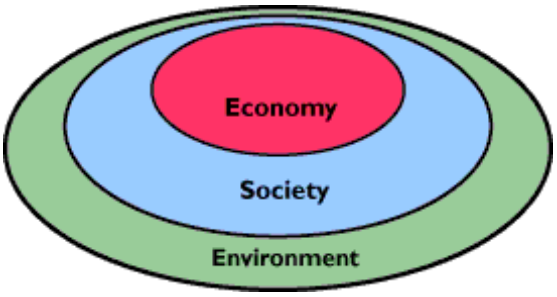
8.0 Creating a Vibrant and Sustainable Economy

The plan area has a diverse economy which has historically been based on traditional agriculture, forestry and resource extraction, industrial, and commercial uses. Electoral Area 'A' residents wish to provide new opportunities for local employment and economic development in ways that contribute positively to society, can be maintained indefinitely, and minimize negative environmental impacts.

The community has identified a need to find a balance between preserving the rural characteristics of the plan area and providing opportunities for sustainable economic development.

Sustainability Implications

Environmental Integrity



The economy exists within the natural environment which provides the resources and ecological services necessary to support economic activity. The long term viability of the local economy depends on the capacity of the environment to continue to provide these resources and services. Therefore, this plan supports economic development which makes efficient use of energy and water, preserves natural resources, does not exceed the environment's natural capacity to provide the necessary resources, and does not disrupt critical ecological services.

Social Equity

Society depends on the economy to provide employment and the goods and services which are required to support human life. However, the types of employment and the way in which goods and services are produced and/or delivered can have an effect on plan area residents' health and quality of life. This plan advocates for the creation of a socially responsible and vibrant local economy which links people with jobs which are suitable for plan area residents and provides the necessary goods and services in a way which contributes positively to the social fabric in Electoral Area 'A'.

Strategic Direction and Goals

Section 8.0 helps achieve the Community Vision by contributing towards community goals 4, 6, 11, 14, 15, 16, and 17. Please refer to Section 3.3 for a list of community goals.

A Strengthened and Diversified Local Economy

A diversified local economy is an important factor in creating sustainable communities. Local business operations contribute significantly to the community by providing local employment, goods and services, and by supporting the local community.

8.1 Forestry

Forestry is an important contributor to the local economy in Electoral Area 'A'. In addition to its economic value, residents and visitors consider private resource lands as an important community amenity and as such have expressed a desire to protect forest lands and related activities. Also supported are sustainable and environmentally sound harvesting and forest regeneration practices and the restriction of intensive processing activities in proximity to established or future residential development.

Most forest lands within the plan area are privately owned and are subject to the provincial *Private Managed Forest Land Act*. Policies that relate to matters beyond the jurisdiction of the RDN are intended to help guide senior governments private managed forest land operators in their decision-making processes.

Objectives and Policies

Section 8.1	Policy/Objective
Objective 8.1.1	**Support and maintain the long-term viability of the natural resource land base and protect it from activities and land uses that may diminish its resource value or potential.**
Policy 8.1.1	The retention of large land holdings for sustainable forestry production is supported.
Policy 8.1.2	Private managed forest lands, except those located within the ALR at the date of the adoption of this plan are designated rural resource as shown on Map No. 3.
Policy 8.1.3	For zoning amendment applications to allow non-forestry use of land within the rural resource designation, the RDN shall consider the impact on forest activities and the sustainability of the forest resource.
Policy 8.1.4	The RDN should work with forest operators to minimize the impact of trespass on their operations and where feasible and appropriate develop agreements for public use where public access can be accommodated without compromising forestry operations.

Section 8.1	Policy/Objective
Objective 8.1.2	**To minimize the impacts of timber harvesting on the natural environment and adjacent land uses.**
Policy 8.1.5	Developments proposed adjacent to private managed forest lands or crown lands should be designed in a manner that minimizes conflicts between the proposed development and forest management activities. A qualified professional should be engaged to develop plans for minimizing impact.
Advocacy Policy 8.1.6	Forestry operators are encouraged to consider the impact of forestry operations on the natural environment and neighbouring land uses. Forest companies are encouraged to ensure that buffering is provided between forestry operations and adjacent non-forestry development.

