018 3:29 PM  
**To:** Planning Email  
**Subject:** Development Variance Permit Application No. PL2018-078

To whom it may concern,

I am writing to express concern regarding the above noted variance application. As a resident of the RDN it is extremely disappointing to see variances go through with seemingly undue input from surrounding impacted residents. Providing notice only days before a hearing hardly gives anyone an opportunity to review or participate in the process.

The community of Beachcomber has zero interest in increased marina traffic. The neighborhood has one road leading in and out of the Marina, and the traffic is already busy. There is an increasing population of young families who regularly ride bikes, walk and run along the narrow and winding roads and who don't need additional traffic to contend with.

Parking is not really the issue, but appears to be being used to help along other changes to the marina that will greatly impact the area.

Regards,  
B Hunter  
RDN resident

**From:** [b.edgett](mailto:b.edgett)  
**To:** [Keller, Greg; Planning Email](mailto:Keller, Greg; Planning Email)  
**Subject:** Fwd: Beachcomber Marina - RDN Application for Parking Bylaw Variance PL2018-078  
**Date:** Sunday, October 14, 2018 6:00:25 PM  
**Attachments:** [ATT00001.htm](#)  
[201805RDNVarApp.pdf](#)  
[201805RDNVarAppAddendum.pdf](#)  
[ATT00002.htm](#)

---

Dear RDN Planning Department,

I am writing in response to the proposed RDN Application for Parking Bylaw Variance PL2018-078 sited below. I must first express my disappointment and displeasure in the lack of time given to respond to such a crucial issue that is far more complex than a parking variance. Upon reading the information contained below, Mr. Barnes is looking for this variance to accommodate 8 more boats in his current marina, But what he is really asking for is a parking variance that would allow him to increase the number of boats in his marina by 33%. So my first question is where is going to moor the new 34 boats? Secondly, where is the environmental study saying that Northwest Bay could handle an increase of 33% or 34 boats? There are sensitive ocean ecosystems in Northwest Bay, a provincially registered Eel grass bed is located close to the boarder of the Beachcomber Marina and how will that be impacted with this increase of boat traffic? Thirdly, where is the First Nation Consultation on this increase of traffic in Northwest Bay, due to these proposed 34 boats?

I find the RDN Planning Department to be rushing something thru, that needs far more time and study to ensure that decision they make today do not negatively affect or impact our marine environments in the future. I also find the timing of this to be suspect with a Municipal election in 6 days. What is the rush, should we not hear all sides and ensure that we are making the right decisions for the District as a whole, not just for one individual.

Sincerely,

Brad Edgett

**From:** "Ian" [REDACTED]  
**To:** [gkeller@rdn.bc.ca](mailto:gkeller@rdn.bc.ca)  
**Subject:** Beachcomber Marina - RDN Application for Parking Bylaw Variance PL2018-078

To Neighbours of Beachcomber Marina - Northwest Bay, Nanoose

Good Day to you all

We were instructed late yesterday by the Planning Department of the Regional District of Nanaimo to contact all neighbours within 50 meters of the property to inform you all that we have applied for a Development Variance Permit to, in essence reduce the Car Parking Density requirement of one parking space for every two boats to one parking space for every three boats as is the norm in most other areas.

This application (full copy attached with justification report and addendum for your perusal) was submitted in May of this year and is scheduled to be presented to the Board of Directors of the RDN in their Board Chambers at 6300 Hammond Bay Road, Nanaimo on the 16th October 2018 at 19h00. Anyone wishing to address this matter will be afforded an opportunity to be heard at the Board Meeting. Written submissions must be received at the RDN office by 16h30 October 15th 2018 to ensure their inclusion in the public record.

Should anyone require further information on this beforehand, please contact me - details as in the signature. The RDN Planning Department's contact details are 250-390-6510 or [planning@rdn.bc.ca](mailto:planning@rdn.bc.ca)

Many thanks and apologies for it being somewhat at short notice

*Ian J. Barnes*

*Beachcomber Marina*

*#7 - 1600 Brynmarl Road*

*Nanoose Bay, B.C., Canada, V9P 9E1*

*Tel: (250) 468-7222(v)/(250) 468-7171(f)*

*[beachcombermarina@gmail.com](mailto:beachcombermarina@gmail.com)*

*This message is intended only for the use of the individuals to which it is addressed and may contain information that is privileged and confidential. If you are not the intended recipient, you are hereby notified that you have received this transmission in error; any review, dissemination, distribution or copying of this transmission is prohibited. If you have received this communication in error, please notify us immediately by return e-mail and delete this message and all of its attachments.*

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Re:Variance Permit Application #. PL2018-078  
**Date:** Monday, October 15, 2018 3:57:24 PM

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

---

**From:** Brooke martin [REDACTED]  
**Sent:** Monday, October 15, 2018 3:13 PM  
**To:** Planning Email  
**Subject:** Re:Variance Permit Application #. PL2018-078

**Re:Variance Permit Application #. PL2018-078**

Dear Electoral Area Services Committee,

Please consider this letter my formal opposition to the variance permit application listed above. I am an avid kayaker and scuba diver who frequents the waters surrounding Beachcomber Marina, and was very concerned to learn that this proposal would allow for future expansion of the marina up to 153 marine berths. The negative impact on the local aquamarine life of this type of expansion would be undeniable. The owner of the marina has not provided any comment on how he plans to keep this area clean and fit for continued swimming, diving, and pleasure use, if his development goes forward. Although he claims that he will only be using an additional 8 berths, the fact that he will be allowed to expand up to 153 berths in the future is very distressing for me. I argue that this should be studied in more detail, and results of this study should be available to all those people that use the local waters year-round. I fear that we will lose the beautiful marine life and underwater world that is currently present within Northwest Bay, should this development go through. Many thanks for taking the time to read and consider this letter.

Warm Regards,

Brooke

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Where's the transparency here?  
**Date:** Monday, October 15, 2018 12:18:53 PM

---

Bernadette Ritter  
Administrative Associate  
Strategic & Community Development

-----Original Message-----

From: T S [<mailto:businessbuilder@shaw.ca>]  
Sent: Monday, October 15, 2018 12:07 PM  
To: Planning Email  
Subject: Re: Where's the transparency here?

Sorry

It's regarding the beachcomber marina pl2018-078

Sent from my iPad

> On Oct 15, 2018, at 11:59 AM, Planning Email <[planning@rdn.bc.ca](mailto:planning@rdn.bc.ca)> wrote:

>

> Good afternoon,

>

> We have a number of projects occurring at the moment. Would you be able to specify further the matter you are referring to.

>

> Regards

>

> Bernadette Ritter

> Administrative Associate

> Strategic & Community Development

>

>

> -----Original Message-----

> From: T S [<mailto:businessbuilder@shaw.ca>]

> Sent: Monday, October 15, 2018 11:58 AM

> To: Planning Email

> Subject: Where's the transparency here?

