

**DISTRICT OF LANTZVILLE  
BYLAW NO. 413, 2025**

**A BYLAW TO AMEND DISTRICT OF LANTZVILLE OFFICIAL COMMUNITY  
PLAN BYLAW NO. 150, 2019**

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The Council of the District of Lantzville in open meeting assembled enacts as follows:

1. This bylaw may be cited for all purposes as “District of Lantzville Official Community Plan Bylaw No. 150, 2019, Amendment (Regional Service Land Use Designation & Regional Service Development Permit Area) Bylaw No. 413, 2025”.
2. District of Lantzville Official Community Plan Bylaw No. 150, 2019, is hereby amended as follows:
  - a. In Part 1, by inserting “Regional Service” after “Industrial” in the list of Land Use Designations.
  - b. In Part 1, by inserting “DPA 12 - Regional Service Development Permit Area” after “DPA 11 – Farmland Protection” in the list of Development Permit Areas.
  - c. In Section 5.2, by inserting the “Regional Service Land Use Designation” attached hereto as Schedule 1 after Section 5.2.8.
  - d. In section 11, by inserting “DPA 12- Regional Service Development Permit Area” attached hereto as Schedule 2 after section 11.13.
  - e. In section 11, by renumbering sections 11.14, 11.15, 11.16, 11.17, 11.18, 11.19, 11.20, and 11.21 to correct the sequencing following 11.13.
  - f. In Map No. 3 – Land Use Designations by reclassifying the land legally described as

“LOT 3, DISTRICT LOT 53, NANOOSE DISTRICT, PLAN 2490” and,  
“LOT 2, DISTRICT LOT 53, NANOOSE DISTRICT, PLAN 2490” and,  
“LOT 1, DISTRICT LOT 53, NANOOSE DISTRICT, PLAN 2490, EXCEPT  
PARTS IN PLANS 23069 AND 40250”

From the “Residential Land Use Designation” to the “Regional Service Land Designation”.

- g. In Map No. 11 – General Development Permit Areas by reclassifying the land legally described as

“LOT 3, DISTRICT LOT 53, NANOOSE DISTRICT, PLAN 2490” and,  
“LOT 2, DISTRICT LOT 53, NANOOSE DISTRICT, PLAN 2490” and,

**“LOT 1, DISTRICT LOT 53, NANOOSE DISTRICT, PLAN 2490, EXCEPT PARTS IN PLANS 23069 AND 40250”**

From “Special Planning Areas (SPA) outside Village” to the “Regional Service Development Permit Area”.

**READ A FIRST TIME** this 23<sup>rd</sup> day of July, 2025.

**READ A SECOND TIME** this 23<sup>rd</sup> day of July, 2025.

**PUBLIC HEARING HELD** this XX<sup>nd</sup> day of (month), 2025.

**READ A THIRD TIME** this XX<sup>th</sup> day of (month), 2025.

**ADOPTED** this XX<sup>th</sup> day of (month), 2025.

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Mark Swain, Mayor

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Delcy Wells, Director of Corporate Administration

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Schedule 1  
Regional Service Land Use Designation

## 5.2.9 REGIONAL SERVICE

The Regional Service Lands are contained in three parcels (PID 006-609-643, 006-609-597, and 006-609-546) between Superior Road and Highway 19, along the District's northwestern border with Snaw-Naw-As Reserve Lands, and adjacent to the Winds residential neighbourhoods. The designation covers approximately 25.86 hectares of largely undeveloped land that is bisected by Knarston Creek along the eastern portion of the site. The District adopts the following policies with the aim of developing a regional commercial and light industrial service centre:

1. Lands designated as Regional Service Lands, previously included in the Upper Lantzville Superior Road Special Plan Area, are shown on Map 3.
2. Permitted uses include light industrial, service commercial, , live work /mixed use, retail sales of department store type merchandise, personal services, food services, outdoor recreation, parkland, and natural environment protection areas.
3. These areas contain watercourses and environmentally sensitive areas as shown on Map 2 and are designated as Development Permit Areas as shown on Map 9.
4. The District will not permit activities such as the treating of wood or metal plating, that have the potential for polluting the community's aquifer, groundwater supply, and riparian areas.
5. The District encourages proposals for development in this area that provide linked open space and trails systems, improve pedestrian and bicycle mobility, and enhance the viability of public transit and other services.
6. All regional service businesses and industries will use good management practices and to keep properties clean, safe, and attractive to passing motorists, pedestrians, and cyclists.
7. Active transportation connections along main public streets with complete sidewalk connections along one side of all interior roads will be prioritized.
8. Improvements will be made to transit stop infrastructure adjacent to the site, including shelter structures, benches, and accessible transit pads to facilitate transit access to the Regional Service lands and create a more pleasant rider experience.
9. To improve local vehicle circulation, a roundabout will be added at the intersection of Superior and Vanderhoek Roads and at the intersection of Superior Road and the easternmost internal access road.
10. Consideration shall be given to establishing road access to Snaw-Naw-As Reserve lands through the Regional Service Lands.
11. A continuous surface stream, protected ravine, and riparian corridor, including both wildlife trees and existing or planted native trees and plantings, shall maintain Knarston Creek and its tributaries.
12. A continuous publicly accessible trail corridor shall be provided along the outside of the Knarston Creek riparian corridor and shall extend through the network of forested buffers to connect to Superior Road. Depending on final uses and lot design considerations, a further north south trail connection in the western portion of the Regional Service lands should be considered.
13. Park dedication shall be in the form of a park surrounding the Knarston Creek riparian corridor and a network of forested buffers along the Superior Road frontage, and trail connections through the site. A minimum of 11% of the lands shall be dedicated as parkland.
14. Forested buffers shall be created and maintained in a continuous network to provide forested backdrops for adjacent "semi-rural" neighbourhoods. Forested buffers will be provided along Superior Road, the E&N railway right-of-way , and the western edge of the Knarston Creek riparian corridor, at minimum.

15. Water servicing for the Regional Service Lands will be extended to the southwest corner of the site along Superior Road as part of the phased development agreement to provide access to water services in the Winds neighbourhoods.
16. Ensure the site is adequately serviced by the District's sanitary sewer system as required, including the possibility of an on-site sanitary sewer lift station.
17. An integrated storm water management plan for the site will be developed to address storm water flow mitigation, treatment, and infiltration on-site.
18. Apply special consideration for properties adjacent to Snaw-Naw-As Reserve lands, ensuring the compatibility of neighbouring uses and appropriate screening and landscaped buffers as required.
19. Apply special consideration for properties adjacent to Superior Road, ensuring the compatibility of neighbouring uses and appropriate screening and landscaped buffers as required.
20. The Plan designates Lantzville's Regional Service lands as a Development Permit Area as indicated on Map 11 and includes guidelines for use of this area in Part 3, Section 11.14 of this Plan.

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## Schedule 2

### DPA 12- Regional Service Development Permit Area

## 11.14 DPA 12 REGIONAL SERVICE FORM & CHARACTER (RS)

### 11.14.1 Category

Pursuant to Section 488 (1) (f), (h), (i), and (j) of the *Local Government Act*, the District designates the Regional Service Lands as a Development Permit Area to control the form and character of development within this area.

### 11.14.2 Justification

The Regional Service Lands represent an important site on which to expand opportunities for commercial and light industrial development that could serve local and regional needs and increase economic opportunity within the District. The area abuts Snaw-Naw-As Reserve lands to the west and is readily accessible from the Island Highway.

The objective of this DPA is to provide guidance for future commercial and light industrial development on the Regional Service Lands, protect and expand natural areas and buffers, outline recreational and transportation amenities for public use, and achieve a land use mix envisioned for the site.

### 11.14.3 Design Guidelines

#### Guidelines Applicable to All Development

##### Building Siting

1. Locate buildings close to internal roads to provide a street wall that encloses the space. Note: this does not apply to large scale intensive retail uses.
2. Orientate building entrances and frontages to the internal road within the Regional Service Lands and activate the streetscape with windows and doors facing streets.
3. Face buildings away from the Island Highway and Superior Road on lots that front these right of ways.
4. Orientate long, featureless building walls to be perpendicular to internal streets to minimize inactive frontages. The office components of buildings should be located closer to the street than the manufacturing, processing, or warehouse component to be visible from the street and break up a long building mass.
5. Variances for maximum site coverage and building setbacks will be considered for development occurring on parcels containing slopes greater than 20%.
6. Where more intensive uses are located adjacent to less intensive uses, ensure that scale and height of the development respects the adjacent development by transitioning the mass and scale down towards the less intensive development, and stepping the building back.