8.2 Aggregates and other extractable resources

The predominant mineral resource within the plan area is gravel, with concentrations primarily to the west of the Trans Canada Highway.

The regulation of aggregate extraction falls primarily within the jurisdiction of the Ministry of Forests, Mines, and Lands and the Ministry of Natural Resource Operations. The province is responsible for operational issues, such as public/worker safety, environmental protection, closure and reclamation of aggregate operations. The RDN, may through zoning regulate areas where processing of aggregate resources is permitted. The RDN cannot regulate mining and mineral exploration activities as they are subject to the *Mines Act* and *Mineral Tenure Act*.

Objectives and Policies

Section 8.2	Policy/Objective
Objective 8.2.1	**Protect lands with aggregate or mineral resources from development, which would render them inaccessible.**
Policy 8.2.1	Lands with known gravel extraction use are shown on Map No. 7.
Policy 8.2.2	Rezoning to allow primary processing activities which are directly related to mineral or aggregate extraction on lands designated rural resource are supported provided that there are no unmitigated impacts to the natural environment including groundwater resources.

Section 8.2	Policy/Objective
Objective 8.2.2	**Minimize conflicts between extraction activities and adjacent land uses.**
Policy 8.2.3	The RDN shall encourage the Ministry responsible for licensing and regulating mineral extractions when considering applications for resource extraction to: a. Consider the environmental impacts, including the impacts on the quality and quantity of groundwater of the proposed activity and ensure that all impacts are appropriately mitigated; b. Consider the impacts of the extraction activity including, but not limited to impact on local roads, noise, traffic, dust, odour, vibration, and other quality of life values, and, c. Require bonding and/or security to ensure that site reclamation is complete.

Section 8.2	Policy/Objective
Objective 8.2.3	**Support the identification and mitigation of environmental impacts from existing and proposed resource extraction activities.**
Policy 8.2.4	The management of aggregate resources to minimize environmental impacts, particularly the impact on groundwater resources, is supported.

Section 8.2	Policy/Objective
Policy 8.2.5	Alternative development and reclamation strategies shall be supported where they are consistent with the policies in this plan and the RGS.
Policy 8.2.6	Gravel extraction is not supported without the appropriate conservation and reclamation plans.
Policy 8.2.7	The Ministry requirement for a performance bond is supported to ensure proper reclamation of altered landscapes.

8.3 Home Based Business

The community supports home based business activities which are compatible with surrounding land uses and do not compromise the rural character of the plan area. Therefore, the plan recognizes home based business as an integral part of the local economy.

Objectives and Policies

Section 8.3	Policy/Objective
Objective 8.3.1	**Support home based businesses provided they are compatible with rural and residential land uses.**
Policy 8.3.1	Home based businesses will be supported that: a. Are compatible with surrounding land uses; b. Are ancillary to the residential use of the property; and, c. Do not negatively impact the groundwater regime of the plan area.
Policy 8.3.2	Periodic reviews of 'Regional District of Nanaimo Land Use and Subdivision Bylaw No. 500, 1987' may be conducted to ensure that the regulations are compatible with the changing needs and trends of home based business, as well as neighbourhoods in which these businesses are located.
Policy 8.3.3	Home based business regulations should be enforced where there is a contravention related to use, noise, odour, size, or appearance.

8.4 South Wellington Light Industrial and Commercial

This land use designation includes a range of highway-oriented industrial and commercial uses primarily adjacent to the Trans Canada Highway which provides goods and services on a region-wide basis. Lands within this designation are not serviced with RDN community water or community sewer services. Residents of South Wellington wish to transition from a heavy industrial land base towards light industrial uses which are compatible with surrounding residential uses and provide increased opportunities for local employment. In addition, residents wish to address concerns over groundwater protection and the visual impact highway-oriented development is having on the community.