>

> Regarding the variance department for more parking that you are trying to slip through without anyone realizing it happened.

>

> Excuse me, but we have lived in the regional district for years and are not very pleased with the events going on here.

> More parking in this neighbourhood to later have more boats at the

> marina is ridiculous

>

> What about the impact on the neighbourhood?

> What about the ecology of the bay?

> Where are the environmental studies regarding more boats at this marina?

> We know what's happening and we don't like it.

>  
> Written by and for the Concerned citizens of this area  
>  
>  
>  
>  
>  
>  
>  
> Sent from my iPad

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Objection to Beachcomber Marina expansion  
**Date:** Monday, October 15, 2018 10:53:12 AM

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

**From:** cori emery [REDACTED]  
**Sent:** Monday, October 15, 2018 10:19 AM  
**To:** Planning Email  
**Subject:** Objection to Beachcomber Marina expansion

Good Morning, I am writing to let you know that we are opposed to the Development Variance Permit Application No PL2018-078 which would potentially allow for an additional 53 berths at Beachcomber Marina. Zoning has not been approved for this expansion- nor even applied for. I do not know how the decision was made to only inform neighbours who are within 50 metres as though they are the only residents who will be affected. Our property on Claudet Rd faces the marina and we along with our young daughters spend much of our time in or on the water. The pollution and garbage generated from the marina is a threat to this ecosystem and any expansion could only make matters worse. Thank you for taking our concerns into consideration.

Sincerely, Cori Emery

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Beachcomber Marina Application for Parking Variance  
**Date:** Monday, October 15, 2018 9:25:10 AM

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

---

**From:** Debby Cachej [REDACTED]  
**Sent:** Monday, October 15, 2018 8:26 AM  
**To:** Planning Email  
**Subject:** Beachcomber Marina Application for Parking Variance

RDN:

Re: Beachcomber Marina Application for Parking Variance : (PL2018-078)

As a long-time resident of the RDN, I have recently become aware of the application being submitted to the RDN for an increased density to parking capabilities at the Beachcomber Marina. In Mr. Barnes' application, he indicates he currently has spaces for 8 extra boats to be moored. Why is he requesting parking for the possibility of expanding the marina to accommodate 50% more boats? Where is the environmental study to support the ability to do this? Is this putting the cart before the horse? I strongly disagree with any approval until all the ongoing ramifications are clearly available for public discussion.

Debby Cachej

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Opposition to Beachcomber Marina Parking Variance Application (PL2018-078)  
**Date:** Monday, October 15, 2018 2:18:28 PM

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

**From:** Diana Ruffell [REDACTED]  
**Sent:** Monday, October 15, 2018 1:06 PM  
**To:** Planning Email  
**Subject:** Opposition to Beachcomber Marina Parking Variance Application (PL2018-078)

We are writing to you this letter as a statement of opposition to the Beachcomber Marina Parking Variance Application. Having recently resided on the Marina Way, Nanoose Bay, and we are concerned that marina expansion will cause increased environmental pollution and detrimental effects on marina sealife. There will be increased pollution from bilge pumps, grey water with detergents and soaps and toilet waste. I am not aware of any formal Environmental Assessment being performed to evaluate such effects on environment.

For this reason, we strongly oppose the expansion proposal of the Beachcomber Marina.

Yours sincerely,

Diana and John Ruffell

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Beachcomber marina parking  
**Date:** Monday, October 15, 2018 2:11:10 PM

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

---

**From:** diane jones [REDACTED]  
**Sent:** Monday, October 15, 2018 1:19 PM  
**To:** Planning Email  
**Subject:** Beachcomber marina parking

Please hold off on approval of this variance until all ramifications eg. Enviromental impact are available for public discussion.

Thank you for your consideration

Diane

Sent from my Samsung device

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: pl2018-078  
**Date:** Monday, October 15, 2018 2:18:12 PM

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

---

**From:** Gary Rodgers [REDACTED]  
**Sent:** Monday, October 15, 2018 2:17 PM  
**To:** Planning Email  
**Cc:** [REDACTED]  
**Subject:** pl2018-078

With reference to the above proposed variance approval application in which your planning department has recommended approval, I would like to state that I am opposed to this application. The application states they have increased their slips from 102 to 110 and would like to change their parking requirements to accommodate this. In fact they are only authorized for 102 slips and have not received approval for 110 slips. Any accommodation on your part would be seen as facilitating this change and is out of order. They should be required to complete their application and receive approval before you even consider this variance application not rule on it out of order.

Thank you for your consideration,

Gary Rodgers  
4841 Brenton Page RD  
Ladysmith BC  
V9G1J6

**From:** [GEOFF SCHULSON](#)  
**To:** [Keller, Greg; Planning Email](#)  
**Cc:** [GEOFF SCHULSON](#)  
**Subject:** Opposition to Development Variance Application No. PL2018-078  
**Date:** Monday, October 15, 2018 2:12:03 PM

---

To Mr. Greg Keller, and all planning staff of the RDN,

I write you this email to show my discontent with your continued lack of involvement in the Beachcomber community and our concerns for public traffic, specifically referencing the current application by the Beachcomber Marina and Ian Barnes, to once again try to backdoor his way into expanding his current marina.

The application in question is PL2018-078, requesting a variance to the bylaw requirement for 1 parking stall per 2 marina spaces, and changing it to 1 parking stall for every 3 marina spaces.

I will note the Bylaw requirement in question is the RDN's own Bylaw. It wasn't adopted from another community or put in place temporarily to fill a void. The bylaw is in place for a reason, and as such, should stand to be maintained for current and future development permits. Should the RDN or the Beachcomber Marina wish to change or enhance their bylaws to suit their needs, it needs to be done so with a full and complete input from the entire RDN community and go through Official Community Plan adjustments, just like every other change. The variance to this bylaw is for the sole benefit of one person, and NOT for any other benefit of the community. This is the complete opposite of proper community involvement in which the RDN represents for it's members.

I also note that the marina owner has already proceeded with building the additional dock space to which he falsely claims he is not using. Are the bylaws not in place to ensure that development and construction abides by the terms and conditions of such bylaws, and are not meant to be merely a "guideline"? Mr. Barnes seems to continually do what he wants, then ask for permission afterwards once the neighborhood becomes aware of his actions. Is Mr Barnes precluded from the rules and regulations of development within the RDN? I would ask that the RDN and Mr Barnes show conclusively that the additional dock space constructed without the approved development permit, and outside of the RDN's bylaws, are not being used.

I note that the RDN has had in their possession for roughly six months the application in question. Why were only two neighbors informed of the request for Variance? Why were those two neighbors informed only 3 days before the application went to council? This screams backdoor political agendas are taking place.