##### Building Form, Mass, and Scale

7. Buildings are encouraged to have a height and massing that supports the efficient use of land.
8. A variety of roof shapes should be considered.
9. Buildings are encouraged to have architectural articulation in form and materials. Large blank wall surfaces along street frontages are discouraged and should be avoided.
10. Longer building frontages should be visually broken using architectural design elements to modulate the scale of the building's frontage. Individual functional elements should be expressed to create identity, rhythm, and variety, and to help reduce apparent bulk and visual scale.

11. Architectural design should emphasize entrance areas through a change in building form, increased height, and/or a change in materials from the main building component.
12. Easily identifiable entrances of appropriate size should be provided at each main building access point.
13. Building entrances should be defined by entrance canopies, awnings, and other architectural elements.
14. Canopies or other building projections should provide weather protection at all primary building entrances.
15. Separate building access points for different uses are encouraged.
16. Building elevations and composition should promote a balance between solid walls, windows, and wall glazing to support green building design strategies (i.e., passive solar), future flexibility, and function.

## Building Materials

17. Buildings are encouraged to utilize natural wood exterior materials as accents, where possible, particularly at their main entrances and within canopies.
18. Modern Industrial standard materials of high-quality architectural appearance are encouraged.
19. A limited number of building materials is encouraged in favour of achieving a unified building image.
20. Material changes should be purposely employed and not used to only break up large wall expanses.
21. Where possible, building materials should be locally sourced, non-toxic, and contain low embodied carbon emissions.

## Pedestrian and Active Transportation Integration

22. All site plan layouts will accommodate pedestrians and provide accessible routes for wheelchairs, and be designed to achieve the following:
  - a) Primary pedestrian routes shall be smooth, level, and clear of encumbrances to ensure direct passage for those with visual impairments, pushing strollers, or who require mobility aids.
  - b) Ramps shall be provided for wheelchair and scooter access to buildings.
  - c) Connect building entrances to the public sidewalk / pedestrian network.
23. Provide bicycle parking near to the primary entrance building and any outdoor seating areas.
24. Provide routes between interior streets and building entrances, bicycle parking, and other end-of-trip facilities.
25. Transit facility upgrades should be considered in the development process.
26. Required transit facility upgrades should ensure transit stops are visible, well lit, and easily accessible by pedestrians and other active transportation users.

## Parking, Loading, and Access

27. New public roads, private driveways, and their access to existing public roads will be sited to avoid environmentally sensitive areas.
28. Onsite surface water retention and absorption is required for outside parking using water retention and infiltration areas, or other means that meet District development standards.
29. Where possible, parking lots and access aisles should be designed to avoid conflicts between trucks or other heavy vehicles, passenger vehicles, and active transportation users.
30. Parking, loading, and servicing is required to be located to the sides and rear of development sites and buildings to ensure that the impact on the pedestrian realm is minimized.

31. Paths across parking areas should connect from building entries to public sidewalks with limited interruption by vehicle parking or circulation.
32. Large expanses of parking should be avoided and/or broken up with landscaping elements and trees.
33. Pedestrian routes should be elevated throughout parking areas to prioritize clear, safe, and connected pedestrian movement.
34. Treed and vegetated buffers should be employed at the perimeter of all surface parking areas and bisect large surface parking areas alongside pedestrian routes to protect people from vehicle traffic and add colour and texture around the site.
35. Shared driveways are encouraged.
36. For intensive commercial uses, it is encouraged that the proponent exceeds electric vehicle charging infrastructure required through the District of Lantzville Zoning Bylaw.
37. Accessible parking stalls shall be provided on site at a minimum rate of 1 accessible parking stall per 50 required vehicle parking stalls.
38. Accessible parking stall design shall meet best practice design standards.

## Green Buildings

39. Achieving energy use and greenhouse gas emission benchmarks using architecture, design, and construction materials based on Leadership in Energy and Environmental Design (LEED), Built Green, Passive House principles, or other recognized green building accreditation systems, is encouraged.
40. Buildings and exterior elements such as windows are encouraged to be sited, designed, and landscaped to maximize passive solar exposure in wintertime and reduce sun penetration in summer.
41. Incorporating solar panels as a supplementary or alternative energy source and geothermal heating is encouraged.
42. The use of on-site renewable energy generation systems to supply electricity, heating and cooling energy to buildings and other structures, water pumps, sewage pumps, and/or charging stations for electric vehicles is encouraged.