This designation recognizes both the residents' concerns and the fact that the industrial and commercial uses occurring within this designation are significant contributors to the local and regional economy.

Objectives and Policies

Section 8.4	Policy/Objective
Objective 8.4.1	**Support the local economy by allowing a range of light industrial and commercial uses.**
Policy 8.4.1	Lands designated as South Wellington Light Industrial and Commercial Area are shown on Map No. 3.
Policy 8.4.2	Permitted uses within this designation may include light industrial, business and commercial uses which enhance the area and do not have a negative impact on the environment and groundwater resources. Commercial retail uses which are more appropriately located in an urban area such as large format retail shall be discouraged.

Section 8.4	Policy/Objective
Objective 8.4.2	**Protect the natural environment, groundwater resources, and improve the aesthetic appeal of the Trans Canada Highway corridor.**
Policy 8.4.3	Designate a DPA in Section 12.0 of this plan for the purpose of groundwater protection, form and character, and energy and water efficiency.
Policy 8.4.4	Applications to rezone land to allow any of the permitted uses above shall satisfy the policies contained in Section 4.0 of this plan.
Policy 8.4.5	Development which incorporates high quality design, landscaping and building materials, provides functional civic space, and which enhance the character of the area is supported.
Policy 8.4.6	The RDN, as a condition of rezoning and when considering development applications shall require the installation of groundwater protection measures where vehicles and heavy equipment are parked or stored and elsewhere where appropriate to reduce the risk of contaminants entering the groundwater. Where such systems are required, the RDN shall require a maintenance schedule certified by the manufacturer or professional engineer to be registered on title as a Section 219 covenant at the expense of the applicant to the satisfaction of the RDN.
Policy 8.4.7	The RDN shall require a waste stream management license for any facility or premise where municipal solid waste or recyclable material is managed in accordance with "Regional District of Nanaimo Waste Stream Management Licensing Bylaw No. 1386, 2004" as amended or replaced from time to time.

Section 8.4	Policy/Objective
Objective 8.4.3	**Promote compatibility between industrial, commercial and residential land uses.**
Policy 8.4.8	The RDN shall consider rezoning the land legally described as Lot 3, Block 6, Sections 12 and 13, Range 7, Cranberry District, Plan 1643 from Industrial 5 to a light industrial zone to limit uses to those compatible with adjacent residential use and do not pose a threat to groundwater.

Section 8.4	Policy/Objective
Policy 8.4.9	With the exception of the potential expansion area identified by inset on Map No. 3, expansions to this designation shall not be supported.
Policy 8.4.10	The RDN may consider an amendment to this plan to include properties within this land use designation which are identified on Map No. 3 as a potential expansion of the South Wellington Light Industrial Commercial Area subject to completion of the following: a. Following the adoption of the new RGS, an RDN initiated region-wide industrial commercial needs assessment is conducted; b. That study supports the expansion; and, c. The RDN amends the RGS to support industrial uses on the subject properties.
Policy 8.4.11	If the RDN amends the OCP to include the properties identified on Map No. 3 as a potential expansion of the South Wellington Light Industrial Commercial Area within this land use designation, the subject properties shall also be included within the South Wellington Light Industrial Commercial DPA.
Policy 8.4.10	Development within this designation should minimize signage and other visual distractions within view of the Trans Canada Highway.
Policy 8.4.11	Outside storage should be located to the rear of a property and shall be screened from view from the Trans Canada Highway.
Policy 8.4.12	The RDN shall work with the MOTI to discourage direct access to the Trans Canada Highway.

Implementation Actions	Timing (Immediate, Short Term, Long Term, Ongoing)
Amend 'RDN Land Use and Subdivision Bylaw No. 500, 1987' to rezone the land described in Policy 8.4.8 above to a light industrial zone that permits uses deemed compatible with the adjacent residential use and do not pose a threat to groundwater.	Immediate

8.5 Cassidy Light Industrial Commercial

This land use designation is an area of light industrial and commercial land uses strategically located on the Trans Canada Highway across from the Nanaimo Airport. The community values the protection of the Cassidy aquifers which underlie this area, especially the upper aquifer which is considered to be highly vulnerable to surface contamination.