Mr. Keller has also been involved directly with me and my concern for Mr. Barnes's actions from day one, and I have shown my distrust for his apparent lack of regard for the RDN rules. Mr Keller specifically told me after the last incident of parking space violation by Mr Barnes, that he would personally inform me of any additional or future applications regarding this project. Why was I, nor any member of my family, not made aware of this application? Does this show proper community involvement that Mr Keller states he aims to provide?

Was there any indication of involvement or consultation with the local First Nations members? They have adamantly opposed this facility's expansion plans in the past, and I can only assume they have not changed their mind? Would the RDN or Mr Barnes indicate what consultation process they went through with the local band members and council?

I also would like to know why the RDN is choosing to push through a development amendment so close to a regional and municipal election period. This again, shows lack of regard for public input and involvement.

The traffic plan and recommendations provided by Watt Consulting are completely irrelevant. Who can say that Mr Barnes did not in fact choose on his own accord to have Watt Consulting show up on the said

dates of their "review" because the marina simply did not have many vehicles present that day? I'm sure that Mr Barnes would not call Watt Consulting to come to the marina on a day that every parking space was being used, and trucks and trailers are lined up Brynmarl Rd and spilling onto Marina Way and blocking my driveway. This of course would not be in Mr Barnes's best interest. The bottom line of adding additional annual moorage to this marina, is that it will INCREASE traffic, something the community of Beachcomber has opposed since the start of this amateur development. The report also notes that being a "non-typical" marina, ie no transient traffic, that there are less vehicles being used. The last time I traveled up and down the coast on my boat, I certainly did not bring a vehicle along with me. Transient marine traffic does not increase vehicle traffic, annual moorage space would increase traffic, contradicting the reports allegations.

In conclusion, I once again vehemently oppose Mr Barnes's applications that only suit himself. There is ZERO benefit to our community, and Mr Barnes needs to learn that the bylaws are not his to interpret as best suit his interests.

Sincerely,

Geoff Schulson  
1502 Marina Way  
Nanoose Bay, BC

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Devevelopment Variance Permit Application No.PL2018-078  
**Date:** Monday, October 15, 2018 9:23:35 AM

---

Bernadette Ritter  
Administrative Associate  
Strategic & Community Development

-----Original Message-----

**From:** [REDACTED]  
**Sent:** Sunday, October 14, 2018 10:04 PM  
**To:** Planning Email  
**Subject:** Devevelopment Variance Permit Application No.PL2018-078

Dear Sir or Madam

I am writing in regard to allow these extra berths. We live within the RDN. (in Nanaimo) but spend time visiting near the Beachcomber Marina for years. I do not think allowing the Marina to expand so greatly is the right thing to do. Already the area is stressed by the amount of activity near there. I hope to see this proposal turned down for the sake of future generations, like our granddaughter. No to the Variance. Thank you for your consideration. Gordon Borbandy

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Beachcomber Marina Application for Parking Variance (#PL2018-078)  
**Date:** Tuesday, October 16, 2018 8:39:53 AM

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

---

**From:** Helmut Mark [REDACTED]  
**Sent:** Monday, October 15, 2018 6:12 PM  
**To:** Planning Email  
**Subject:** Beachcomber Marina Application for Parking Variance (#PL2018-078)

To whom it may concern,

As a former long-time property owner of waterfront on Northwest Bay I oppose any marina expansion. This is based on both environmental impact as well as the impact on property owners in the area.

Mr. Barnes has I understand has applied for an increased density to parking capabilities. This then would suggest further attempts for marina expansion. This expansion has already been declined previously by the community. Environmental impact studies have shown the negative effects on the area by further marina expansion.

Previously marina expansion appeared to be pushed through without consideration of the public or the environment. Great effort was required to obtain a proper process and public involvement. Expansion was declined by the public. Hopefully this approach, which was reprehensible, will not be attempted again. To try to push through without proper process for the benefit of a few with disregards for the public and the sensitive environmental issues, which may well impact the future of the area.

Helmut Mark

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Beachcomber Marina Application for Parking Variance: (#PL2018-078)  
**Date:** Monday, October 15, 2018 11:59:57 AM  
**Attachments:** [image001.emz](#)  
[image001.png](#)

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

---

**From:** Iris Stiller [REDACTED]  
**Sent:** Monday, October 15, 2018 11:55 AM  
**To:** Planning Email  
**Subject:** Beachcomber Marina Application for Parking Variance: (#PL2018-078)

I live almost across the road from Beachcomber Marina and understand that there is an application for a variance in parking at the Marina which would increase the number of boats allowable in this very small space on Northwest Bay. I feel that environmental stability needs to be determined before granting an approval that may have adverse impacts in future. It seems unreasonable that there is even a discussion for considering any kind of approval that would further increase the marina density when the Aboriginal Reconciliation has already been presented, opposing an increased Marina footprint. I propose this variance requires a full discussion by the community, not just the applicant before any approvals are changed.

Sincerely

I. Stiller

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Variance Request Concern / PL2018-078  
**Date:** Monday, October 15, 2018 4:01:07 PM

---

Bernadette Ritter  
Administrative Associate  
Strategic & Community Development

-----Original Message-----

From: Jason Clark [REDACTED]  
Sent: Monday, October 15, 2018 2:35 PM  
To: Planning Email  
Subject: Variance Request Concern / PL2018-078

Hello,

I'm emailing to voice my concern over the proposed Variance Change notes above. The last thing people in this Area want is more traffic and potential accidents. The Marina has no right asking for the variance, they already lack in Parking. We will be at the Meeting tomorrow night to voice our concerns.

Jason  
[REDACTED]

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Re:1600 Brynmarl Rd: Strata Lot 7  
**Date:** Monday, October 15, 2018 4:52:56 PM

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

---

**From:** [REDACTED]  
**Sent:** Monday, October 15, 2018 4:52 PM  
**To:** Planning Email  
**Cc:** Bob Rogers  
**Subject:** Re:1600 Brynmarl Rd: Strata Lot 7

To Whom it May Concern

I appreciate that this is a few minutes late however respectfully request that this correspondence is noted.

In principle I have no objections to the proposed variance to Schedule 38 : Reduction of minimum parking requirements for Beachcomber Marina.

I would ask though that this does not establish a precedent for an increase of berths from 102 to as many as 150 plus.

This is a fragile marine environment. I believe there would be a significant value in any significant increase in berths requiring additional environmental examination and further planning consent.

We cannot easily re-instate in our environment what we have undermined and lost.

With regards  
Jill Davies

9-1600, Brynmarl Rd, Nanoose Bay BC V9P 9E1

**From:** [Joe Bratkowski](#)  
**To:** [Keller, Greg](#)  
**Cc:** [Joe Bratkowski](#)  
**Subject:** variance application PL2018-078  
**Date:** Monday, October 15, 2018 4:03:11 PM

---

Greg

As a 40+ year resident including 20+ years as a trustee/councilor, I have sat on many committees and boards dealing with similar issues as referenced above. This application is fraught with several of the usual inconsistencies including noise, safety and impacts on the environment, not to mention due process. Please add this to the growing list of non-supporters.