## Signage

43. The following sign types are permitted:
  - a) Freestanding Signs
  - b) Electronic Signs
  - c) Fascia Signs
  - d) Wall Signs
  - e) Projecting Signs
  - f) Awning / Canopy Signs
  - g) Directional Signs
  - h) Portable Signs
  - i) Directory Signs



44. Signage should be visually unobtrusive and grouped wherever possible. Emphasis should be given to signage that is aesthetically pleasing and has minimal or indirect lighting.
45. Signs should be integrated into the overall design of the building and should not conflict with the general character of the surrounding streetscape or adjacent buildings.
46. Signs should be integrated into the building facade or landscaping.
47. Signage should be clear and at as small a scale as possible to be legible from internal roads.
48. Where more than one business fronts a street under a single awning, there should be no more than one awning sign per business.
49. Facia signs may be located on the exterior front wall, side wall(s), and rear wall of a building, limited to one sign on each facia.
50. Hanging, under-canopy signs are encouraged perpendicular to a building, but only one per business should be permitted.
51. Electronic signage shall be equipped with timers to ensure that the signage is turned off when businesses are not open. All electronic signage shall be dark between the hours of 11:00pm and 5:00am.

## Parklands

52. the legislative requirement for a minimum parkland dedication or cash-in-lieu will deemed to be provided by dedication of the following areas:
  - a) A 15 m wide buffer area from the top bank of Knarston Creek and all land east of Knarston Creek.
  - b) A 10 m wide trail dedication along the Superior Road frontage and depending on final lot design consideration of a north south trail connection in the western portion of the Regional Services Area .

## Riparian Areas & Natural Buffers

53. A riparian area buffer must be maintained along Knarston Creek as outlined in DPA I, Section 7.
54. Preserve and enhance forested buffers throughout the Regional Service Lands to visually buffer the site from external roads, Island Highway, preserve natural vegetation and habitat, and maintain slope stability. Forested buffers should be included along Superior Road, Knarston Creek, and the E&N railway right-of-way / Island Highway, at minimum, providing adequate building setbacks to reduce harm to critical root zones in these areas.

## Landscaping

55. Impervious surfaces should be minimized. Paved surfaces should be limited to pedestrian pathways, parking and loading spaces, and maneuvering aisles.
56. Outdoor refuse containers will be located to the rear of buildings where feasible and should be suitably landscaped with a solid landscape buffer including a combination of fencing and plantings.
57. Drought-resistant and native planting species and shade trees are encouraged. Invasive species will not be planted.

## Retaining Walls

58. Terrace retaining walls with sufficient width to allow for maintenance and landscaping between steps to reduce the impact of large walls.
59. Retaining walls which exceed 1.2 m in height must be designed by a qualified professional.

## Fencing & Screening

60. Screening for outdoor storage areas, refuge areas, loading bays, and parking areas from adjacent properties and public rights-of-way is required.
61. Rooftop and mechanical systems are encouraged to be screened within the building's architecture.
62. Landscape screening in the form of a fence and/or hedge, no less than 1.8 metres above finished grade, shall be incorporated around all outdoor storage and refuse areas.
63. Planting beds, shrubbery, and vegetation should be prioritized over man-made materials for screening.
64. Screening materials should employ high quality wood or steel vertical pickets in an industrial aesthetic and the use of chain link fencing should be avoided.



## Outdoor Storage and Refuse Areas

65. All proposed developments must minimize the visual impact of their outdoor storage and/or refuse area.
66. In general, storage and refuse areas should be located within a principal building, or to the side or rear of a principal building, and not in a required minimum yard or in a required parking or loading space.
67. Garbage containers, garbage compounds, and loading, unloading and storage areas will be located, orientated, and designed to minimize their effect on neighbouring properties and views from adjacent streets.

## Lighting

68. All exterior building and site lighting fixtures should:
  - a) Produce illumination levels in accordance with current engineering practices and standards;
  - b) Minimize illumination of adjacent properties;
  - c) Consist of flat lens pole lighting or fully shielded wall lighting for dark sky compliance; and,
  - d) Be arranged so rays of light are directed upon the parking, walking, loading, or operations areas and not upon adjacent land or streets.
69. Solar powered lighting is encouraged.

## Grading and Stormwater Management

70. Grading, drainage, and storm water management design must be part of the Development Application and shall be in conformance with District of Lantzville standards.
71. Development must be designed to maintain the quality of any storm water flowing toward or into identified water features. Controls are required on surface water drainage to prevent pollutants from entering water features including aquifers. Any detrimental effects on the environment from effluent or storm water discharge must be avoided.
72. Proposed development must be designed to avoid any increase in volume or peak flow of runoff.
73. Any development must be designed to avoid storm water runoff that could destabilize the slope or cause damage to neighbouring properties.