Other concerns of the area include poor access to the Trans Canada Highway, lack of community services and significant site constraints due to small lot size, lot shape, and proximity to both the E&N Railway and the Trans Canada Highway.

Objectives and Policies

Section 8.5	Policy/Objective
Objective 8.5.1	**Support the local economy by allowing a range of light industrial and commercial uses.**
Policy 8.5.1	Lands designated as Cassidy Light Industrial - Commercial Area are shown on Map No. 3.
Policy 8.5.2	Development which incorporates high quality design and landscaping and building materials, and enhances the character of the area is supported.
Policy 8.5.3	Expansions to this designation shall not be supported.
Policy 8.5.4	Uses which require access to the E&N Railway are encouraged.

Section 8.5	Policy/Objective
Objective 8.5.2	**Protect the natural environment, groundwater resources and improve the aesthetic appeal of the Trans Canada Highway Corridor.**
Policy 8.5.5	Designate a DPA in Section 12.0 of this plan for the purpose of groundwater protection, form and character, and energy and water efficiency.
Policy 8.5.6	Permitted uses within this designation include light industrial and commercial uses which enhance the area and have minimal impact on the environment and groundwater resources.
Policy 8.5.7	The RDN shall work with the MOTI to address traffic movements and access to properties within this designation.
Policy 8.5.8	Applications to rezone land within this designation shall satisfy the policies contained in Section 4.0 of this plan.

8.6 Commercial

Although the primary focus for commercial development is within the Cedar Main Street and the Cassidy Rural Village, the purpose of this designation is to recognize existing lawfully established commercial uses.

Objectives and Policies

Section 8.6	Policy/Objective
Objective 8.6.1	**Recognize existing lawfully established commercial uses.**
Policy 8.6.1	Lands designated as commercial are shown on Map No. 3.
Policy 8.6.2	Designate a DPA in Section 12.0 of this plan for the purpose of groundwater protection, form and character, and energy and water efficiency.

Section 8.6	Policy/Objective
Policy 8.6.3	Applications to rezone land to recognize existing lawfully established commercial uses and/or to accommodate changes to existing lawfully established commercial uses shall satisfy the policies contained in Section 4.0 of this plan.
Policy 8.6.4	Lands designated as Commercial may be considered for rezoning to a rural zone without an amendment to this plan provided that: a. The minimum parcel size is one hectare; b. The maximum density does not exceed one dwelling unit per parcel; and, c. The proposed land use is compatible with the surrounding land uses.

8.7 Industrial

The Industrial land use designation reflects a more intensive use of land, often by generating heavy traffic, noise, dust, odour, and lighting. For these reasons, the location of industrial developments and limitations to their growth are critical to maintaining the objectives of the plan. The majority of industrial uses are designated within the South Wellington industrial and commercial area or the Cassidy light industrial and commercial area. This designation applies to two properties in the Nanaimo River Road area and is intended to recognize existing, lawfully established industrial uses within the plan area.

Objectives and Policies

Section 8.7	Policy/Objective
Objective 8.7.1	**Recognize existing lawfully established industrial uses.**
Policy 8.7.1	Lands designated as Industrial Lands are shown on Map No. 3.
Policy 8.7.2	Designate a DPA in Section 12.0 of this plan for the purpose of groundwater protection, form and character, and energy and water efficiency.
Policy 8.7.3	Subdivision of land designated Industrial Lands is not supported.
Policy 8.7.4	Lands designated as Industrial Lands may be considered for rezoning to a rural zone without an amendment to this plan provided that: a. The minimum parcel size is 1.0 ha; and b. The proposed land use is compatible with the surrounding land uses.