Thank you

Joe Bratkowski

1390 Gabriola Drive  
Parksville, BC V9P 2Y5

R: [REDACTED]  
C: [REDACTED]  
E: [REDACTED]

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Variance Permit Application #PL2018078  
**Date:** Monday, October 15, 2018 9:23:51 AM

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

---

**From:** C.A.M. [REDACTED]  
**Sent:** Sunday, October 14, 2018 9:14 PM  
**To:** Planning Email  
**Subject:** Re: Variance Permit Application #PL2018078

To whom this may concern,

We have been residents of the Nanaimo Regional District for over 40 years. We are strongly opposed to the granting of extra mooring spaces for the Beachcomber Marina, due to the highly sensitive environmental nature of the small bay. Any additional moorage needs an environmental study done to determine the impact on such a sensitive area. There has not been any consideration for the environmental impact the extra spaces will generate.

Regards,  
John and Carol Symons  
Nanaimo, B.C.

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: File# PL2018-078  
**Date:** Monday, October 15, 2018 2:10:26 PM

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

**From:** Kat K [REDACTED]  
**Sent:** Monday, October 15, 2018 1:55 PM  
**To:** Planning Email  
**Subject:** File# PL2018-078

Good afternoon RDN,

I strongly disagree with this variance application. The Beachcomber community does not want nor need any more marina traffic. The road is congested enough and we want to keep the neighbourhood quiet as it once was. There are multiple concerns with high volume traffic on the single, winding road. I urge you to not go through with this as it will spark outrage with many members of our community who feel the same as I do.

Sincerely,  
Concerned citizen

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: #PL2018-078  
**Date:** Monday, October 15, 2018 4:01:23 PM  
**Attachments:** [image001.png](#)

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

---

**From:** Ken Langelier [mailto:Ken.Langelier@vca.com]  
**Sent:** Monday, October 15, 2018 2:29 PM  
**To:** Planning Email  
**Subject:** RE: #PL2018-078

To Whom It May Concern:

It has come to my attention that an application for a variance allowing more boats/parking space for Beachcomber Marina in Northwest Bay .

By way of introduction I am a recipient of the Order of British Columbia and the BC Field Naturalist Award among others for my dedication to the preservation of our sensitive coastline. Many of these areas have sensitive habitat with eelgrass and bays vitally important to both permanent coastline species and migrating species (such as Brant).

Part of our duty to protect our environment is to ensure that any changes, even ones that appear as small as granting a variance on parking may have on the environment. Unless an extensive environmental impact study has been performed which would assess the implications of increased boat traffic in the area, I would like to speak out against the granting of this variance. I would like the opportunity to speak to the planning department or have a postponement of any decisions on this variance until an impact study can be thoroughly examined.

Please do not hesitate to contact me in the regard.

**Ken Langelier OBC DVM**

Medical Director  
Island Animal Hospital  
1800 Bowen Rd, Nanaimo, BC, V9S5W4  
T 250.753.1288 F 250.753.1218  
[ken.langelier@vca.com](mailto:ken.langelier@vca.com) | [vcacanada.com](http://vcacanada.com)



Caring for life's greatest companions

<http://www.islandstrust.bc.ca/media/264259/Eelgrass-Mapping-Report-2012-2013-without-maps.pdf>

<https://www.ibacanada.org/mobile/site.jsp?siteID=BC056>

[http://www.shim.bc.ca/eelgrass/eelgrass\\_mapping\\_inventory\\_final\\_v1.pdf](http://www.shim.bc.ca/eelgrass/eelgrass_mapping_inventory_final_v1.pdf)

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Development Variance Permit No. PL2018-078  
**Date:** Monday, October 15, 2018 2:10:34 PM

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

**From:** Kevin Couwenberg [REDACTED]  
**Sent:** Monday, October 15, 2018 1:38 PM  
**To:** Planning Email  
**Subject:** Development Variance Permit No. PL2018-078

To: Greg Keller, Senior Planner

My family and I are currently residents of the RDN. I am writing this email to inform the RDN that my family and I do not support Development Variance Permit No. 2018-078. We believe that allowing this variance to be approved will increase the amount of traffic within the community. As you are aware the roads leading to the marina are narrow and winding. The community is made up of families with children and elderly persons that enjoy riding bikes, walking, and running along the roads. We feel that this allowing the variance will have a negative impact to our community.

Regards,

Kevin C.

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Written Submission 1599 Marina Way - Notice of Development Variance Permit Application number PL2018-078  
**Date:** Monday, October 15, 2018 3:55:04 PM  
**Attachments:** [Letter from 1599 Marina Way Regarding Request for Variance PL2018-078 Regional District of Nanaimo.pdf](#)

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

---

**From:** Kindry Mercer [REDACTED]  
**Sent:** Monday, October 15, 2018 3:36 PM  
**To:** Planning Email  
**Cc:** Matt Mercer  
**Subject:** Written Submission 1599 Marina Way - Notice of Development Variance Permit Application number PL2018-078

Hello,

Please accept attached letter as our written submission regarding Variance Permit Application PL2018-078.

Please keep us apprised of the outcome of this hearing.

Sincerely,

Kindry and Matt Mercer  
1599 Marina Way  
NanOOSE Bay

---

**From:** "kindrymatt" [REDACTED]  
**To:** "planning" <planning@rdn.bc.ca>  
**Sent:** Tuesday, October 9, 2018 4:49:23 PM  
**Subject:** Question Regarding - Notice of Development Variance Permit Application number PL2018-078

Hello,

I am the homeowner of 1599 Marina Way, NanOOSE Bay, directly adjacent to Beachcomber Marina. I received a letter from the Regional District regarding Variance Permit Application No. PL2018-078.

Can you please let me know what the current number of berths are at Beachcomber Marina as well as the current number of parking spaces?

Can you also please provide the maximum number of Marina berths that this variance would allow for? I am interested in better understanding what this change, if approved, would mean for local traffic and what alternatives are proposed for overflow parking should this variance result in Marina expansion.

Thank you,

Kindry Mercer  
[REDACTED]

October 15, 2017

Regional District of Nanaimo

6300 Hammond Bay Road

Nanaimo, BC

Dear Board of Variance Committee:

Re: Notice of Development Variance Permit Application No. PL2018-078

As property owners of 1599 Marina Way, directly adjacent to Beachcomber Marina, we are not supportive of the current request for variance.

Based on information from the call with RDN planner Greg Keller, we are supportive of a variance that will allow the current parking regulation to be changed to accommodate the existing infrastructure (up to 110 boat slips). We request that approval of proposed parking variance (accommodation of up to 153 boat slips) be delayed and instead, included as part of application for future Marina expansion plans. Because there are significantly material impacts on the community including changes to local traffic patterns, we would encourage the Regional District to ensure there is a more fulsome public review prior to approval of this variance.