8.8 Nanaimo Airport[1]



The Nanaimo Airport is comprised of three parcels of land on 211 hectares owned by the Nanaimo Airport Commission, a federal not-for-profit corporation. A fourth, 33 hectare parcel north of Haslam Road is also owned by the Nanaimo Airport Commission and within the OCP Nanaimo Airport designation, but not within the federally designated Airport. Approximately 15 hectares of the Airport at the eastern boundary is located within the Cowichan Valley Regional District.

The Nanaimo Airport Commission's Nanaimo Airport Land Use Plan, 2019 establishes objectives, policies, development principles, and land use zones to guide development of the Airport Lands in support of the economic and environmental viability of the Airport, and the region, and supports the Airport's role as a regional transportation facility.

The airport lands are located above the Cassidy Aquifer, which is highly vulnerable to surface contamination. Aquifer protection is of utmost importance. Other important ecological features of the area include Haslam Creek, which provides significant ecological benefits to the area, and an area of critical habitat identified to protect the only known breeding area of an endangered subspecies, the Coastal Vesper Sparrow, in Canada.

Objectives and Policies

Section 8.8	Policy/Objective
Objective 8.8.1	**Recognize the importance of the Nanaimo Airport as an economic and transportation hub for the Regional District of Nanaimo and Vancouver Island.**
Policy 8.8.1	The Lands owned by the Nanaimo Airport Commission that are shown on Map No. 3 shall be designated as Nanaimo Airport.
Policy 8.8.2	In the Nanaimo Airport designation, the RDN supports airport and airport-related use described in the Nanaimo Airport Land Use Plan and the Nanaimo Airport: Development Design Guidelines contained within Schedule C of this OCP. Outside the ALR, this Plan supports that a portion of the non-ALR lands within the Nanaimo Airport Lands designation may be zoned to allow other uses the RDN determines are compatible with the operation of an airport on the Nanaimo Airport Lands. Consultation with the Agricultural Land Commission may be required as some of the lands outside the ALR are subject to covenant EN24091 held by the Agricultural Land Commission restricting use to no other than airport-related commercial and light industrial activities.
Policy 8.8.3	In the Nanaimo Airport designation within the ALR, in addition to airport and airport-related use described in Policy 8.8.2, Agriculture use is supported.

[1] Bylaw 1620.06, adopted July 13, 2021

Section 8.8	Policy/Objective
Policy 8.8.4	The RDN encourages the Nanaimo Airport Commission to consult with the community and the RDN to address specific issues related to Airport expansion and development of light industrial and commercial uses including the following: a. establishing and regulating flight paths to minimize disturbance to nearby residents; b. communication process for addressing noise complaints; c. mitigating impact of development on groundwater, surface water and storm water management; d. traffic impacts; and e. visual character.
Policy 8.8.5	Continued operation of the golf course within the ALR in the Nanaimo Airport designation at the time of adoption of this policy is supported.

Section 8.8	Policy/Objective
Objective 8.8.2	**Protect the Cassidy aquifer, acknowledge the sensitivities associated with adjacent ALR lands, streams, Coastal Vesper Sparrow critical habitat, and surrounding residential areas, and avoid or mitigate any negative impacts from development.**
Policy 8.8.6	The Nanaimo Airport Commission is encouraged to provide a high standard of wastewater and storm water management and treatment to protect the sensitive aquifer.
Policy 8.8.7	The Nanaimo Airport Commission is encouraged to consider options for coordinating shared wastewater treatment with the Cassidy Village Centre, including consideration of connection to Duke Point Pollution Control Centre.
Policy 8.8.8	The Nanaimo Airport Commission is encouraged to continue its groundwater monitoring program for both water levels and water quality, to share groundwater monitoring data with the Province and the RDN and ensure that new development does not negatively impact the aquifer.

8.9 South Wellington Rural Community Centre[1]

The South Wellington Rural Community land use designation provides an opportunity for the creation of a local community centre focused on the intersections of Morden and South Wellington Roads where residents can go to meet some of their daily needs. This designation is intended to create a focal point for South Wellington and a place where the community can gather to obtain local commercial and professional services geared towards South Wellington residents.

[1] Bylaw 1620.07, adopted September 15, 2020

No community water or community sewer services are available within this designation and due to the high cost of providing these services, it is not anticipated that they will be available in the near future. Therefore, development within this designation must be serviced with onsite individual water and wastewater disposal systems. Should community water and/or sewer services be available in the future, this plan supports the provision of these services to lands within this designation for the purpose of protecting the environment and human health, but not to facilitate additional development beyond which is permitted without community services.

Objectives and Policies

Section 8.9	Policy/Objective
Objective 8.9.1	**Create opportunities for a small-scale rural community centre.**
Policy 8.9.1	Lands designated South Wellington Rural Community are shown on Map No. 3.
Policy 8.9.2	Permitted uses shall generally include local retail, residential, mixed use, personal and professional services, restaurant, bakery, office, farmers market, recreation, and public assembly.
Policy 8.9.3	Notwithstanding Policy 8.10.2 above, this plan supports the redevelopment of the existing gas bar located at the Ruckledge Store at the intersection of the Trans Canada Highway and Morden Road to include more gas pumps and a new and/or expanded retail/deli component in conjunction with the gas pump use.
Policy 8.9.4	Residential development shall be limited to the density supported by the zoning which existed at the date of the adoption of this plan.
Policy 8.9.5	It is recognized that an RGS amendment may be required to recognize the full extent of the South Wellington Rural Community Land Use Designation as an area where a limited amount of local commercial could be developed. This plan supports the RGS recognizing the lands within this designation as a local neighbourhood centre (a step below a village centre in terms of density and intensity of use) which is not intended to be provided with community water or community sewer for the purpose of facilitating additional development.
Policy 8.9.6	New uses proposed within this designation should focus on providing local goods and services for residents of South Wellington, while recognizing that highway traffic may be necessary to ensure its viability.

Section 8.9	Policy/Objective
Objective 8.9.2	**Maintain the rural character of South Wellington.**
Policy 8.9.7	New development should generally be oriented towards Morden and/or South Wellington Roads.
Policy 8.9.8	The RDN shall encourage the MOTI to divert industrial truck traffic off of the portion of South Wellington Road running through this land use designation.

Section 8.9	Policy/Objective
Policy 8.9.9	Development must incorporate high quality design and building materials suited to the local climatic conditions.
Policy 8.9.10	New development within this designation shall not take the form of big box retail, highway commercial, strip commercial, warehouse uses, or uses which include the use of a drive through window.
Policy 8.9.11	Lighting should be designated for security and safety. However, there should be no glare on neighbouring properties, adjacent roads or light directed towards the sky. New lighting should be Full-Cut Off/Flat Lens (FCO/FL) luminaries to light roads, parking, loading and pedestrian areas.

Section 8.9	Policy/Objective
Objective 8.9.3	**Encourage community involvement in the development process.**
Policy 8.9.12	This plan recognizes that South Wellington residents wish the opportunity to be involved early and in a constructive way with respect to development proposals within their community. In response, the RDN shall encourage developers to engage the community prior to submitting an application for rezoning within this designation.

Section 8.9	Policy/Objective
Objective 8.9.4	**Create a sustainable vibrant community that attracts local residents.**
Policy 8.9.13	Development should include publically accessible community space and should be pedestrian oriented. Functional outdoor civic space which is accessible to the community shall be strongly encouraged as will the provision of community meeting space.
Policy 8.9.14	Development must be consistent with the policies contained in Section 4.0 – Protecting the Natural Environment of this plan.
Policy 8.9.15	The use of innovative design features, technologies, and materials which improve energy and water efficiency shall be encouraged.
Policy 8.9.16	Design must encourage and accommodate pedestrian movement throughout and beyond the subject property.
Policy 8.9.17	The RDN should work with the Cranberry Fire Protection District to consider an addition to the Fire Hall and/or South Wellington Community Hall for community meeting space/community centre.
Policy 8.9.18	When considering a rezoning application, the RDN may consider accepting cash-in-lieu of development amenities within this designation for the purpose of providing improved recreational and community facilities.