It is our understanding that one of the main obstacles of the previous rezoning application was the absence of suitable parking. We are concerned that if this variance is granted in absence of a detailed marina expansion plan, it will reduce the thoroughness needed to consider any future requests.

Please keep us apprised of the outcome of this hearing and advise us at the earliest possible date of any future applications.

Sincerely,

Kindry and Matt Mercer

Homeowners 1599 Marina Way

Nanoose Bay, V9P 9B6

[Redacted]

[Redacted]

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Beachcomber marina parking  
**Date:** Monday, October 15, 2018 10:57:36 AM

---

Bernadette Ritter  
Administrative Associate  
Strategic & Community Development

-----Original Message-----

From: Marge Gunderson [REDACTED]  
Sent: Monday, October 15, 2018 10:14 AM  
To: Planning Email  
Subject: Beachcomber marina parking

I disagree with any approval until all the ongoing ramifications are clearly available for public discussion! Thank you Ron

Sent from my iPad

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Variance application  
**Date:** Monday, October 15, 2018 4:52:47 PM

---

Bernadette Ritter  
Administrative Associate  
Strategic & Community Development

-----Original Message-----

From: Mark stalker [REDACTED]  
Sent: Monday, October 15, 2018 4:28 PM  
To: Planning Email  
Subject: Variance application

To whom it may concern:

As a local resident of the community I wish to express my concern with the variance application amongst the Beachcomber community. With the number of young families increasing I do not feel that additional marina traffic will contribute to keeping our community quiet, manageable and safe for our children. Please take into consideration your local families and their safety.

Thank you  
Mark Stalker

Sent from my iPhone

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Development Variance Permit Application No. PL2018-078  
**Date:** Monday, October 15, 2018 9:23:22 AM

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

---

**From:** Meredith Borbandy [REDACTED]  
**Sent:** Sunday, October 14, 2018 8:41 PM  
**To:** Planning Email; corpsrv  
**Subject:** Re: Development Variance Permit Application No. PL2018-078

Re: Development Variance Permit Application No. **PL2018-078**

To Whom it May Concern:

I am writing with significant concerns regarding the above variance permit application. As a member of the Regional District of Nanaimo (RDN) who vacations in the area near to Beachcomber Marina every Summer, I am troubled by this proposed development plan. The proposal states that 'no negative impacts are anticipated', however, only quotes studies that have been done relating to vehicle parking. I ask, what about the potential impact on the marine environment and delicate eco-system within the Northwest Bay waters that will no doubt be affected by the increase in boat traffic that this proposal would allow? If the applicant's intent is truly to only allow the use of 8 existing berths, then why does this proposal not simply reflect that? Instead, the marina would actually be allowed to expand up to 153 berths, which certainly is far more than 8 berths above the existing 102! How would an additional 51 boats trafficking in and out of the local waters *not* have a negative impact? Has the owner considered this? Have their been studies to this effect? In the stated proposal, 'property owners and tenants of parcels located within a 50.0 metre radius of the subject property will receive a direct notice of the proposal' - I am very concerned that you feel that only persons living within 50m will be potentially affected by this, when *all* of the users of the local waters (a much wider radius than 50m!) are sure to be affected. In summary, I ask that you deny the Development Variance Permit No. PL2018-078, until such time that the owner of Beachcomber Marina can prove definitively that this will not have significant detrimental effects on the local water environment and delicate eco-system, as well as other community members beyond a 50m radius from the marina.

Your time and consideration are much appreciated.

Kind regards,

Dr. Meredith Borbandy  
[REDACTED]

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Development Variance Permit No. PL2018-078  
**Date:** Monday, October 15, 2018 2:10:16 PM

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

---

**From:** M HEALY [REDACTED]  
**Sent:** Monday, October 15, 2018 2:07 PM  
**To:** Planning Email  
**Subject:** Development Variance Permit No. PL2018-078

To whom it may concern

It is my opinion that this variance to the bylaws will have an astronomical negative impact on the community and property owners in this area. As our region is developing and growing to be able to incorporate an increasing population of young families who regularly ride bikes, walk and run along the roads where additional traffic congestion is guaranteed to ensure safety concerns to those whom pay taxes in this region. It is becoming increasingly concerning that by-laws are becoming more like guidelines than laws and it begs the question why do we as members of a community elect local government to make bylaws to protect our communities if we are just going to allow them to amend and create potentially dangerous environments for our members of communities that share these streets. In the staff report sent out by the RDN the summary in the second paragraph states that no negative impact is anticipated as a result of the proposed parking variance and that it is recommended that the board approve the variance. I would be interested to understand thoroughly what consultation and report process brought the RDN to this conclusion as those I have spoken with oppose the variance unequivocally.

Sincerely

Michael Healy

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Beachcomber Marina Application for Parking Variance: (#PL2018-078)  
**Date:** Monday, October 15, 2018 3:54:43 PM  
**Attachments:** [image001.emz](#)  
[image001.png](#)

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

---

**From:** Iris Stiller [REDACTED]  
**Sent:** Monday, October 15, 2018 3:41 PM  
**To:** Planning Email  
**Subject:** Beachcomber Marina Application for Parking Variance: (#PL2018-078)

It's my understanding that the marina's owner Mr. Barnes is possibly moving forward with his attempt to expand the marina with rezoning down the road if he receives bylaw approval for increasing the parking density.

It's also my understanding that the most recent environmental study has indicated that an expansion would likely jeopardize the fragile eco-system of this small bay within Northwest Bay.

If he wishes approval for 8 more boat slips, then that is what he should be requesting and not by trying to overhaul the long-standing parking guidelines.

Sincerely;

Mr. Philip Stiller

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Beachcomber Marina Application for Parking Variance (#PL2018-078)  
**Date:** Monday, October 15, 2018 4:00:35 PM

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

---

**From:** nick schulson [REDACTED]  
**Sent:** Monday, October 15, 2018 3:03 PM  
**To:** Planning Email  
**Subject:** Beachcomber Marina Application for Parking Variance (#PL2018-078)

Beachcomber Marina Application for Parking Variance: (#PL2018-078)

As a resident in the Nanaimo Regional District, I oppose the granting of the above application and the late notification of this application being heard.

If Mr. Barnes wishes consideration for 8 more moorings, then that is what he should apply for, not a change in parking restrictions that open the process for a possible 50% marina expansion which would have a devastating adverse environmental and aboriginal reconciliation effect. Where are the environmental studies that show that additional moorage is not adversely affecting the fragile ecological environment of this small bay?

This needs to be rejected until the implication of this change is properly explored. Now being required in our province, as a comparable example, Pender Harbour is facing similar concerns regarding moorings adversely harming the eco-system and being provided and are being provided with quality studies to make sure the environment is not harmed.

This variance needs to be tabled and set for re-evaluation to allow adequate opportunity for the public to be informed about the process to create the best possible result and aspect of transparency, which seems to be missing in this apparent hurry to push through a variance when many other distractions exist, (eg elections, possible change of governance).

Thank you for your consideration of my concerns.

Nicholas G. Schulson

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: RDN Application for Parking Variance PL2018-078  
**Date:** Monday, October 15, 2018 9:25:28 AM

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

---

**From:** pat schulson [REDACTED]  
**Sent:** Monday, October 15, 2018 9:11 AM  
**To:** Planning Email  
**Subject:** Re: RDN Application for Parking Variance PL2018-078

Beachcomber Marina knowingly installed 110 mooring slips even though there was approval for 102! Now Mr. Barnes is asking for a reward for previously ignoring the guidelines of the RDN approval process???

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Bylaw 500 variance application  
**Date:** Monday, October 15, 2018 2:10:55 PM

---

Bernadette Ritter  
Administrative Associate  
Strategic & Community Development

-----Original Message-----

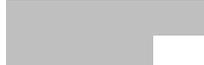
From: Rob [REDACTED]  
Sent: Monday, October 15, 2018 1:29 PM  
To: Planning Email  
Subject: Bylaw 500 variance application

Good afternoon,

It has come to my attention that there is a variance application to change bylaw 500.  
I strongly oppose this. Having many friends in the beachcomber area who have zero interest in increased marina traffic, I oppose this change .  
And with road access in and out of the marina already busy, I can see their point.

Thank you,

Rob Ross



[www.albatrossconsulting.ca](http://www.albatrossconsulting.ca)

**From:** [Bob S.](#)  
**To:** [Planning Email: Keller, Greg](#)  
**Subject:** Beachcomber Marina Development Variance Permit Application No. PL2018 - 078  
**Date:** Monday, October 15, 2018 6:55:31 AM

---

I would like to know if the above application has been submitted in reference to expanding of the Beachcomber Marina to 153 berths from 102. It is my understanding that the expansion of the marina was denied in 2016 as the result of opposition from local residents. I attended the public meeting and was confident that this expansion was not going to go through due to the local opposition.

I want to state that I am vehemently opposed to expansion of the number of berths at the marina.

In addition, why has this notice not been posted or sent to all affected residents instead of those only within 50m? This appears to be an attempt by Beachcomber Marina to slip the expansion proposal under the radar.

Since Ian Barnes took over the Beachcomber Marina he has continuously blocked public access to the area and he has closed the only daily-use boat ramp in the area. There is no local benefit to allowing expansion of this marina.

The expansion will result in increased traffic, put additional pressure on our water system and destroy sensitive ecosystem.

Regards, Robert Sovereign,  
1535 Reef Road,  
Nanoose Bay

**From:** [Sacha Oregan](#)  
**To:** [Keller, Greg](#); [Planning Email](#)  
**Cc:** [Miranda Smith](#); [Mike Wright](#); [REDACTED]; [REDACTED]  
**Subject:** Property Owner Comment on Development Variance Permit Application No. PL 2018-078  
**Date:** Monday, October 15, 2018 2:49:11 PM

---

Dear Mr. Greg Keller,

I am writing on behalf of a Nanoose landowner, Nick Schulson, in regards to Development Variance Permit Application No. PL 2018-078. Development Variance Permit Application No. PL 2018-078 is seeking to reduce the minimum parking requirement at the Beachcomber Marina, located at 1600 Brynmarl Road, Nanoose District, from one space per every two berths, to one space per every three berths.

Currently, the marina may use a maximum of 102 berths based on its existing 51 parking spaces. Expansion of the marine footprint of the marina has largely been curtailed by the fact that new berths cannot be added because the marina does not have sufficient parking space to meet the Regional District of Nanaimo parking requirements. Approval of this variance permit would facilitate the expansion of the marina. Indeed, the application states the Beachcomber Strata Council's intent in obtaining the proposed variance is to "allow the use of eight [additional] existing births and to accommodate a potential marina expansion...[up to] a maximum of 153 berths". The problem with this expansion and the reason Nick Schulson asks that you deny Development Variance Permit Application No. PL 2018-078 is that the expansion of this private marina is expected to have significant adverse environmental effects on critical marine fish habitat and marine resources managed for the public.

The Beachcomber Marina is adjacent to an ~1197 m<sup>2</sup> eelgrass bed (viewable with [iMapBC](#) by adding the provincial eelgrass layer). Eelgrass is a vascular plant that provides critical fish habitat for fish protected under the federal *Fisheries Act*. Juvenile Pacific salmon rear in eelgrass beds and schools of juvenile chum salmon, specifically, were observed in the vicinity of the Beachcomber Marina during an environmental assessment of the area in 2013 (Castor Consultants Ltd., 2013). Pacific herring use eelgrass as spawning substrate, and young-of-year Dungeness crabs can use eelgrass beds for rearing. Additionally, eelgrass ecosystems play a key functional role in the nearshore marine environment by filtering the water column, trapping particles and stabilizing sediment, and buffering against shoreline erosion. By trapping suspended matter, and burying organic carbon, eelgrass beds sequester substantial amounts of carbon. For this reason, preserving eelgrass beds is also a key climate-change mitigation strategy.

Being a vascular plant, eelgrass requires light for maintenance and growth. Shading from docks has consistently been shown to decrease the density or result in complete loss of eelgrass under and adjacent to docks. Beyond direct shading of the Beachcomber eelgrass bed from the docks and moored boats, docks and boating drive modification or loss of marine habitat over time through several additional well-studied mechanisms:

- 1) Scouring, erosion, and altered sediment deposition around dock structures due to modified water flow

- 2) Increased turbidity due to boat traffic
- 3) Underwater noise due to boat traffic
- 4) Release of contaminants into the water column from boats and docks
- 5) The replacement of natural surfaces with artificial substrates that affect local to regional species assemblages
- 6) Increased impervious land cover (e.g., parking lots) associated with increasing dock abundance leads to contamination of marine waters and sediments from land-based sources (typical contaminants are PAHs, PCBs, and fecal coliform)

When our environmental consulting firm mapped the area of the Beachcomber eelgrass bed in 2016, we reported that the eelgrass bed has likely already been significantly reduced in size due to the existing marina and through the mechanisms listed above. Note that there are no substitute structuring organisms that perform the same functions as eelgrass that can grow on mud/sand flats; when eelgrass is lost, these areas consist only of mud/sand.

Our understanding of the potential severity of nearshore development impacts on the marine environment is based on an in-depth assessment of these impacts that our firm completed in Pender Harbour this past year for the BC Ministry of Forests, Lands, Natural Resource Operations, and Rural Development. We completed an extensive review of peer-reviewed and grey literature on the topic of dock and dock-associated impacts on water and sediment quality, marine and foreshore habitats, and aquatic species richness and abundance; and field surveys in Pender Harbour to identify evidence of impacts to the intertidal and subtidal habitats and community composition from docks or urban development. We found clear evidence that increasing number of docks was associated with decreased algae diversity, kelp percent cover, and fish abundance in Pender Harbour. For instance, an approximately 50% increase in the number of docks resulted in a 21% (95% CI = 11–31%) decrease in the number of fish observed and a 15% decrease in kelp cover. We also found that wherever docks overlapped an eelgrass bed, we never observed eelgrass growing under the docks or where boats might moor. The area of eelgrass lost due to a single dock constructed over eelgrass was a median 4.4 (range of 2.6 to 5.4) times larger than the area of the dock itself.

As a consequence of this work, the province has introduced a dock management plan in Pender Harbour that restricts the number and location of docks and dock materials. In our report, we recommended that these regulations be applied province-wide. If you would like to view the dock impact assessment report, you can access it directly here: <https://arfd.gov.bc.ca/ApplicationPosting/getfile.jsp?PostID=43285&FileID=66586&action=view>. The province's information bulletin on the topic is found [here](#).

Considering the increased recognition in the province of the effects of docks on the marine environment, we urge again on Nick Schulson's behalf that the Regional District of Nanaimo take proactive steps to protect critical eelgrass habitat and marine communities around the Beachcomber Marina and deny Development Variance Permit Application No. PL 2018-078.

Thank you for your consideration. Feel free to contact me with any questions.

Sacha

**Sacha O'Regan, M.Sc., R.P.Bio  
Ecologist**

M.C. Wright and Associates Ltd.

2231 Neil Drive

Nanaimo, B.C.

V9R 6T5

T: 250.753.1055

C: 604-788-7271

[www.mcwrightonline.com](http://www.mcwrightonline.com)

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Marina parking  
**Date:** Monday, October 15, 2018 12:18:36 PM

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

---

**From:** Sharon Lorz [REDACTED]  
**Sent:** Monday, October 15, 2018 12:09 PM  
**To:** Planning Email  
**Subject:** Marina parking

My house view is of the south end of the Marina. Why is the owner asking for more parking when in 18 years I've never seen the parking lot full.  
The Marina is not full either—so why expansion? Bigger is not necessarily better.  
More pollution means the grandkids can't swim there.  
Sharon and Wally Lorz

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW:  
**Date:** Monday, October 15, 2018 9:25:54 AM

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

**From:** Joan Scott [REDACTED]  
**Sent:** Sunday, October 14, 2018 4:56 PM  
**To:** Planning Email  
**Subject:**

parking on Byrnmarl Rd.

It has come to my attention that Beachcomber Marina has applied for permission for more parking on Byrnmarl Rd.. I live on Marina Way above the marina. The reason for this can only be because they are planning further expansion. The people of this area were against the last proposal for expansion by the marina and all the reasons for objection are still valid. Marina Way is a very narrow street and the traffic has increased a lot in the last few years therefore more will cause more problems for residents of the area.

Shirley Scott  
1566 Marina Way  
Nanoose Bay, B.C.

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Development Variance Permit Application No. PL2018-078 - Attention: Greg Keller  
**Date:** Monday, October 15, 2018 12:00:15 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

---

**From:** Schulson, Stefan [mailto:Stefan.Schulson@stantec.com]  
**Sent:** Monday, October 15, 2018 11:41 AM  
**To:** Planning Email  
**Cc:** [REDACTED]  
**Subject:** Development Variance Permit Application No. PL2018-078 - Attention: Greg Keller

Dear Mr. Keller,

I am writing in regards to the development variance permit application submitted on behalf of Beachcomber Marina requesting a reduction in the minimum parking requirements from one stall per two berths down to one stall per three berths plus one stall per two employees. My family owns the neighbouring property at 1639 Marina Way which stands to be negatively impacted by a future expansion of the Beachcomber facility.

I have read the staff report and see that the traffic study prepared by Watt Consulting supports the proposed reduction for the current configuration. While the methodology appears sound and is supported by similar studies at other marina facilities in the area, it does seem strange though, that of the parking spaces being included in the overall stall count, at least eight of them are within the townhouse area and would appear to be associated with that function of the site rather than for specific marina operations. Additionally it would appear that there are two stalls directly associated with a townhouse unit; I understand that the rationale is that those are perhaps being considered as the "employee" stalls, but this seems to be a very liberal interpretation, especially if ownership of that townhouse unit should change.

One thing that I do fail to see included in the staff report is a letter of support from the strata residents; it was my understanding that there was limited, if any, support for Mr. Barnes' proposal from the rest of the strata members and the effect that expansion of the facility will have on the overall complex; I would be very interested to see what the actual response from the rest of the strata is.

As an architect that has undertaken many rezoning applications in my own work where I have requested parking count reductions, I am keenly aware of the rationale behind it – typically the desired project can't be completed without reducing parking counts because there is not sufficient space on-site to meet the bylaw requirements. This is clearly the basis for Mr. Barnes' request in this instance. The main difference that I see in this application, however, is that there are no means to offset parking demand; the marina is not within walking distance for the majority of lessees, nor is it on any transit route. Rather, given its rural location, it is entirely serviced by private vehicle access. And while the parking provided for the current marina is deemed to be sufficient, should the marina expand to upwards of 150 berths, the current parking allotment will be stretched and begin to negatively impact not only the strata complex but also spill over to impact the neighbouring properties.

Of larger concern is that with a reduced parking variance, the applicant, Mr. Barnes, will then revisit his proposed expansion of the marina facility and expansion of the water lot. His earlier proposal from 2016 indicated an extension of the water lot boundary to the south where it would begin to come across the

foreshore area of our family's property at 1639 Marina Way, negatively impacting the use of our beach area, impeding direct water access, and an increased risk of environmental contaminants due to more boats at an expanded facility.

While the current marina and its associated water lot boundaries were arrived at decades ago with what one would assume to be a statutory agreement or covenant between the original marina owner and the adjacent property owners allowing for the use of their foreshore areas, such an arrangement – given the premium that waterfront properties have – would be exceedingly difficult if not impossible to come by, or even permitted, in 2018. Any expansion of the current marina should by definition only occur to the west, out into Northwest Bay and aligned with the upland property as would be required of a new marina development. Obviously this option would involve a more significant investment on the part of Mr. Barnes but would at least be in keeping with a more appropriate configuration that did not have direct negative impact on the adjacent property owners.

Should an application for expansion of Beachcomber Marina be received by the RDN in the future, I trust that you will give careful consideration to the associated impacts to the adjacent property owners and direct the proposal accordingly.

Please feel free to contact me should you wish to discuss this further.

Best,

**Stefan Schulson** M.Arch, Architect AIBC

Direct: 250.389.2509

Mobile: 250.217.2686

[stefan.schulson@stantec.com](mailto:stefan.schulson@stantec.com)

Stantec

400-655 Tyee Road

Victoria BC V9A 6X5 CA

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

Le contenu de ce courriel est la propriété confidentielle de Stantec et ne devrait pas être reproduit, modifié, distribué ou utilisé sans l'autorisation écrite de Stantec. Si vous avez reçu ce message par erreur veuillez supprimer sans délai toutes ses copies et nous en aviser immédiatement.

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Beachcomber Marina application for parking variance  
**Date:** Monday, October 15, 2018 3:54:52 PM

---

Bernadette Ritter  
Administrative Associate  
Strategic & Community Development

-----Original Message-----

From: Suzanne [REDACTED]  
Sent: Monday, October 15, 2018 3:54 PM  
To: Planning Email  
Subject: Beachcomber Marina application for parking variance

To whom it may concern:

I have just been told that an application is being submitted to the RDN for increased density for parking capabilities at Beachcomber Marina. In the application it indicates that the marina has spaces for mooring 8 extra boats. I don't understand why they are requesting parking to expand the marina to accommodate 32 more boats! Shouldn't there be some sort of study to support this request?

I wish to express my disapproval for the acceptance of a Beachcomber Marina parking variance request.

I recall that there was an environmental study done, in the recent past, with regard to increasing the marina traffic at Beachcomber, by way of expanding this marina, and the study indicated that an expansion would jeopardize the fragile eco-system of this small bay in Northwest Bay. I am very concerned about the results of a possible expansion, and I do not think that you should approve an increase in parking spaces. It seems that this increase could be the first step to a possible approval of expanding this marina.

Please consider NOT giving approval for increasing the numbers of parking stalls at Beachcomber Marina.

Thank you for your attention in this matter.

SuZanne Chatwin

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Development Variance Permit Application No. PL2018-078 1600 Brynmarl Road – Electoral Area E Strata Lot 7, District Lot 38, Nanoose District, Strata Plan VIS2554 Together With an Interest in the Common Property in Proportion to the Unit Entitlement o  
**Date:** Monday, October 15, 2018 9:24:46 AM

---

Bernadette Ritter  
Administrative Associate  
Strategic & Community Development

-----Original Message-----

From: THERESE WATSON [REDACTED]  
Sent: Sunday, October 14, 2018 11:19 PM  
To: Planning Email  
Cc: ICE  
Subject: Development Variance Permit Application No. PL2018-078 1600 Brynmarl Road – Electoral Area E Strata Lot 7, District Lot 38, Nanoose District, Strata Plan VIS2554 Together With an Interest in the Common Property in Proportion to the Unit Entitlement of...

To whom it may concern:

I am very opposed to the above development as a resident of Nanoose Bay. I value the ecosystem of that area which is already under a lot of pressure from the existing structures.

I am a kayaker and respect our environment.

Please i urge you to not allow this further development.

Thank you,

Therese Watson  
1574 Dorcas Point Road  
Nanoose Bay Bc V9p9b4

Sent from my iPhone

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Development Variance Permit Application No. PL2018-078  
**Date:** Monday, October 15, 2018 2:17:16 PM

---

**Bernadette Ritter**

Administrative Associate  
Strategic & Community Development

---

**From:** Tiffany Daniels [REDACTED]  
**Sent:** Monday, October 15, 2018 1:57 PM  
**To:** Planning Email  
**Subject:** Development Variance Permit Application No. PL2018-078

Attention: Electoral Area Services Committee

I am writing to voice my concern for and objection to Development Variance Permit Application No. PL2018-078, 1600 Brynmarl Road - Electoral Area E, Strata Lot 7, District Lot 38, Nanoose District, Strata Plan VIS2554 Together With an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as Shown on Form 1 And Common Property Strata Plan VIS2554.

I am a resident of the Regional District of Nanaimo, and regularly visit family in the area which would be affected by this Variance Request. The area is a small family community, with low volume, narrow quiet roadways, with only one narrow road leading down to Beachcomber Marina. Children, parents, grandparents and pets regularly walk the road down to the Marina, and adding more vehicle traffic would pose a risk to their safety. Pedestrians and bicyclists already need to be very careful when walking the roads in the area. Increasing marine traffic down the small narrow road to the Marina would increase the risk for pedestrians, bicyclists, vehicles and marine traffic.

Please register my objection to this Variance Request.

Thank you.

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Beachcomber Marina  
**Date:** Monday, October 15, 2018 2:18:38 PM

---

Bernadette Ritter  
Administrative Associate  
Strategic & Community Development

-----Original Message-----

From: valerie brookes [REDACTED]  
Sent: Monday, October 15, 2018 12:32 PM  
To: Planning Email  
Subject: Beachcomber Marina

Beachcomber Marina Mr Barnes has indicated his intention to move forward with his attempt to expand his marina with an approval for re-zoning down the road If he receives approval for an increased parking density.

At this time his needs are for parking for 8 more boats only, slips which were built Without approval based on an assumption of approval of designated parking. The most recent environmental study has indicated that an expansion would likely jeopardize the fragile eco-system of this small bay within Northwest Bay and we are deeply concerned that an approval as per the application is very much making a further assumption.

If the owner wants approval for 8 more boats then that is what the request should be made for, not an over-haul of long-standing parking guidelines that have an impact from only one perspective to date.

The Aboriginal Reconciliation has already been presented and was opposing the addition to the Marina footprint.

Before any approvals are even considered or changed there should again be a full discussion by the community, not just the applicant.

Thank you from concerned citizens.

Val and John Brookes

**From:** [Planning Email](#)  
**To:** [Keller, Greg](#)  
**Subject:** FW: Beachcomber Application for Parking Variance  
**Date:** Monday, October 15, 2018 10:57:24 AM

---

Bernadette Ritter  
Administrative Associate  
Strategic & Community Development

-----Original Message-----

From: Cachej's [REDACTED]  
Sent: Monday, October 15, 2018 10:15 AM  
To: Planning Email  
Subject: Beachcomber Application for Parking Variance

Re: Beachcomber Marina Application for Parking Variance (#PL2018-078)

Beachcomber Marina owner has indicated his intention to move forward with his attempt to expand his Marina with an approval for rezoning down the road if he receives approval for an increased parking density. At this time, his needs are for parking for 8 more boats only, slips which were built WITHOUT approval based on an assumption of approval of designated parking. At this time, the most recent environmental study has indicated that an expansion would likely jeopardize the fragile eco-system of this small bay within Northwest Bay and I am deeply concerned that an approval as per the application is very much making a further assumption. If he wants 8 more boats, that is what he should be requesting, not an overhaul of long-standing parking guidelines that have an impact from only one perspective to date. The short notice of this hearing to the residents of the RDN is reprehensible considering the long term effects this may hold. Transparency is everything and this appears to be totally absent in this situation.

Walt Cachej  
Sent from my iPhone